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The Corvette Factories: Building America's Sports Car



Synopsis

In its nearly six decades, Chevrolet's Corvette--America's only sportscar--has been produced in just three factories, first in St. Louis and now in Bowling Green. This book is the first to offer an up-close view of the process of building an automotive legend. From the rudimentary hand-formed fiberglass bodies in the St. Louis factory, to the state of the art production on the modern line in Bowling Green, The Corvette Factories takes readers through the story of the Corvette's evolution as the world's performance benchmark. Detailed archival photographs and the latest images provide a unique behind-the-scenes look at the Corvette as an exemplar of General Motors' most advanced technology. Indispensable to Corvette fans and sportscar aficionados, this volume is also a critical chapter of automotive history.

Book Information

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Customer Reviews

The Corvette Factories: Building America's Sports Car by Mike Mueller Mike Mueller has scavenged the General Motors Media Archives and we are the better for it. His 192 page book, The Corvette Factories: Building America's Sports Car is filled with more than 300 photographs, 150 in color, that start out to tell the story of the three factories that have built America's sportscar, but in the end provide a detailed history of the famed fiberglass flyer. This is not Mueller's first book about Corvettes; in fact he has written almost a dozen of them over the past decade and a half. This is not a bad thing as it means the information provided in The Corvette Factories has been well-vetted by editors and enthusiasts. The long history of the Corvette has thus already been covered elsewhere

by the author and by others. This new book, which combines photographs from the earliest production efforts with present day shots of cars from notable Corvette collectors, along with Mueller's research, contributes additional dimension to the Corvette story. Corvettes sit in a sort of nether world between the guys with gold chains and real car enthusiasts. Despite a long history stretching to drag strip success and road racing victories in places like Daytona, Sebring, and Le Mans, the car's detractors cite its broad blue-collar appeal as evidence that it isn't a real sports car. This is unfortunate, because even the earliest Blue-Flame Special six-cylinder powered Corvette from 1953, with its automatic transmission and white-wall tires was, in reality, more than a match for many of the pukka British roadsters. Most of us think we know something about the history of the Corvette.

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