

Lost Muscle Car Dealerships The Rise And Fall Of

American Muscle Cars 2015 Mini .2014-07 American Muscle Cars 2015 Mini is the ultimate collection of Detroit muscle in a smaller size, perfect for your office or garage. Featuring studio portraits of the hottest hardware from the 1960s and 1970s, master photographer Peter Harholdt has captured each car in vivid color. GM, Ford, Dodge, and Plymouth are all represented in this 16-month celebration of horsepower.

The Art of the Muscle Car David Newhardt.2013-05-19 "Just what is a Muscle Car?" Road Test magazine asked in June 1967. The answer: "Exactly what the name implies. It is a product of the American car industry adhering to the hot rodder's philosophy of taking a small car and putting a BIG engine in it. . . . The Muscle Car is Charles Atlas kicking sand in the face of the 98 horsepower weakling." Unconcerned with such trivial details as comfort and handling, the vintage American muscle car was built for straight-line speed and quickly became the ride of choice for power-hungry racers and serious gearheads. In a country where performance was measured in brute force, a quarter mile at a time, the muscle car was the perfect machine. In the intervening years, these down-and-dirty, high-performing beauties have earned their place in the automotive pantheon. As prized by collectors and aficionados as they are by denizens of garages and drag strips, classic muscle cars now fetch upwards of a million dollars at auctions and feature in any story of America's automotive glory days. The icons of muscle car art—including Camaro and Chevelle SS, the Hemi and 440-6 Cuda, Challenger, Roadrunner, Super Bee, GTX, Super Bird, Daytona Charger, Super Cobra Jet and Boss Mustang, Talladega Torino, Buick GSX and W30 Oldsmobile 442, and AMX Javelin—are all here, on full display in this lavishly illustrated volume, each described in a detailed essay followed by a gallery of portraits and special gatefold presentations that capture the art of the muscle car at its finest.

[American Muscle Supercars](#) David Newhardt.2008

Muscle Car Dream Garages Simon Green.2008 The heart-racing power, speed and performance of American muscle cars inspire enthusiasts and collectors from all walks of life. Of all the cars that stir the blood, few have the cool of the classic American muscle car.

Muscle Car The Art of Power Dan Lyons.2008-11-14 This is an oversized book with an in-your-face look at the best muscle cars ever built.

Muscle Car: The Art of Power is packed with 350 color images. The clean layout and large dimensions give the photos room to breathe and the reader reason to linger. Examples of cars features include: 1960 Chrysler 300-F, 1963 Chevy Impala SS, 1965 Pontiac GTO, 1969 AMC SC Rambler, 1969 Dodge Charger, 1969 Yenko Nova, 1970 Ford Mustang Boss 302 429, 1971 Plymouth GTX and many more.

American Muscle Cars 2015 .2014-07 American Muscle Cars 2015 is the ultimate collection of Detroit muscle. Featuring studio portraits of the hottest hardware from the 1960s and 1970s, master photographer Randy Leffingwell has captured each car in vivid color. GM, Ford, Dodge, and Plymouth are all represented in this 16-month, 12x12-inch celebration of horsepower.

Extreme Muscle Cars Bill Holder,William G. Holder,Phillip Kunz.2006-04 Putting readers behind the wheel of some of Detroit's most extreme creations, this book looks at the world of the muscle car, featuring legends of the street and drag strip such as the 454 Chevelle, the 429 Boss Mustang and the stunning Shelby GT-500 Mustang.

Motion Performance: Tales of a Muscle Car Builder Martyn L. Schorr.

Million-Dollar Muscle Cars Colin Comer.2007-01 About the book: In the 1960s and 1970s American automakers produced millions of muscle cars: high-performance cars more adept at competition than transportation. The baby boom generation snapped up these cars and proceeded to use them

as intended, drag and street racing the cars until there was nothing left of them. No longer minimum-wage high schoolers, today's boomers enjoy more disposable income than any generation in history. And many of them are spending that income on highly collectible muscle cars. Because so few muscle cars survived the abuse of young drivers back in the day, muscle car prices have skyrocketed, with mundane muscle cars commanding six-figure prices and the most significant muscle cars surpassing the million-dollar mark. Respected muscle car expert Colin Comer and top photographer David Newhardt tell the story of each of these rarest of rare cars in Million-Dollar Muscle Cars, the only book dedicated to these top-flight cars. Table of Contents: Introduction: Big-Money Muscle Section 1: Million-Dollar Cars Chapter One: 1970-1971 'Cuda & Challenger Hemi Convertibles Chapter Two: 1965 Shelby GT350 R Models Chapter Three: 1965 Hurst GTO Tiger Chapter Four: 1967 Shelby GT500 Super Snake Chapter Five: 1968 Camaro Z/28 Convertible Chapter Six: 1969 Trans Am Convertibles Chapter Seven: 1969 ZL1 Camaros Chapter Eight: 1971 Sox & Martin Stock Hemi 'Cuda Car Section 2: Six Figures and Rising Chapter Nine: 1965 Hurst Motor Trend GTO Riverside 500 Pace Car Chapter Ten: 1965-1966 Shelby GT350 Factory Drag Cars Chapter Eleven: 1968 Mr. Norm's GSS 440 Dart Chapter Twelve: 1969 Yenko 427 Nova Chapter Thirteen: 1969 Dodge Charger Daytona Hemi Chapter Fourteen: 1969-1971 Pontiac GTO Judge Round-Port Convertibles Chapter Fifteen: 1970 Chevelle L56 Convertible Appendices Appendix A: Alternatives to Million-Dollar Muscle Appendix B: A Real-World Buyer's Guide See Motorbooks author Colin Comer interviewed by Jay Leno on JayLenosGarage.com: [http://www.jaylenosgarage.com/video/jays-book-club-lee-klancher/1211582/Muscle Car](http://www.jaylenosgarage.com/video/jays-book-club-lee-klancher/1211582/Muscle%20Car) John Gunnell.2006-08-16 Broad appeal - muscle car fanatics, dealers, restorers and aspiring owners

Day One Martyn L. Schorr.2017-11-01 In Day One, automotive journalist Marty Schorr recalls life on the front line in the classic muscle car era, thrashing brand-new cars that would become collector vehicles. Most muscle-car books celebrate beautifully-restored vehicles surrounded by hard facts; Day One tells the real story from the point-of-view of one of the period's most respected automotive journalists, Marty Schorr. For the first time in print, you'll get a unique perspective on what it was like to actually drive, race, and otherwise thrash what are some of today's most valuable collector cars. CARS, the iconic magazine Marty wrote and edited didn't rely on industry advertising for revenue. Instead, the magazine made money the old fashioned way, from newsstand sales, leaving it able to be honest and frank in its coverage of high-performance street cars. CARS magazine reported on both Day stock and modified cars, cars the traditional magazines wouldn't touch, like the ultra-high-performance vehicles from companies like Baldwin-Motion, Yenko Chevrolet, Nickey Chevrolet, Royal Pontiac, and Tasca Ford. Prepare yourself for Day One to cover the most important cars of a given year, including: Pontiac's 1962-1963 lightweight Super-Duty 421 street and Swiss Cheese models Chevrolet's 1963 big-block 427 Mystery Motor and ZL-1 Impala. Ford 1963 1/2 427/425 Galaxie fastback The 1964 Ramchargers The first 426 Street Hemi Cotton-Owens prepared Hemi Coronet A 1966 Olds Twin-Engined (850 cubic inches) Grant Toronado, currently owned by Jay Leno A prototype 1966 Plymouth 426 Street Hemi Satellite One of two 427 SOHC Galaxies prototypes A '67 Royal Bobcat GTO Plymouth's original '68 Hemi Road Runner Hurst-built Plymouth & Dodge 1968 Hemi-Darts and Hemi-Cudas

Muscle Randy Leffingwell Darwin Holmstrom.

AMC Muscle Cars : Muscle Car Color History Larry G. Mitchell.

1969 Plymouth Road Runner Wes Eisenschenk.2017-04-17 The late 1960s was an interesting time in the automotive world. Muscle cars, as we now know them, were well established, with all manufacturers joining the horsepower race. You could walk into the showroom for any brand from any manufacturer and find a variety of performance models. Competition being what it is, the manufacturers were looking for ways other than winning races to lure buyers into the showrooms and entice them to buy their products. Some tried to accomplish this with fancy marketing schemes and graphic paint packages and decals, and for the first time, some tried to win over buyers with price. Volume No. 5 of CarTech's In Detail series

covers the 1969 Plymouth Road Runner. It was an interesting marriage of a car that attempted to appeal to potential buyers with a low cost, light weight, and potent bare-bones package. It also added a brilliant marketing strategy of partnering with a famous studio and a popular cartoon character. The end result was a wildly popular, big-block, affordable muscle car with great graphics and a cool beep-beep horn. The public loved it. All In Detail Series books include an introduction and historical overview, an explanation of the design and concepts involved in creating the car, a look at marketing and promotion, and an in-depth study of all hardware and available options, as well as an examination of where the car is on the market today. Also included is an appendix of paint and option codes, VIN and build-tag decoders, as well as production numbers.

Muscle Car Special Editions Duncan Scott Brown.2021-08-15 "Get one before one gets you!" Motion Performance's catchy sales pitch for builder Joel Rosen's Phase III Specialty Muscle Cars sums up the escalating performance scene in the late 1960s. Special edition muscle cars were essential to keep pace. Joel and other independent car builders (such as Carroll Shelby, George Hurst, Dick Harrell, Mr. Norm, and Jim Wangers) did what the factories couldn't do: take the muscle car and turn it into a tire-burning monster. Although the Pontiac GTO established the muscle car category in 1964, a host of corporate safety restrictions restrained factories from offering turn-key race cars off the showroom floor. Independent car builders enhanced appearance and amplified performance in an attempt to do what the manufacturers wouldn't. Motion Performance issued a written guarantee: Phase III cars would run 11.5 at 120 mph down the quarter-mile! Some of the most iconic nameplates in automotive history were applied in this era with names that included Cheetah, Black Panther, Royal Bobcat, Super Hugger, Manta Ray, Super Snake, Deuce, Fast Track, and The Machine. How did manufacturers stealthily promote these special edition muscle cars as "halo cars" while pretending not to endorse them? What happened to these innovators when factories assimilated their ideas? It's all covered inside. Muscle car historian Duncan Brown takes us through these special edition muscle cars, their creators, and the behind-the-scenes forces that shaped these wild beasts into legends that left a lasting legacy.

Pontiac Muscle Cars Mike Mueller.1994

Ultimate Guide to Muscle Cars Jim Glastonbury.2010-04-15 A muscle car is not a piece of Italian exotica, a Ferrari or a Lamborghini, cars which are just too complex and too specialized; nor is it a German Porsche, which is too efficient and too clever by half; nor yet a classic British sports car, a Morgan, TVR or Jaguar, which could never be regarded as fitting the bill. Sports cars, by and large, are not muscle cars, with two notable exceptions: the legendary AC Cobra of the 1960s, and the Dodge Viper of the 1990s. These followed the muscle car creed of back-to basics raw power. In effect, muscle cars always were, and always will be, a quintessentially North American phenomenon. The basic concept is something like this: take a mid-sized American sedan, nothing complex, upmarket or fancy, in fact the son of car one would use to collect the groceries in any American town on any day of the week; add the biggest, raunchiest V8 that it is possible to squeeze under the hood; and there it is. The muscle car concept really is as simple as that.

COPO Camaro, Chevelle & Nova Matt Avery.2018-09-14 The COPO Camaros, Chevelles, and Novas of the 1960s and early 1970s were the ultimate high-performance GM muscle cars. While few knew about this back channel program at the time, it is now recognized as the origin of GM's top muscle cars. Dedicated Chevy racers and car owners were determined to compete head-to-head with Mopar and Ford at the racetrack and on the street. But in order to do so, they needed to circumvent the corporate ban on racing and resolve the restriction of 400-ci engines in intermediate vehicles. Don Yenke and some other creative individuals recognized the loophole in the COPO (Central Office Production Order) system at General Motors. The COPO program was designated for fleet vehicles such as taxicabs, but at the peak of the muscle car wars it was used to build the ultimate high-performance Chevy muscle cars. Some horrific on-track accidents compelled General Motors to drop out of racing, yet GM did not want

to allow Chrysler and Ford to steal the glory on Sundays while they stood on the sidelines. As a result, GM inconspicuously ran the Chevy racing and high-performance program through back channels, and COPO was integral part of the program. Don Yenko became the COPO muscle car program chief architect and champion. He ordered the Corvair through the COPO program and created the Corvair Stinger to mount a SCCA road race campaign. From these humble beginnings, the road map for creating the ultimate Camaros, Chevelles, and Novas was established. Factory Camaro V-8s came equipped with the 350 small-block or 396 big-block, which had to compete with the Mustang Cobra Jets and Mopar Wedge and Hemi cars. In response, building the big-block Camaro through the COPO program was devised. At the factory, Camaros were fitted with the 396 engines and shipped to dealers where the 427s were installed in the cars. From 1967 to 1969, the factory and dealers installed eight different 427 engines, including the all aluminum ZL1 427. Later on, others used the road map to build COPO Novas and Chevelles to similar spec, with similar results. The COPO performance car program did not end with these muscle cars. Yenko even ordered several hundred Vegas through the COPO program, so they could be fitted with turbochargers and raced in SCCA competition. Chevy muscle car aficionado and author Matt Avery retraces the history of the COPO program and the creation of these premier muscle cars. He has scoured archives and tracked down owners and personnel involved in the program to deliver a comprehensive story and complete guide to the COPO cars. The COPO muscle car and racing program produced a storied and remarkable journey, and author Matt Avery captures all these facets in this entertaining and revealing history. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

Lost Car Companies of Detroit Alan Naldrett.2016-01-25 Among more than two hundred auto companies that tried their luck in the Motor City, just three remain: Ford, General Motors and Chrysler. But many of those lost to history have colorful stories worth telling. For instance, J.J. Cole forgot to put brakes in his new auto, so on the first test run, he had to drive it in circles until it ran out of gas. Brothers John and Horace Dodge often trashed saloons during wild evenings but used their great personal wealth to pay for the damage the next day (if they could remember where they had been). David D. Buick went from being the founder of his own leading auto company to working the information desk at the Detroit Board of Trade. Author Alan Naldrett explores these and more tales of automakers who ultimately failed but shaped the industry and designs putting wheels on the road today.

Hemi Muscle Cars David Newhardt, Darwin Holmstrom.

The All-American Muscle Car Joe Oldham,Jim Wangers,Colin Comer,David Newhardt,Randy Leffingwell.2017-05-22 Get the full history of the American muscle car in *The All-American Muscle Car*, from it's origin as an act of descent, to where it sits now.

Lost Muscle Car Dealerships Duncan Brown.2019-09-15 An entire volume dedicated to detailing and preserving the iconic muscle car dealerships of the 1960s and early 1970s, many whose doors are now closed. Text is supported with more than 350 historic photos and illustrations. Muscle car historian Duncan Brown revisits this glorious automotive era when Nickey 427 Camaros and supercharged Dodge Demons by Grand Spaulding Dodge terrorized the streets. Drag sponsored cars from Reynolds Buick, Yeakel Chrysler-Plymouth, and Mel Burns Ford informed buyers that if you came to their dealership, you too could have a screaming fast muscle car just like the ones you saw at the dragstrip. It was these dealerships that created the lasting muscle car legacy through their innovative advertising and over-the-top performance. The majority of these dealerships floundered, unable to re-attract the customers they had prior to the muscle car. Thankfully, a volume has been dedicated to preserving the history of those less fortunate and revisiting the past success of these Lost Muscle Car Dealerships.

Muscle Car Barn Finds Ryan Brutt.2018-04-09 Join automotive archeologist Ryan Brutt as he searches for American muscle cars lost to time in barns, abandoned buildings, decrepit garages, even overgrown backyards!

Selling the American Muscle Car Diego Rosenberg.2016-10-14 As the muscle car wars developed in the early 1960s, auto manufacturers scrambled to find catchy marketing campaigns to entice the buying public into their dealerships. General Motors, Ford, and Chrysler, with all their divisions, as well as AMC and Studebaker, inevitably sank billions of dollars into one-upmanship in an effort to vie for the consumer's last dollar. Automotive writer Diego Rosenberg examines the tactics and components used by manufacturers in waging war against one another in the muscle car era. Manufacturers poured millions into racing programs, operating under the principle of Win on Sunday, Sell on Monday. Cars were given catchy nicknames, such as The GTO Judge, Plymouth Roadrunner, Cobra, and Dodge Super Bee. Entire manufacturer lines were given catchy marketing campaigns, such as Dodge's Scat Pack, AMC's Go Package, and Ford's Total Performance. From racing to commercials to print ads, from dealer showrooms to national auto shows, each manufacturer had its own approach in vying for the buyer's attention, and gimmicks and tactics ranged from comical to dead serious. *Selling the American Muscle Car: Marketing Detroit Iron in the 60s and 70s* takes you back to an era when options were plentiful and performance was cheap. You will relive or be introduced to some of the cleverest marketing campaigns created during a time when America was changing every day.

Lost Muscle Car Dealerships Duncan Scott Brown.2019

American Muscle Cars Darwin Holmstrom.2016-04 *American Muscle Cars* features stunning historic and contemporary photography and offers a thorough chronology of this classic car's evolution from the 1960s to the present.

1 of 1 Muscle Cars Wes Eisenschenk.2023-09-22 Learn about the rarest muscle cars ever produced with this new book. In the world of muscle cars, many were produced and sold in large enough quantities that they would be considered special but not particularly rare at the time of production. The Boss 429 and Plymouth Superbird were produced for racing homologation reasons, and since they were very expensive to produce, the manufacturers ensured that they would be rare. However, there is rare, and then there is rare. Prototypes and special factory builds, factory production cars, and super car tuners and builders are all covered in this new book by muscle-car historian Wes Eisenschenk. Some are single examples, some are very close to being the last remaining example, and all are extremely rare. Some have no surviving example known to exist. Featured cars include a Boss 429 Cougar, a 1971 Pontiac Ventura II Sprint 455, a 1965 Chevelle 300 COPO car with the L78 option, and a 1970 FK5 Deep Burnt Orange Metallic Superbird. Dealer promotional specials include a 1968 AMC AMX Von Piranha, a 1970 Dick Harrell LS6 454 Camaro, and a 1973 Nickey Chevrolet 427 Nova. These are cars that you will read about but likely never see. For a fun ride through muscle-car history and great stories of the rarest muscle cars ever produced, add this book to your automotive library today.

The Complete Book of American Muscle Supercars Tom Glatch.2016-09-01 Uncover the captivating history of the highest-performance cars in America, illustrated with beautiful photography. The American muscle car began not in the factories of the big three automakers, but in the garages and dealerships of a hot-rod subculture bent on making the hottest, highest-performance cars on the street. *The Complete Book of American Muscle Supercars* catalogs these amazing cars, along with the builders who unleashed them on the American scene. From Michigan's Royal Pontiac dealership and the souped-up Royal Pontiac Bobcats they built and sold, to the new cars from such fabled names as Carroll Shelby, Mr. Norm's Grand Spaulding Dodge, Nickey Chevrolet, Don Yenke, George Hurst, Baldwin-Motion, Calloway, SLP, and Steve Saleen. This gorgeously illustrated book chronicles the outstanding contribution of the tuner/builder to American automotive history through the amazing machines they created. From the oldest of these muscle tuners commanding top dollar at today's classic-car auctions, to the latest vehicles by Ford and Chrysler, with their SVT and SRT divisions, this book gives readers a full and fascinating look at American high-performance in its purest form.

Pontiac GTO 50 Years Darwin Holmstrom.2015-01-06 This is the car that launched the muscle car era and gave the Baby Boomers high-speed wings.

Trivia freaks might know that Pontiac's GTO means Gran Turismo Omologato, but muscle car fans know it earned its nickname "The Great One" at a time when America built the greatest cars on earth. It wasn't the fastest, the most powerful, or the most outrageous muscle car, but Pontiac's GTO resides at the very top of the pantheon because it was the first. Pontiac GTO 50 Years: The Original Muscle Car follows the rise of this iconic vehicle from the day in 1963 when Chief Engineer John Z. DeLorean bolted a 389-cubic-inch GTO engine into a prototype Tempest coupe through the final GTO rendition in 2006. Wedding that massive V-8 to a mid-size GM chassis created one of the fastest production cars of the time but also made it a car just about anyone with a job could afford. It started as an option package that was supposed to be limited to 5,000 units. Instead, word of mouth pushed sales to more than six times that many in its first year. Hundreds of photographs round out this thoroughly researched history and offer insight into the vehicle that, through redesigns, repackages, and relaunches, came of age with the Baby Boomer generation. From classic 1960s models to the GTO's revival in 2004, the exhilarating story of the outlaw that should never have been and will never be again will thrill any auto enthusiast.

Top Muscle Darwin Holmstrom.2014-05-15 Darwin Holmstrom's *Top Muscle* is a look at over two dozen of the rarest one-offs and production vehicles from the muscle-car era of the late 60s and early 70s. Featuring new and original photography of every car, this book chronicles the biggest and baddest in the heyday of American muscle--

GTO Darwin Holmstrom,David Newhardt.2011-01-15 In 1963 Pontiac's Chief Engineer John DeLorean and his two favorite staff engineers, Bill Collins and Russ Gee, came up with an inspired way to keep Pontiac cars in the performance limelight: bolt a big engine into Pontiac's upcoming Tempest intermediate body. Thus was the GTO born. Through cunning, resourcefulness, and outright trickery the minds of Pontiac managed to get this rocket into dealerships and out onto America's highways, and to introduce that most iconic of American automobiles, the muscle car, to the nation's most discriminating drivers.This is the story of the GTO, of the people who made it a reality and a sales sensation, of those who owned and loved the cars. With color photographs, drawings, and detailed stats, this book is not so much the story of a historic car as an illustrated biography of American muscle.DIVSee Motorbooks author David Newhardt interviewed by Jay Leno on JayLenosGarage.com:

<http://www.jaylenosgarage.com/video/jays-book-club-david-newhardt/1174466//div>

The Legendary Muscle Car Jim Glastonbury.2016-09 Look into this fascinating book to discover the intoxicating world of muscle cars. Includes information on models, facts, and other interesting information on America's pride and joy.

The Age of the Muscle Car Clay Fees.2022-01-31 A breed unlike any seen before or since, the powerful, stylish American muscle car defined an era in automotive history. This history traces the rise and fall of these great performance cars from their precursors in the 1950s through the seminal appearance of the Pontiac GTO in 1964 and then year by year to the end in the 1970s. Approachable and nontechnical yet deeply informative, it puts the bygone muscle car in its cultural and aesthetic contexts, describes developments in styling, performance and marketing, and revels in the joys of muscle car ownership in the 21st century.

The Illustrated Directory of Muscle Cars .2013-08-15 The American public's love for speed and power has inspired generations of muscle cars. The rising popularity of street racing, stock-car races, and quarter-mile drag races in the pre-war years led to the formation of the National Association for Stock Car Auto Racing in 1947 and the National Hot Rod Association in 1951. These organizations and the growing plethora of specialist auto magazines (including Hot Rod and Motor Trend) stimulated America's fascination with speed and performance. In turn, this resulted in the development of the first production muscle cars. These powerful models took their heritage from the street racers of earlier days, with small bodies equipped with large and potent engines. The Illustrated Directory of Muscle Cars celebrates the complete history of the muscle car, from its earliest

inception through to the sophisticated beasts of today. Beautifully illustrated throughout in full color, this book includes full technical specifications for each car featured.

Chrysler Muscle Cars Mike Mueller.1993

1970 Maximum Muscle Mark Fletcher, Richard Truesdell.2021-04-06 In 1970, the American muscle car was as fast and outrageous as it would ever get. But the end was nigh, and 1970 Maximum Muscle dives head-first into the storm before the calm. Wherever you mark the beginning of the muscle car era—Oldsmobile's 1949 Rocket 88, Chrysler's 1951 FirePower engines, the 1964 Pontiac GTO—one thing is certain: in 1970, the era that had witnessed a parade of gloriously powerful, stylish, and brawny cars apt to make the hearts of even the most dispassionate squares go pitter-patter was sucking fumes. Gasoline shortages, skyrocketing fuel prices, insurance-industry bean counters, rising ecological concerns, and new, more fuel-efficient imports all conspired to consign the American muscle car to an ugly and unseemly denouement. Yet 1970 saw the actual zenith of the cars themselves, the year manufacturers pulled out all the stops and produced the most powerful and stunning machines the automotive world had ever seen. 1970 Maximum Muscle not only explores the factors that led to the decline of the most exciting era in the American automotive industry, it details some of the new models and model options that arguably made 1970 the climax of the muscle car era from engineering, styling, and cultural standpoints. As the war among GM, Ford, Chrysler, and AMC played out at dealerships, dragstrips, and drive-ins, ready-and-willing gearheads drove off dealer lots in potent behemoths like the Buick GSX, Oldsmobile 4-4-2, and Ford Torino Cobra. Muscle car stalwarts like the SS Chevelle, Pontiac GTO, and Plymouth 'Cuda became available with optional LS-6, Stage 1, and Hemi engines, respectively. Manufacturers ratcheted up the advertising hyperbole at the same time, offering performance packages with names like "Six-Pack," "Ram Air," and "Cobra Jet," while spoilers, scoops, hood tachometers, and decal packages were de rigueur. Meanwhile, on the popular SCCA Trans Am circuit, top drivers campaigned more nimble muscle off-the-rack cars like the Camaro Z/28 and Boss 302 Mustang. 1970 Maximum Muscle is an entertaining and rollicking look at the muscle car's peak year!

Muscle Car Confidential Joe Oldham. Today, a 1970 Hemi Cuda can change hands for as much as a quarter of a million dollars. But when it was introduced, the Barracuda was just a car, and it was Joe Oldham's job to beat the daylights out of it. A tell-all from the man who tested the best, this book delves into the notes Oldham made on the cars he vetted for some of the top car magazines. Here are the photos (including outtakes) and the hard cold facts on muscle cars from the 1964 GTO to the 1976 Trans Am 455 HO--twenty-four in all. The 1970 Buick Gran Sport GSX, Oldham notes, was the best handling muscle car we ever tested. The 1968 Plymouth Road Runner, on the other hand, was just a car that didn't run very well--despite its 426 Hemi. Today, people might know the articles Oldham wrote, and they might know the performance numbers he got. But how he did those things was an untold story. This behind-the-scenes book is a close-up look at what it was like to live in the muscle car era and to help create the myth that still lives on today. The list of reviewed cars includes: 1962 421 Super Duty Pontiac Catalina 1963 409 Chevrolet Biscayne 1968 Pontiac Firebird Sprint Turismo 1969 Baldwin-Motion SS-427 Camaro 1969 440 Plymouth Barracuda 1969 Firebird 400 Ram Air IV 1969 426 Hemi Road Runner 1969 440 Plymouth GTX 1969 440 6-BBL Plymouth Road Runner 1969 Pontiac GTO Judge 1969 428 Cobra Jet Mustang Mach 1 1970 426 Hemi Barracuda Convertible 1970 Buick GSX 455 Stage 1 1970 Pontiac GTO Ram Air IV 1971 429SCJ Ford Torino Cobra 1971 American Motors 401 AMX 1972 Oldsmobile 4-4-2 W-30 1973 Chevrolet Camaro Z28 1976 455 Pontiac Trans Am

Lost Muscle Cars Wes Eisenschenk.2016-03-15 In the world of archeology nothing compares to the discovery. Whether it's related to King Tut's tomb, the Titanic, or Amelia Earhart, the uncovering of an artifact outdoes all the research; work; and blood, sweat, and tears into a singular rush of adrenaline. In the world of the muscle car, some of the greatest creations are still waiting to be discovered. This book is a collection of stories written

by enthusiasts about their quest to find these extremely rare and valuable muscle cars. You find four categories (Celebrity, Rare, Race Cars, and Concept/Prototype/Show Cars) within three genres (Missing, Lost History, Recently Discovered) that take you through the search for some of the most sought after muscle cars with names such as Shelby, Yenko, Hurst, and Hemi. Along the way, success stories including finding the first Z/28 Camaro, the 1971 Boss 302, and the 1971 Hemi 'Cuda convertible will make you wonder if you could uncover the next great muscle car find. Lost Muscle Cars includes 45 intriguing stories involving some of the most significant American iron ever created during the celebrated muscle car era. Readers will be armed with the tools to begin the quest to make the next great discovery in automotive archaeology!

Muscle Car Milestones Dan Lyons Jason Scott.

Buick Muscle Cars William G. Holder Phillip Kunz. Design, production, and service histories of our most popular subjects combined with top-notch color photograph.

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Lost Muscle Car Dealerships The Rise And Fall Of Introduction

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