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Popular Science gives our readers the information and tools to improve their technology and their world. The core belief that Popular Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

**Chevy Differentials** Complete Book

The high-water mark of the muscle car era is usually credited as 1970, and for good reason; Chevrolet was now stuffing high-powered 454 engines into Chevelles. Adding a larger displacement above the still-available 396 (402) offered buyers the option to order the most powerful production car of that era. The 1970-1972 Chevelles remain the most collectible of the model to this day. Author and historian Dale McIntosh pairs with restoration expert Rick Nelson to provide this bible of authenticity on the legendary 1970, 1971, and 1972 Chevelle models. Everything about restoring your Chevelle back to bone-stock is covered meticulously, including step-by-step instructions for chassis and interior restoration. Understanding date variances on parts applicable to the build date of your Chevelle is vital to a factory-correct restoration, and including them in this book provides a depth of coverage on these cars that is unequaled. Restoring a 1970-1972 Chevelle back to concours correct takes a certain amount of expertise. Thankfully, Rick and Dale have done a lot of the heavy lifting on the research side. With this authenticity guide, you can be confident that you have all the correct components and options accurately and expertly represented for your stock restoration. These fine details put the Chevelle Restoration and Authenticity Guide 1970-1972 a cut above the rest.

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**Chevelle Restoration and Authenticity Guide 1970-1972** Penguin

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*Motion Performance: Tales of a Muscle Car Builder* Chevy Nova 1968-1974

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**American Cars, 1960-1972** CarTech Inc

Journey with me into the abyss, a world far more dangerous than space! What's this book about? Life. Death. Imminent danger. Unexpected reprieve. Victory. Defeat. Success. Failure. Thermo-nuclear war. True love. Loss. High drama. Low comedy. Ronald Reagan. Mikhail Gorbachev. And Bond, James Bond. They're all here. Ninety amazing and entirely true tales of swash-buckling adventure on the sea and beneath it, as a boy grows into manhood steadfastly pursuing his lifelong dream, wins a million-to-one shot to become a Hydronaut, and lives a life of high adventure undersea exploring the abyss, a world far more dangerous than space. The author states: I have been trapped on the seafloor twice. Deluged by flooding as I dove a submarine to its maximum depth. In control of a submerged submarine on fire. Alone on a sinking boat at night, bailing to stay alive. Out of air with empty lungs while diving 90 feet down. Next to a fool about to light his cigarette as we stood on 66,000 gallons of high-octane gasoline. And I have had the chance to do and see amazing things, enough for ten lives. I have sailed 100,000 miles in submarines, dove more than three miles to the abyssal seafloor of the Pacific, and explored an alien world far more dangerous than space. I have gone to places on Earth no one else ever will. I found the first naval aviator ever recovered from the abyss. I mapped the wreckage of USS Thresher. And I held thermonuclear targeting steady on Mother Russia as President Reagan met Gorbachev in Reykjavik. In this book, I tell those stories and more, 90 stories of a life spent undersea. These are the good parts, cooked down to short tales you can read on a bus, a lunch break, or in your bunk before lights out. Join me. I will take you places no one else can. You will survive, I promise, and have a good time along the way. So come on-dive in!" e; At turns gripping, compelling, and simply enchanting, Vetter's 30,000 Leagues Undersea is a door straight into a breathtaking world few human beings have ever touched ... or ever will." e; -- Holly Lisle. 30,000 Leagues Undersea. Fiction adventures Jules Verne might have written. But I lived them.

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*Popular Science*

Relive the golden age of drag racing through this exhaustive volume covering the best drag racing model kits of the era. Model expert Tim Boyd, author of *Collecting Muscle Car Model Kits*, turned his attention to the fantastic drag racing model kits available from the late 1950s through today. Some racing model kits were actually 3-in-1 kits, where the builder assembled the drag-race version of the car in lieu of the street or custom version. Boyd starts by covering the options, collectability, variety, availability, and value of these wonderful kits, and then concentrates on the highly detailed drag racing-only kits that became available starting in the mid-1960s through today. He also shows the differences between original kits, older reproduction kits, and new reproduction kits that many enthusiasts find at swap meets and online sources today. Many of these great kits were from the 1960s, an era when building model kits was a widely popular, serious hobby, similar to video games today. Not only was it fun to build the kits but it was also a great way to learn about all the different race classes and categories because there wasn't regular TV or online coverage during that era. The artwork on those kits was fantastic, and many collectors today seek original kits largely because of it. The classes of racing covered are Gassers, Rail Dragsters, Stocks and Super Stocks, Funny Cars, Pro Stocks, Exhibition Racers, and more. Drag racing cars designed by model companies that never actually existed are also covered. Nostalgia drags are some of the most popular events around the country today. People can't get enough of these old race cars that were built in an era when variety, innovation and home building ruled the day. This book is great for modelers in general, model-kit collectors, and drag-racing fans young and old alike.

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**Chevelle, 1964-1972**

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Collecting Drag Racing Model Kits

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*The Complete Book of Classic Chevrolet Muscle Cars*

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**Popular Science**

p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial} There was a time when the Chevrolet

Nova was considered a budget option, a model engineered primarily for the price-conscious customer. Certainly performance models were already in Chevrolet's fold. With the Camaro, the Corvette, and the Chevelle leading the way, why would Chevy need another performance model? Well, savvy Chevy customers knew that you could get a really tricked-out Nova right from the factory with SS packages and big-block 396 engines along with performance transmissions and gearing for a fair amount less than an equally equipped Camaro. As a bonus, Novas were lighter weight too. It was the performance bargain of the Chevy lineup. Fast forward to today. The first-generation Camaros cost a small fortune, and while Novas have held their value quite well, they are still a performance bargain compared to the other Chevy performance models of the era. Not only are they more affordable than Camaros, but you can do a whole lot to make them really fast. In *Chevy Nova 1968-1974: How to Build and Modify*, veteran author and Chevy expert Wayne Scraba shows you all you need to know to build a killer street or strip Nova. Included is detailed information on driveline upgrades, rear-suspension options for the ultimate hook, front-end suspension and chassis components for good handling and weight transfer, excellent brake upgrades, engine swap options, cooling system upgrades, and more. Focusing on quarter-mile performance, Scraba expertly covers all of your options for a strong-running street Nova, a street-strip combo package, or all-out drag racing options. If you want to build your Nova into a quarter-mile warrior, this book is an essential tool for success.

*Popular Science*

Millions of Chevrolet vehicles were built and sold in the 1960s and 1970s, and the great majority of those were rear-wheel-drive models with differentials known as 10-bolts or 12-bolts. High-performance limited-slip versions of these differentials also have been installed in Camaros, Chevilles, Corvettes, and many other GM muscle cars from 1964 through the 1970s, as well as Chevy and GMC trucks. If you have owned a GM performance car from the 1960s or 1970s, you have owned one of these sturdy, reliable, and versatile differentials. Many of these differentials are now more than 50 years old and are due for an overhaul. In *Chevy Differentials: How to Rebuild the 10- and 12-Bolt*, author Jefferson Bryant walks you through the entire process of procuring, evaluating, and rebuilding the perfect differential for your GM application. In this step-by-step guide, you learn how to completely disassemble the differential, evaluate components, and select replacement parts. You're also shown all of the up-to-date techniques for re-assembling the differential and axle. Informative sections on axle identification and replacement parts are also provided. Maybe you have found a salvage-yard unit and want to rebuild it to upgrade your existing vehicle. Maybe you would like to install an aftermarket 12-bolt assembly for extreme performance or racing. This is the only book dedicated solely to rebuilding, setting up, and modifying these axle assemblies for long service life and maximum performance. If you're going to rebuild a Chevy 10- or 12-bolt axle, this book delivers the essential information to get the job done right.

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