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1958 Chevrolet Impala #260, Gateway Classic Cars-Nashville

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should've built this car! | Custom 1 of 1 - 1953 Chevrolet Bel Air Two Door Nomad Wagon 1963 Chevrolet
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1958 Chevrolet Impala Chevy American Classic Car PLYMOUTH, MI/USA - JULY 29, 2018: A 1958 Chevrolet Impala rocket-motif trim on display at the Concours d'Elegance of America car show.

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Gateway Classic Cars of Houston is proud to offer this 1958 Chevrolet Apache 3100 for sale.

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While Chevrolet and Ford were neck-and-neck for the number one in 1957, Chevrolet was a clear winner in 1958, selling 1,255,935 cars – a clear 217,375 more units than Ford. Almost half the 1958 Chevrolets came from the luxury Bel Air line, which accounted for 532,000 sales.

The officially licensed Corvette Stingray: The Mid-Engine Revolution chronicles the full development story behind Chevrolet's re-imagined sports car with an engaging, detailed text and photography from GM's archives and Corvette team members. Corvette is Chevrolet's iconic performance car. Its importance to the brand cannot be overstated. Thus each new generation is sweated by Chevy's designers, engineers, marketing staff, and executives to ensure that it sets the bar higher than the preceding version. With the eighth generation, Chevrolet has done more than raise the bar or move the goalpost--they've torn down the stadium and started from scratch. For the first time ever in a production version, the new

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Corvette features a mid-engine configuration. Though Corvette engineers have experimented with this engine placement over the past several decades, 2020 marks the first time GM has committed it to production cars. Corvette already had prodigious power on tap, but its front-engine configuration put some limitations on its handling and traction. The new mid-engine Corvette eliminates any final performance barriers and takes the battle to supercar rivals like Ferrari, Lamborghini, and McLaren. It's the story every Corvette fan needs to read.

As the 1950s dawned, General Motors focused its industrial might on producing revolutionary rather than evolutionary cars with the ultimate goal to become the clear market leader in the automotive industry. To accomplish this goal, the company designed, developed, and consistently released innovative automotive technology. During the decade, Chevrolet introduced the small-block V-8, automatic transmission, air-conditioning, power steering, and many other innovations that made the cars faster, more comfortable, and safer. All of the pieces had fallen into place. General Motors had astute leadership, a brilliant engineering team, forward-thinking stylists, a massive manufacturing infrastructure, and the capability to produce cutting-edge technology. With unbridled optimism and exuberance to meet the demands of the booming U.S. economy of the 1950s, the company designed, developed, and delivered an unprecedented number of breakthrough technologies, and established the blueprint for the modern automobile. Automotive historian and veteran author David Temple goes behind the scenes to reveal how these technologies were designed, manufactured, and installed on Chevrolet's fine portfolio of cars: the Corvette, 1955-1957 Bel Air, Nomad, Impala, and many more. Inside General Motors, many dedicated and talented leaders who were determined to make Chevrolet cars the best on the market. Vice President of Styling Harley Earl and his team designed the 1952 Corvette concept car for the Motorama show. After receiving numerous accolades, it was rushed into production. Design chief Bill Mitchell used his design acumen and creative vision as he led his team to style the 1955-1957 Bel-Air. Zora Arkus-Duntov worked tirelessly and transformed the Corvette from a touring car into a genuine sports car. Ed Cole and his engineers overcame many challenges to develop the compact, efficient, and powerful Chevy small-block V-8, which continued in production for decades. Chevrolts of the 1950s retraces the design, development, and production of these cars, but it also covers innovative vital components that were installed in them. If you have been looking for the inside story on GM's arguably greatest decade, the models, and the technology it produced, you have found it.

Includes Part 1, Number 1: Books and Pamphlets, Including Serials and Contributions to Periodicals (January - June)

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A new edition of one of our more popular how-to titles, incorporating an attractive design, significantly updated text, and full-color photography. This is a step-by-step restoration guide for all Chevy light-duty trucks from 1928 onwards. Updates include:- Upgrading to power steering- Pressure oiling for "Stovebolt" six and electronic fuel injection upgrades- New information on disc brakes and power brakes- Updated suppliers listing.

Everything you need to completely restore your 1947-1955 first series Chevy pickup to better-than-new condition is shown in complete detail! The Advance Design era (1947-1955) was historic for Chevrolet, topping all the production numbers every year they were in production. And for good reason. The post-World War II economy demanded a tough and well-engineered solution for this growing economy. Selling more than 2.5 million units during this era, Chevrolet quickly surpassed and controlled the light-truck market with style, utility, and logical engineering. This era has been overlooked for long enough, and Dave Krehbiel, a well-known restoration expert from DevesTechNet.com who specializes in these trucks, puts his 40 years of experience restoring nothing but Advance Design trucks into an extensive and complete single volume. With more than 500 photos and detailed instruction for every aspect of a proper restoration, this book will be the restorer's best friend. Dave's companion book, Chevrolet Inline 6 Engine: 1929-1962 (SA455), explains in full detail the engine aspects of your project. The Advance Design Chevy pickup is one of the most popular and highly prized vehicles at any venue. The author's hope is that this book will give you the confidence and the knowledge to put your old Chevy truck back on the road in style. There is just nothing more interesting and more inviting than an old Chevy truck!

The Sacramento Delta has produced some of the finest hot rods and custom cars ever made. The passion of the area's builders is evident in the incredible cars they created, which drew nationwide attention. Harry Westerguard, who taught George Barris bodywork, worked on the second "America's Most Beautiful Roadster"----a 1923 "T" that was a style-setter for its day. Bob Dron built his first custom when he was only fifteen and a half, and Lenny Byer created his own "Candy Apple Red" in Rio Vista. Detroit might have had its vision, but the Delta region built its own. Discover the stories behind the cars and their builders as author John V. Callahan takes us on a trip down memory lane.

Here are the swift and stylish automobiles of any car-lover's dreams. Get behind the wheel of one

hundred classic vehicles, including:

- Classic 1950s models – including the 1955 Pontiac Starchief convertible, 1955 Mercury Montclair hardtop, 1957 Chevrolet Bel Air hardtop, 1957 Lincoln Continental Mark II, 1958 Ford Edsel sedan, and 1959 Buick Electra 225 convertible
- Powerful "muscle" cars – the 1962 Ford Thunderbird, 1964 Corvette Stingray, 1968 Chevy Impala SS 427, 1969 Chevy Camaro Z 28, 1969 Shelby Cobra Mustang GT-500, 1970 Dodge Challenger R/T, and more
- Fabulous luxury cars – the Mercedes-Benz SLR McLaren two-door Coupe, Maserati Spyder two-door Convertible Roadster, Rolls-Royce Phantom four-door Sedan, Jaguar XJ220 two-door Coupe, Lamborghini Diablo two-door Coupe, Ferrari Enzo two-door Coupe, and others

The American Dream - The Chevrolet Impala 1958-1971 examines the evolution of the popular Chevrolet Impala from the late 1950s stylish 'specialty' vehicle to become Chevrolet's best-selling, iconic model in North America. In addition, this volume focuses on specifications, rarer performance models, industry facts and figures and optional equipment, through detailed text, brochure and advertising images, along with previously unpublished photographs. The important role played by the Impala for Chevrolet is also examined, as well as GM as a whole from its top-of-the-line, 'specialty' model status to its broad range of body styles and mainstream, volume production model status. As the 1950s ended, the Chevrolet Impala evolved into a status symbol, and added more and more style, comfort and optional equipment to its ever-increasing model range. From its similar styling and tri-colour pastel paint finishes the original Chevrolet Impala was the flashy, stylish sibling in the line-up, only to eventually return to a more conservative high-volume, mainstream car.

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