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Not to mention the fact that the 280Z was a pioneering performance car, and any gains that could be made by using a computer to fine-tune the engine were welcomed. After the success of Volkswagen ...

If there is one thing Ford enthusiasts have learned over the years, deciphering which Ford parts work with which Ford engines is a far more difficult task than with many other engine families. Will Cleveland heads

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fit on my Windsor block? Can I build a stroker motor with factory parts? Can I gain compression by using older-model cylinder heads, and will it restrict flow? Is there a difference between Windsor 2-barrel and 4-barrel heads? These are just a few examples of common questions Ford fans have. These and many other questions are examined in this all-new update of a perennial best seller. Thoroughly researched and, unlike previous editions, now focused entirely on the small-block Windsor and Cleveland engine families, Ford Small Block Engine Parts Interchange includes critical information on Ford's greatest small-block engines and goes into great detail on the highly desirable high-performance hardware produced throughout the 1960s, 1970s, and 1980s. By combining some of the best

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parts from various years, some great performance potential can be unlocked in ways Ford never offered to the general public. Following the advice in Ford Small-Block Engine Parts Interchange, these engine combinations can become reality. You will find valuable information on cranks, blocks, heads, cams, intakes, rods, pistons, and even accessories to guide you through your project. Author George Reid has once again done extensive research to accurately deliver a thorough and complete collection of Ford small-block information in this newly revised edition. Knowing what internal factory engine parts can be used across the wide range of production Ford power plants is invaluable to the hot rodder and swap meet/eBay shopper. Whether building a stroker Cleveland

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or a hopped-up Windsor, this book is an essential guide.

The epic story also told in the film FORD V. FERRARI: By the early 1960s, the Ford Motor Company, built to bring automobile transportation to the masses, was falling behind. Young Henry Ford II, who had taken the reins of his grandfather's company with little business experience to speak of, knew he had to do something to shake things up. Baby boomers were taking to the road in droves, looking for speed not safety, style not comfort. Meanwhile, Enzo Ferrari, whose cars epitomized style, lorded it over the European racing scene. He crafted beautiful sports cars, "science fiction on wheels," but was also called "the Assassin" because so many drivers perished while racing them. Go Like

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Hell tells the remarkable story of how Henry Ford II, with the help of a young visionary named Lee Iacocca and a former racing champion turned engineer, Carroll Shelby, concocted a scheme to reinvent the Ford company. They would enter the high-stakes world of European car racing, where an adventurous few threw safety and sanity to the wind. They would design, build, and race a car that could beat Ferrari at his own game at the most prestigious and brutal race in the world, something no American car had ever done. Go Like Hell transports readers to a risk-filled, glorious time in this brilliant portrait of a rivalry between two industrialists, the cars they built, and the "pilots" who would drive them to victory, or doom.

This book offers a comprehensive look

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at an industry that plays a growing role in motor vehicle production in the United States.

Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium- and heavy-duty vehicles, such as tractor-trailers, transit buses, and work trucks. The book also recommends approaches that federal agencies could use to regulate these vehicles' fuel consumption. Currently there are no fuel consumption standards for such vehicles, which account for about 26 percent of the transportation fuel used in the U.S. The miles-per-gallon measure used to regulate the fuel economy of passenger cars. is not

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appropriate for medium- and heavy-duty vehicles, which are designed above all to carry loads efficiently. Instead, any regulation of medium- and heavy-duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers, such as gallons per ton-mile, a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile. This is called load-specific fuel consumption (LSFC). The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types. For example, using advanced diesel engines in tractor-trailers could lower their fuel consumption by up to 20 percent by 2020, and improved aerodynamics could yield an 11 percent reduction. Hybrid powertrains could lower the fuel consumption of

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vehicles that stop frequently, such as garbage trucks and transit buses, by as much 35 percent in the same time frame.

Provides handling techniques for street driving, road racing, and autocrossing, and discusses wheels, traction, shocks, aerodynamics, and tire temperature and pressure

In this collection of essays, Watts displays the playfulness of thought and simplicity of language that has made him one of the most popular lecturers and authors on the spiritual traditions of the East. Watts draws on a variety of religious traditions and explores the limits of language in the face of spiritual truth.

Industrial Environmental Performance

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Metrics is a corporate-focused analysis that brings clarity and practicality to the complex issues of environmental metrics in industry. The book examines the metrics implications to businesses as their responsibilities expand beyond the factory gate--upstream to suppliers and downstream to products and services. It examines implications that arise from greater demand for comparability of metrics among businesses by the investment community and environmental interest groups. The controversy over what sustainable development means for businesses is also addressed. Industrial Environmental Performance Metrics identifies the most useful metrics based on case studies from four industries--automotive, chemical, electronics, and pulp and paper--and

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includes specific corporate examples. It contains goals and recommendations for public and private sector players interested in encouraging the broader use of metrics to improve industrial environmental performance and those interested in addressing the tough issues of prioritization, weighting of metrics for meaningful comparability, and the longer term metrics needs presented by sustainable development.

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

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are the driving forces that will help
make it better.

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