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How to Modify Ford S.o.H.C. Engines
Rover P4 Series
Alfa Romeo Modello 8C 2300
Jaguar/Daimler XJ40

The Motor

A brand new title in the best-selling SpeedPro! series. Covers 3.5, 3.9, 4.0 & 4.6 litre engines from 1967 to date. Maximum road or track performance & reliability for minimum money. The author is an engineer with much professional experience of building race engines. Suitable for the enthusiast as well as the more experienced mechanic. All the information is based on practical experience.

Motorcycling in the 50s

Citroën 2CV

A practical and highly-illustrated hands-on guide, taking you step-by-step through examination and purchase of Jaguar's highly-developed flagship saloon, which took the company from the Leyland years into private ownership once more. Covering all engine and trim versions, here's what to look for, what to avoid, and whether the car is likely to suit your needs, plus relative values and the best places to buy. Also includes full details on back-up organisations and literature.

BUGATTI 57

After 20 years of glorious 'failure', the best-loved team in Formula One is consigned to the history books, and it deserves one of its own. Minardi had a successful time in Formula Two until the tiny Italian outfit was ready to hit the big time in 1985. It somehow survived in F1's shark-infested waters as

bigger teams (Lotus, Arrows, Tyrrell) were dragged under. They have a truly international fan-base and are the 'second team' of most F1 devotees. Minardi is held in such affection as everyone loves the plucky underdog - Minardi's annual budget would have lasted one month at the other Italian team up the road. Yet, from its plant in Faenza near Bologna, Minardi has produced cars that qualify, sometimes score points and often lead the way in their technology. Gian Carlo Minardi also developed a reputation as a fabulous talent-spotter - Fisichella, Trulli, Webber and the youngest ever World Champion Alonso all started their F1 careers with Minardi. For the last five years, Minardi was owned by controversial Australian tycoon Paul Stoddart. Cast as David against the Goliath of F1's governing body, Stoddart constantly hit the headlines as he tried to get a more equal share of the sport's billions. Ultimately, he failed and Red Bull has now bought the team. Despite a petition of 15,000 names, the Minardi name has vanished from the F1 grid and true motorheads miss it. This is the one and only inside account, with exclusive, comprehensive interviews with bosses, drivers and engineers. 140 unique photos complete this revalationary tale.

1275cc A-Series High-Performance Manual

A completely reworked and much enlarged (by over 60 pages) book based on Des Hammill's much respected earlier work on how to get more power from the A-Series engine. The complete practical

guide to modifying the 1275cc A-Series engine for high-performance with reliability, and without wasting money on parts or modifications that don't work. Explains how many original components - sometimes modified - can be used in high-performance applications.

How to Power Tune Harley Davidson 1340 Evolution Engines

For many, a motorcycle bought at the beginning of the 1950s was a first taste of the freedom offered by personal transport. Although postwar austerity was fading, money was still tight and new machines virtually unobtainable, but there were plenty of cheap prewar machines around and an ex-War Department motorcycle could be bought from one of the big city dealers on the never-never; better still it would be sent to your local railway station. Ex-army dispatch riders' coats and boots would serve to keep the weather at bay as the new motorcyclists explored and enjoyed the quiet roads in a pre-motorway era. The decade would become a Golden Era of motorcycling as manufacturers brought new and excitingly advanced machines to an appreciative audience which had never even heard of a Japanese motorcycle. Motorcycle sport mushroomed in popularity at a time when you actually had to go to the race to see it and helped to reinforce the public's ever-growing enthusiasm for the motorcycle. The era would also see the arrival of the moped, scooter and bubblecar. For those that were there, Jeff Clew's insight to motorcycling of the '50s will provide a

delightful nostalgic journey into the past, while those younger riders who cherish 1950s motorcycles today will discover a whole new dimension to their enjoyment of the machines.

How To Build & Power Tune Weber & Dellorto DCOE, DCO/SP & DHLA Carburettors 3rd Edition

A SPEEDPRO manual providing information and advice about Weber DCOE and Dellorto DHLA high-performance sidedraught carburettors, covering stripping and rebuilding, tuning, jetting, choke sizes, and application formula.

FLOYD CLYMERS BK OF THE SOLEX

How To Build & Power Tune Weber & Dellorto DCOE, DCO/SP & DHLA Carburettors 3rd Edition

Des Hammill provides expert practical advice on how to build an ignition system that delivers maximum power reliably. This book tells you how to build an excellent system, in a cost effective way, and how to optimise the ignition timing of any high-performance engine. A useful hands-on guide for the home mechanic.

The MG Midget & Austin-Healey Sprite High Performance Manual

The MG Midget and Austin Healey Sprite High Performance Manual

Increase the power output of your A-Series! This fact-filled guide covers all aspects of engine tuning in detail, including filters, carburation, intake manifolds, cylinder heads, exhaust systems, camshafts, valve trains, blocks, cranks, con rods and pistons, plus lubrication systems and oils, ignition systems, and nitrous oxide injection. Applicable to all A-Series engines, small and big bore types, from 803 to 1275cc.

How to Power Tune MGB 4-Cylinder Engines

This book tells the complex saga of a sports car that was created in the early 1960s as a result of an unlikely collaboration between a plain-talking ex-racing driver from Texas and a conservative British automobile manufacturer, funded by one of the giants of the industry, the Ford Motor Company. Carroll Shelby, AC Cars, and Ford came together to create a car called the Cobra, based on the AC Ace roadster that had been in production since 1954. When the Shelby Cobra was created, it was far from state-of-the-art, but the use of a new series of Ford V8 engines saw the lightweight car annihilate the Chevrolet Corvette in American sports car racing. By adding aerodynamic bodywork, the Daytona Cobra Coupe arrived in Europe to contest the FIA World Championship and took victory in the GT category in

1965, making Shelby American the first (and only) USA-based manufacturer to achieve this feat. In order to capitalize on this success, even greater power was required and the car was developed to take a huge 7-liter engine that proved to be a triumph of horsepower over handling – thus the 427 Cobra became an overnight legend, establishing new performance records and creating a reputation for being more than a little tricky to drive. The era of the Cobra was brief – production ended at Shelby American during 1966 and at AC Cars in 1968 where they built their own final version, the AC289 Sports. Just over 1000 Cobras were built during that time but the final cars proved difficult to sell, their vintage qualities deterring potential owners. Carroll Shelby closed his company and went to Africa while AC developed other models, but the Cobra was not quite finished yet. Within a matter of a few years, a new market for the car was created as the demand for affordable kit cars grew. The most popular model by far was the Cobra and many thousands were built, with the result that both AC Cars and Carroll Shelby put their own versions back into production. And then the arguments really started... If it was an improbable car over forty years ago, it is even more implausible today, but the remarkable Cobra, in one form or another, is still with us. It may be dead, but it just won't lie down!

How to Power Tune Rover V8 Engines for Road & Track

- New! Revised and updated edition - complete with

extra illustrations - of this best-selling SpeedPro title.-
The complete practical guide to successfully
modifying cylinder heads for maximum power,
economy and reliability.- Understandable language
and

Mini Cooper

Build a powerful and reliable engine the first time -
without wasting money on incompatible components
or modifications that don't work. Burgess covers the
BMC/British Leyland B-series engine (except the early
3-bearing crankshaft unit) as fitted to the MGB and
MGB GT. Provides advice on MGB/MGB GT suspension,
brakes and dyno tuning.

The 4-Cylinder Engine Short Block High- Performance Manual

A complete practical guide on how to get more power
with reliability from Harley's Evolution V-twin engine
without wasting money on modifications that don't
work and over-specced parts. Includes cylinder head
planing and porting; valves, valve springs and valve
seats; carburetors, camshafts and followers;
crankshaft; connecting rods; pistons; engine
balancing; flywheel; main bearings - and much, much
more.

Schaum's Outline of Complex Variables, 2ed

How To Build & Power Tune Weber & Dellorto DCOE,

DCO/SP & DHLA Carburetors offers all you could want to know about the most famous and popular high performance sidedraught carbs. The book covers strip and rebuild, tuning, choke sizes and much more. The enlarged third edition of Veloce's best-selling SpeedPro title. Up to date information on Dellorto carburetors All you could want to know about the world's most famous and popular high-performance sidedraught carburetors. Application formula gives the right set-up for YOUR car. Covers all Weber DCOE, DCO/SP & Dellorto DHLA carburetors. Strip & rebuild, tuning, jetting and choke sizes.

Forza Minardi!

Given the small cost of this book, you would be foolish to spend thousands on an example of Citroën's classic and iconic 2CV without taking it's expert advice

Road & Track

The story of Alfa Romeo's legendary, four-times Le Mans winning, Modello 8C 2300 of 1931 to 1934 told in definitive detail by expert Angela Cherrett.

Fast Ladies

This book is the distillation of many years experience of working with Weber carburetors. These celebrated carburetors have been fitted to some of the most exciting and memorable cars and have been more widely used by tuners and modifiers, both for road and competition machinery, than any alternative. The

mysteries of why and how they work so well and the practicalities of getting the best from them in any application are explained at length. Setting the carburetor to suit a particular engine, fault-finding on an existing installation, and the maintenance and repair of older carburetors are all topics which receive detailed attention. Anyone maintaining or restoring a classic Weber-equipped car, or contemplating a Weber-based conversion, or simply interested in the science of engine performance and tuning, will learn something from these pages.

Plastic Toy Cars of the 1950s and 1960s

The Ford Escort MkII was a worthy successor to the original MkI. It became Ford's most successful rally car and the cars are still winning historic events today. It brought new standards to the sport, inspiring many others to copy it. Contains full details of every 'works' Escort MkII that went rallying, plus driver and personality profiles, and detailed car evolution.

Alfa Romeo All-alloy Twin Cam Companion, 1954-1994

The guide that helps students study faster, learn better, and get top grades More than 40 million students have trusted Schaum's to help them study faster, learn better, and get top grades. Now Schaum's is better than ever-with a new look, a new format with hundreds of practice problems, and completely updated information to conform to the latest developments in every field of study. Fully

compatible with your classroom text, Schaum's highlights all the important facts you need to know. Use Schaum's to shorten your study time-and get your best test scores! Schaum's Outlines-Problem Solved.

Holley Carburetors

BMW's GS series is one of the world's milestone motorcycles and has been in production for over 25 years. It pioneered the 'adventure sport' category and in many ways, it's the Range Rover of motorcycling.

The Weber and Dellorto Carburetor Expert

The definitive history of the dignified Rover P4 from 1949 until 1964, which includes Marauder and jet-powered, experimental cars. Affectionately known as the 'auntie' Rovers, these models have become much-loved classics and represent the epitome of Britishness.

Tuning the A-Series Engine

Ford Escort RS1800

Covers all aspects of modifying the MG Midget and Austin Healey Sprite for high performance. Includes engine/driveline, suspension, brakes, and much more. with 400 mainly colour photos and exclusive tuning advice, this is a MUST for any Sprite or Midget owner.

Alfa Romeo Owners Bible

Head gasket repairs, valve adjustments, camshaft timing, carb and SPICA fuel injection tuning, and driveshaft donut replacement are all explained. Experienced, hands-on guidance that'll keep you in the drivers seat.

Porsche 914 & 914-6

Compiled and updated from the Floyd Clymer book, 'Handbook of Imported Carburetors & Fuel Injection', this publication focuses on the SOLEX series of carburetors.

BMW GS

It took a great deal of determination on the part of women to sweep aside male resistance from the inner circles of the motoring world. A veritable saga with a wealth of illustrations spanning almost a century of motor racing. Over forty unique portraits of daring, brave women who took part in speed records events, rallies and Grand Prix races.

Cobra

The concise history of the Bugatti Type 57, 57S, 64 & 101. The magnificent Type 57 was the final flowering of the genius of Ettore and Jean Bugatti, and the last truly new model from Molsheim, France. Packed with over 300 images - mostly contemporary - this book is recognised as THE standard reference on the 57 and

its close relatives.

How to Choose Camshafts and Time Them for Maximum Power

How to choose the right camshaft or camshafts for your individual application. Takes the mystery out of camshaft timing and tells you how to find optimum timing for maximum power.

Rochester Carburetors

1 The Development of the Sports Car.- Motor sport.- The sports car.- The history of the sports car.- The first sports car.- The fabulous years.- Historic sports cars.- The future of the sports car.- 2 The Engine: Combustion.- Cylinder head history.- Combustion chamber research.- Volumetric efficiency.- Knock.- Limiting compression ratio.- Types of combustion chamber.- 3 The Engine: Induction and Exhaust.- The induction system.- The 4-cylinder in-line engine.- The 6-cylinder in-line engine.- The V-8 engine.- Ramming induction pipes.- Ramming pipe theory.- Forward-ram intakes.- Cold-air intakes.

The Sports Car

Weber Carburetors Tuning Tips and Techniques

During the muscle car wars of the 1960s, Holley carburetors emerged as the carbs to have because of

their easy-to-tune design, abundance of parts, and wide range of sizes. The legendary Double Pumper, the universal 600-cfm 1850 models, the Dominator, and now the Avenger have stood the test of time and are the leading carburetors in the high-performance engine market. To many enthusiasts, the operation, components, and rebuilding procedures remain a mystery. Yet, many carburetors need to be rebuilt and properly set up for a particular engine package. Veteran engine building expert and automotive author Mike Mavrigian guides you through each important stage of the rebuilding process, so you have the best operating carburetor for a particular engine and application. In addition, he explains carb identification as well as idle, mid-range and high-speed circuit operation, specialty tools, and available parts. You often need to replace gaskets, worn parts, and jets for the prevailing weather/altitude conditions or a different engine setup. Mavrigian details how to select parts then disassemble, assemble, and calibrate all of the major Holley carburetors. In an easy-to-follow step-by-step format, he shows you each critical stage for cleaning sensitive components and installing parts, including idle screws, idle air jets, primary/secondary main jets, accelerator pumps, emulsion tubes, and float bowls. He also includes the techniques for getting all of the details right so you have a smooth-running engine. Holley carburetor owners need a rebuilding guide for understanding, disassembling, selecting parts, and reassembling their carbs, so the carb then delivers exceptional acceleration, quick response, and superior fuel economy. With *Holley Carburetors: How to Rebuild* you can get the carb set up and performing at its

best. And, if desired, you can move to advanced levels of tuning and modifying these carbs. If you're looking for the one complete book that helps you quickly and expertly rebuild your Holley and get back on the road, this book is a vital addition to your performance library.

The Autocar

This totally revised, updated and enlarged book is THE complete guide to building a fast MG Midget or Austin-Healey Sprite for road or track. Daniel has been continuously developing his own 'Spridget' for years, and really does know what works and what doesn't when it comes to building a fast Midget or Sprite. Best of all, this book covers every aspect of the car, from the tyre contact patch to the rollover bar, and from radiator back to exhaust tailpipe. This new edition contains updated information for parts and suppliers, many new photos, and features new material covering aerodynamics, including results from testing the effect of modifications at the MIRA wind tunnel. With over 400 mainly colour photos and exclusive tuning advice, this is a MUST for any Sprite or Midget owner.

How to Build, Modify & Power Tune Cylinder Heads

The history of Dinky Toys, Corgi Toys and other makers of diecast metal cars has been covered in great detail in many books and magazine articles; by contrast, information on plastic toy cars is much

harder to come by. Yet collectors are taking an increasing interest in plastic cars, particularly as the rise in the value of early diecast and tinplate models has put many of these out of reach of the average enthusiast. For the first time, this book aims to provide a systematic introduction to the vast number of plastic cars made during the 1950s and 1960s. Years of research have enabled the author to uncover many fascinating facts about the companies who made these toys. Some were major players in the toy industry, like Tri-ang and Brimtoy in the UK, Norev and Minialuxe in France, Gama and Siku in Germany and Ingap in Italy. Many others, though, were more obscure, and some only modeled one car before disappearing without trace. More than 250 photographs of these toys are included, with the emphasis being on the most colorful and realistic examples, all of them based on real vehicles of the period. In many cases, the toy is pictured alongside its original box, the presence of which can often double the value of the item to a collector. Readers will also find a handy glossary listing the names of many of the companies who were active in this field in the 1950s and 1960s, together with some evocative period advertisements and catalogue illustrations. If you thought that a model car had to be made of diecast metal to be worth collecting, this book might change your mind . . . With 250 color photos, extensive appendices and identification aids this is a must have for any collector or dealer.

How to Build & Power Tune Distributor-type Ignition Systems

How to blueprint any 4-cylinder, 4-stroke engine's short block for maximum performance and reliability. Covers choosing components, crank and rod bearings, pistons, camshafts and much more.

How to Modify Ford S.o.H.C. Engines

Explains how a carburetor works, looks at past and present designs, and offers practical advice on installing or working on a carburetor

Rover P4 Series

Packed with information on stripping and rebuilding, tuning, jetting, and choke sizes. Application formulae help you calculate exactly the right setup for your car. Covers all Weber DCOE & Dellorto DHLA & DCO/SP carburetors.

Alfa Romeo Modello 8C 2300

MINI COOPER REAL THING TIPLER, JOHN

Jaguar/Daimler XJ40

Alfa Romeo All-Alloy Twin Cam Companion provides an excellent technical and historical overview of the Giulietta and Giulia family of small sporting roadsters, coupes and sedans. If an Alfa Romeo had one of the all-alloy four-cylinder engines and reached production, it's covered in the Alfa Romeo All-Alloy Twin Cam Companion. That means that even after the Giulia name was dropped - particularly in the United

States - the many variants of Duetto, GTV, Berlina and Alfetta are covered, from 1954 through 1994 when the final Alfas-including the four-cylinder Spiders-were sold in the United States. When it came to Alfa Romeos, author Pat Braden was an enthusiast's enthusiast. Pat didn't just write about Alfas - he lived and breathed Alfas. From the mid-1950s when he first owned a Giulietta Sprint until his death in August 2002, Pat had owned scores of Alfa Romeos, ranging from a 6C 1750GTC and an 8C 2300 to 1900s, Giuliettas, Giulias and countless later models. Alfa models are discussed according to history, engine, chassis and trouble spots. Without being a repair manual, this book contains important technical information needed to understand and enjoy one of these Alfas, as well as to perform many minor repair, maintenance, and service tasks. Braden starts with a brief overview of Alfa Romeo history, followed by a look at Alfa's presence in America. He also explores the major models of coupe, spider and berlina that used the all-alloy four-cylinder, as well as the limited production variants. Of course, he also gives much attention to that mighty engine itself. Braden explains the design and history of the engine, as well as exploring trouble spots and offering extensive advice and tips. Additional technical sections focus on the fuel system, transmission, brakes and chassis, not to mention overall restoration. Alfa Romeo All-Alloy Twin Cam Companion is a key to getting the absolute maximum benefit and enjoyment out of Alfa.

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