

Read Online Gto Restoration
Guide

Gto Restoration Guide

The essential and
beautifully photographed
guide to the quintessential
British sports car features
all-color photography of
restored and original

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examples and detail close-up shots ideal for do-it-yourselfers.

This second edition is bigger and better with new color photography and updated information about new materials, parts sources

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and restoration techniques. This massive book includes over 1,300 photos that offer detailed step-by-step coverage of restoration processes. By thoroughly presenting the restoration of 12 of the most coveted

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muscle cars of all time, the authors cover virtually every aspect of restoration, from disassembly to first drive. Cars featured here include: 1968 Yenko Camaro; 1966 Pontiac GTO; 1969 Dodge Charger 500; 1963 1/2 Ford

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427 Galaxie 500 Hatchback;
1973 Pontiac Super Duty
Trans Am; 1966 L79 Chevy
Nova SS; and a 1966 Dodge
Coronet Hemi. 2nd Edition
Relive Oldsmobile's most
potent muscle car offerings
when the simple letter W

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intimidated all takers. Oldsmobile's foray into the developing muscle car wars of the 1960s came as little surprise to most in the automotive industry. What was surprising was that it wasn't the first to develop

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it! Oldsmobile's Rocket 88 has been viewed by some as the beginning of performance offerings from automobile manufacturers. The 4-4-2 was Oldsmobile's volley back at the Pontiac GTO, and in 1966, Olds attempted to

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spike the ball home with its all-new W-30 high-performance drag racing package. During the course of the next pair of decades, Oldsmobile offered the W-code on a host of platforms (the Cutlass, F-85, 4-4-2,

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Toronado, and Delta 88) with an assortment of engine packages (400, 455, and 350). As muscle cars fell by the wayside during the struggling 1970s, Oldsmobile continued to carry its flagship W-30 all the way

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through the 1980 model year. This book by muscle car historian and esteemed photographer David Newhardt revisits and celebrates Oldsmobile's legendary W-optioned performance machines. So, sit down,

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strap in, and let Dr. Oldsmobile do the driving. This is the story of the formative and most collectible years of that classic pony car, the Chevrolet Camaro. Zazarine documents the rise of the

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Camaro from the first glimmer in Chevrolet's eye to the mighty COPO 427 Camaro. This fresh look at the Camaro includes first-hand reminiscences of GM engineers and previously unpublished photos

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documenting the car's development. For the first time, see the proposed Camaro station wagon, Camaro Fastback, and other designs that GM seriously considered as it waged a sales war with Ford's highly successful

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Mustang.

**How to Restore Your Pontiac
GTO, 1964-1974**

**Original Austin-Healey 100,
100-Six and 3000**

Making Machu Picchu

**Pontiac GTO Restoration
Guide 1964-1972**

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How to Rebuild & Modify Pontiac's Great One

When the Pontiac GTO debuted in the fall of 1963, few people could have predicted that the landscape of the performance car would be changed forever.

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With the new GTO, a genre of automobiles was born that combined image, character, and "muscle." 515,797 GTOs rolled off assembly lines from 1963 through 1974; it ' s undeniable just how influential these cars

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were. What Pontiac couldn't have predicted was just how collectible the GTOs would be decades later. Author Peter Sessler dissects the GTO and presents critical data including engine and transmission codes,

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rear axle identification, exterior and interior colors, options, production numbers, and VIN decoding. If you're at a car show and someone asks you what the distributor number is on your GTO, open this book and find

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the answer. Correctly restoring a GTO is no easy matter. With this book you take a giant step toward understanding just what components are needed to bring your old Goat back to life. Possessing this much data is a

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surefire way to become a GTO expert. It even fits in your back pocket!

How to Restore Your Pontiac GTO covers all aspects of restoration-engines and drivelines, bodywork, interior

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and trim, suspension, brakes, chassis, and steering. The book provides guidance to completely restore your GTO, step-by-step.

"Any car maker's greatest asset is their perceived image in the

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marketplace." Wangers knows what he is talking about, for he was part of the most successful brand marketing campaign to ever come out of Detroit. At a time when such automotive legends as "Bunkie" Knudsen,

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Pete Estes, and John DeLorean held sway in the Motor City, Jim Wangers created and defined the American musclecar image, devising savvy brand marketing strategies to promote the car that started it all and became a

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cultural icon: the Pontiac GTO. When Ford rolled out the Mustang in April 1964 it was an instant hit. Even with its immense popularity it didn't stop Ford Corporate, zone managers, and dealerships from

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taking it an extra step further. Just two short months later, the first special-edition Mustang debuted at the Indianapolis 500 tasked with pacing the race, and it ' s been full throttle ever since. This book examines more

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than 300 special-edition Mustangs from 1964 through today. Coverage includes factory offerings such as the 2001 Bullitt and SVT Cobras, regional promotions including the Twister Special, third-party

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tuners such as Roush and Saleen, and factory race cars including the 1968-1/2 Cobra Jets and the 2000 Cobra-R. You may find Mustangs in this book that you had no idea even existed! Never has a volume this

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detailed and with this many model Mustangs been offered published. The authors have taken their decades of research and logged them into a single compilation. Each Mustang is accompanied by production

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numbers, key features, and photos of surviving cars whenever possible. This book is sure to be a valued resource in your Mustang memorabilia collection!

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Arial}

Camaro Restoration Guide,
1967-1969

Ultimate Ferrari 250 GTO

2020 Collector Car Price Guide

Mustang Special Editions

Pontiac GTO 50 Years

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Collector's Originality Guide Pontiac GTO 1964-1974

Design, production, and service histories of our most popular subjects combined with top-notch color photograph.

This is the car that launched the

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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 nicknameâ€”â€” The Great Oneâ€”â€” at a time when America built the greatest cars on

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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

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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

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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

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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 beenâ€”and will never be

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again?— will thrill any auto enthusiast.

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-

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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

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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

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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

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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

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and Authenticity Guide 1970-1972 a cut above the rest.

p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial} After a brainstorming session, Pontiac executives and engineers decided to slot a 389-ci V-8 into the intermediate-sized Tempest against

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GM rules and the GTO was created. Little did they know what a profound impact that decision would make. The GTO would become a sensation and later was recognized as the first muscle car of the 1960s. Visionaries Pete Estes, John DeLorean, and other key Pontiac executives knew the

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youth market was waiting for a bold, lightweight sporty car. When their staff toyed with the concept of putting the large V-8 in the car, Pontiac executives jumped on the idea to meet that perceived market demand. Pontiac had a high-performance street car that could

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light up its tires and outperform the vast majority of the cars on the road. It also reshaped Pontiac's image of a company producing stodgy, lumbering full-size cars into a high-performance youth brand. Pontiac expert and long-time writer David Bonaskiewich delves deep into the

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GTO model and its history, bringing the equipment and options of this iconic muscle car into full focus. He reveals the hardware under the sheet metal: the V-8 engines, manual and automatic transmissions, rear differentials, interior options, color codes, and so much more. When the

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GTO was released in 1964, it was offered as a unique performance package to the Tempest, and high-performance enthusiasts stood up and took notice. Examined are the GTO's 4-barrel 389 with dual exhaust, 3-speed floor shifter, stiffer suspension, limited-slip differential,

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and heavy-duty cooling system. The 1965 GTO was restyled with more interior room being added, and the renowned 389 Tri-Power engine joined the lineup, cranking out 360 hp. By 1966, the GTO was a runaway success. Pontiac made the GTO its own model, and it featured a sleeker

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Coke-bottle styling. A convertible joined the hardtop, and a pillared coupe also joined the lineup. The 1967 Pontiac GTO was arguably one of most the superbly styled models ever, with a wide range of engines and high-performance hardware. All of these important upgrades,

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advancements, and model evolutions are covered in exceptional detail. The GTO stands alone in the annals for muscle car history. Not only did Pontiac create a classic muscle car, it created the muscle car blueprint that other Detroit manufacturers followed in the years to come. A glossy

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surface overview of this iconic model does not do it justice. If you have been searching for the in-depth, nuts-and-bolts guide to GTO equipment and options, you need look no further.

p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

Ford 351 Cleveland Engines

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Glory Days

Barracuda and Challenger

The Original Muscle Car

Oldsmobile W-Powered Muscle Cars

GTO Data & ID Guide: 1964-1974

*A pictorial history of the design and
development of muscle cars,
specifically the Pontiac GTO and the*

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Shelby Mustang, plus the Chrysler Hemi V-8 engine.

This magnificent book tells the story of a Ferrari 250 GTO with a particularly interesting and varied history. The car, chassis number 4153 GT, came fourth in its first outing at the Le Mans 24 Hours in

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1963, and won the 10-day race-cum-rally Tour de France in 1964 with Lucien Bianchi and Georges Berger. It competed in almost every form of motorsport, including the Angolan Grand Prix, Africa in 1964, and endurance racing, hill-climbing and rallying in 1965, entered by the great

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Belgian team Ecurie Francorchamps. In 1966-69, it raced in Spain with owner Gerard Delgado and his friend Eugenio Baturone, a period that is described here for the first time. All this is covered in fascinating detail, supported by a fine collection of period photographs.

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Car values fluctuate wildly, never more so than in our current economic environment. Pricing information is a must for collectors, restorers, buyers, sellers, insurance agents and a myriad of others who rely on reliable authoritative data. With well over 300,000 listings for domestic cars

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and light trucks, and various import vehicles manufactured between 1901 and 2012, this is the most thorough price guide on the market. This invaluable reference is for the serious car collector as well as anyone who wants to know the value of a collector car they are looking to buy or sell.

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Prices in this must-have reference reflect the latest values, in up to six grades of condition, from the esteemed Old Cars Price Guide database. New information for the most recent model year will also be added to our new Old Car Report database.

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The Muncie 4-speeds, M20, M21, and M22 are some of the most popular manual transmissions ever made and continue to be incredibly popular. The Muncie was the top high-performance manual transmission GM offered in its muscle cars of the 60s and early 70s. It was installed in the Camaro,

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Chevelle, Buick GS, Pontiac GTO, Olds Cutlass, and many other classic cars. Many owners want to retain the original transmission in their classic cars to maintain its value. Transmission expert and veteran author Paul Cangialosi has created an indispensable reference to Muncie

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4-speeds that guides you through each crucial stage of the rebuild process. Comprehensive ID information is provided, so you can positively identify the cases, shafts, and related parts. It discusses available models, parts options, and gearbox cases. Most important, it

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shows how to completely disassemble the gearbox, identify wear and damage, select the best parts, and complete the rebuild. It also explains how to choose the ideal gear ratio for a particular application. Various high-performance and racing setups are also shown, including

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essential modifications, gun drilling the shafts, cutting down the gears to remove weight, and achieving race-specific clearances. Muncie 4-speeds need rebuilding after many miles of service and extreme use. In addition, when a muscle car owner builds a high-performance engine that far

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exceeds stock horsepower, a stronger high-performance transmission must be built to accommodate this torque and horsepower increase. No other book goes into this much detail on the identification of the Muncie 4-speed, available parts, selection of gear ratios, and the rebuild process.

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*How to Restore Your Muscle Car
More Than 500 Models Including
Shelbys, Cobras, Twisters, Pace Cars,
Saleens and more
1964 Pontiac GTO
Chevelle Restoration and Authenticity
Guide 1970-1972
Ultimate Muscle*

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Chevrolet Corvette : Restoration Guide

If you're considering building a traditional Pontiac V-8 engine for increased power and performance or even

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competitive racing, How to Build Max Performance Pontiac V-8s is a critical component to achieving your goals.

The illustrated story of the GTO--and the birth of

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American muscle--those who designed it, marketed it, drove, and loved it.

Collector's Originality
Guide: Pontiac GTO

1964-1974 provides a
bumper-to-bumper look at

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every component that makes the GTO a classic, from the distinctive taillights of the 1964 GTO to the Radial Tuned Suspension of the 1974 model. Year by year, component by

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component, you'll discover a comprehensive and useful guide on factory specifications for restoring, re-energizing, and simply admiring the pride of Pontiac.

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This Classic reprint,
formerly The Illustrated
Buyer's Guide to the GTO,
includes all the essential
information to know your
car-aesthetic
characteristics, engine

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displacement, the basic characteristics of the fuel systems and the speed gears, the colors, the codes for identification and other historical information. The text is

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accompanied by a lot of black and white photos that represent the cars, their passenger compartments and engines. This book is a vital resource in determining

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authenticity and value,
and is helpful for making
an educated purchase or to
find information quickly.

Differentials

Designs, Decisions and the
Inside View

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Chevy Small-Block V-8
Interchange Manual, 2nd
Edition
Original Ferrari
When Horsepower and
Passion Ruled Detroit
Original Pontiac Firebird

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and Trans Am 1967-2002
Ultimate Ferrari GTO
explores the story of
this iconic family of
cars in more detail and
with more authority than
ever before. Introduced

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in 1962 as the final evolutionary step in the long-running 250 GT series, the GTO was the last and best GT racer of the front-engine era. It remained at the

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forefront for three seasons, winning a hat-trick of World Championship titles for Ferrari. Ever since, GTOs have retained their exalted status not just

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because of their racing achievements but also their exquisite beauty, undoubted charisma and -- for those lucky enough to have experienced this --

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peerless driveability. Indeed, the GTO's illustrative reputation has made it the world's most desirable car, as confirmed by the record-breaking prices

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repeatedly paid for the finest examples. Packed with superb photographs, many not previously published, this lavish two-volume production does true justice to

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*this ultimate car.
Ferrari 308, 328 and 348
traces the complete
story of the four models
of Ferrari's V8-powered
sports cars between 1973
and 1995 - the cars that*

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broke Ferrari out of the V6 and V12 moulds, with the V8 becoming Ferrari's most popular engine choice in the final decade of the twentieth century. The

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book covers the history and development of Ferrari's new V8 engine, and the 308's daunting role as successor to the popular Dino. There are specification tables and

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production figures for the model variants, along with details of concept cars and other related models, and a review of competition exploits. The book also

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considers the cars' current position in the classic car market and offers insight into the rewarding ownership experience each of the models now

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represents. The book covers: design processes and styling by Bertone and Pininfarina; concept cars and rivals; the cars in competition; owning and running the

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cars today. With a guide through the entire lifespan of these exciting V8-powered sports cars and superbly illustrated with 295 colour photographs, this

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is essential reading for the Ferrari aficionado. Pontiac GTO Restoration Guide 1964-1972 Pontiac GTO Restoration Guide, 1964-1970 How to Restore Your Pontiac GTO,

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1964-1974 CarTech Inc

*"This is a biography of
Milt Schornack, one of
Detroit's top mechanics
in the 1960s, who
pioneered the Ram Air
system and, as a tuner*

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and driver, became the face of Pontiac's legendary GTO"--Provided by publisher.

*The autobiography of
4153 GT*

The Complete Book of

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Pontiac GTO

Ferrari 250 GTO

*Milt Schornack and the
Royal Bobcat GTOs*

*The Collector's Guide to
GTO 1964-1974*

The Complete Story

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Ford's 351 Cleveland was designed to be a 'mid-sized' V-8 engine, and was developed for higher performance use upon its launch in late 1969 for the 1970 models. This unique design proved itself under the hood of Ford's Mustang, among other high performance cars. The Cleveland

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engine addressed the major shortcoming of the Windsor engines that preceded it, namely cylinder head air flow. The Windsor engines just couldn't be built at the time to compete effectively with the strongest GM and Mopar small blocks offerings, and the Cleveland engine was the answer to

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that problem. Unfortunately, the Cleveland engine was introduced at the end of Detroit's muscle car era, and the engine, in pure Cleveland form, was very short lived. It did continue on as a low compression passenger car and truck engine in the form of the 351M and 400M, which in

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their day, offered little in the way of excitement. Renewed enthusiasm in this engine has spawned an influx of top-quality new components that make building or modifying these engines affordable. This new book reviews the history and variations of the 351 Cleveland and Ford's related engines,

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the 351M and 400M. Basic dimensions and specifications of each engine, along with tips for identifying both design differences and casting number(s) are shown. In addition to this, each engine's strong points and areas of concern are described in detail. Written with high performance

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in mind, both traditional power tricks and methods to increase efficiency of these specific engines are shared. With the influx of aftermarket parts, especially excellent cylinder heads, the 351 Cleveland as well as the 351M and 400M cousins are now seen as great engines to build. This book will

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walk you through everything you need to know to build a great street or competition engine based in the 351 Cleveland platform.

By the mid-1960s, the American automotive market was yearning for faster, more responsive, and sportier cars, and a crew of high-performance

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enthusiasts at Pontiac recognized this. Large V-8s were commonly installed in full-size cars, but performance was hampered by pure chassis weight. Under the guidance of Bunkie Knudsen, John DeLorean, Bill Collins, and others, Pontiac installed the high-performance 389 V-8 into the nimble

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and lightweight intermediate-size LeMans chassis. It was a watershed moment for Pontiac; the 1964 GTO delivered astounding performance and created the muscle car blueprint that the Detroit manufacturers followed in the 1960s and 1970s. This volume in the Muscle Cars In Detail Series

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delivers a comprehensive review of this trend-setting and historic car. The GTO housed a 389 V-8 engine with a single Carter AFB 4-barrel carburetor, and along with dual exhaust and 4-speed manual transmission, it supplied extraordinary performance. To improve traction and handling, the

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GTO was fitted with stiffer springs, limited-slip differential, larger-diameter front sway bar, and wider wheels. And to give it panache, the GTO was adorned with distinctive badges and a hood scoop. The 1964 GTO is a landmark car, and this book goes well beyond the glossy overview of other

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books about this car. 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

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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. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

Speaking at a 1913 National Geographic Society gala, Hiram

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Bingham III, the American explorer celebrated for finding the "lost city" of the Andes two years earlier, suggested that Machu Picchu "is an awful name, but it is well worth remembering." Millions of travelers have since followed Bingham's advice. When Bingham first encountered

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Machu Picchu, the site was an obscure ruin. Now designated a UNESCO World Heritage Site, Machu Picchu is the focus of Peru's tourism economy. Mark Rice's history of Machu Picchu in the twentieth century—from its "discovery" to today's travel boom—reveals how

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Machu Picchu was transformed into both a global travel destination and a powerful symbol of the Peruvian nation. Rice shows how the growth of tourism at Machu Picchu swayed Peruvian leaders to celebrate Andean culture as compatible with their vision of a modernizing nation.

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Encompassing debates about nationalism, Indigenous peoples' experiences, and cultural policy—as well as development and globalization—the book explores the contradictions and ironies of Machu Picchu's transformation. On a broader level, it calls attention to the

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importance of tourism in the creation of national identity in Peru and Latin America as a whole.

Long-time Pontiac expert and magazine writer Rocky Rotella guides the reader through the entire rebuild process. Drawing on his vast experience, Rotella uses detailed

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captions and explanatory photos to show each crucial step of the disassembly, inspection, machine work, parts selection, assembly, and break-in process. The book instructs the reader how to skillfully pull the engine and prevent damage to the car. It documents how to carefully inspect

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the components for problems and fix these issues that could spell doom for a newly rebuilt engine. Finding a reputable and professional machine shop that specializes in Pontiac engines is discussed, as well as aftermarket parts and OEM parts interchange for high-performance, so

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you can select the best parts for a particular engine. All essential machine shop procedures are covered in detail. Inspection and pre-assembly are thoroughly explained.

The Definitive History (2 Volumes)
1964-1967

How to Build for Max Performance

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Muncie 4-Speed Transmissions

The Politics of Tourism in Twentieth-
Century Peru

Ferrari 308, 328 and 348

***The photos in this edition
are black and white.
Starting life as a hopped-***

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up Tempest, the 1964 Pontiac GTO featured a 389 V-8, heavy-duty suspension, quick steering ratio, dual exhaust, and a floor shifter. Equipped with this performance

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package, the GT0 set itself apart from other pedestrian coupes of the same era, and it made history. Many regard it as the first muscle car. As muscle car wars reached

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fevered pitch, the GT0 would establish itself as one of the most prominent performance cars of the era, and from 1964-1972, more than 500,000 GT0s were built. You are shown

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different levels of restoration and afforded the information to select the right type of restoration for your particular car. This book covers how to verify the

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authenticity of your particular car, the most desirable models to restore, and option information. Like our other Restoration Series books, this new entry

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focuses on the actual hands-on, how-to procedures for restoring a GTO to its original condition. Each chapter illustrates the key procedures for completing

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a specific portion of the restoration project with detailed captions and color photographs. "How to Restore Your Pontiac GT0" covers all aspects of restoration - engines and

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drivelines, bodywork, interior and trim, suspension, brakes, chassis, and steering. The book provides guidance to assess your facilities, ability to do the work,

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and then determine the best course for completing the work. Sourcing and selecting the best parts for your restoration is also covered. If you are restoring any GT0 of this

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time period, this book will be a valuable resource for years to come.

Following Ford and Chevrolet, Pontiac entered the pony car market in

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1967 and came up with one of the best and most successful muscle cars ever produced. Though based on the Camaro chassis, the Firebird offered unique features

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and high performance, and over its nearly 40 years of production it continued to wow drivers--as it does today. This book details the Firebird's long and illustrious career. With

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high-quality, detailed color photographs of some of the finer models--both originals and faithful restorations--the book is at once a unique history and a restoration guide to

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all four generations of the Firebird. Pictures and text profile the correct parts, finishes, options, and trim pieces for various models. The book also covers the vehicle's

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wide variety of engine options, along with all special editions and model variations from the Firebird's introduction in 1967 to the final model in 2002.

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This originality guide and production history of 20 years of V8-engined Ferrari sports cars is filled with full details of factory specs and equipment, plus

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information on options and accessories. Contains outstanding examples of 308, 328 and 348 models including Italy-only and US-spec versions, each specially photographed for

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inclusion into this volume.

The small-block Chevrolet engine is the most popular engine in the world among performance enthusiasts and racers. But with its

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*popularity come certain
problems, and this book is
your step-by-step go-to
manual.*

GT0, 1964-1967

GT0 Shelby Mustang Hemi

GT0

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***How to Rebuild Pontiac
V-8s***

***Original Pontiac GTO,
1964-1974***

The Restorer's Guide

**The Complete Book of Pontiac
GTO gives you a year-by-year,**

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model-by-model exploration of the world's first muscle car, all in full color photography, most of which has never been published. When Pontiac created the original muscle car—the GTO—it reshaped the

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automotive world like a four-inch piston going through a three-inch cylinder bore. Everything changed the moment John Zachery DeLorean and his crew of hot-rodding miscreants bolted a

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big engine into a smaller car and created the 1964 GTO. Make no mistake: DeLorean and his partners in crime were genuine outlaws. The GTO broke so many of General Motors' corporate rules that

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the people responsible should have been fired. And they would have been, except the car was a hit. The Complete Book of Pontiac GTO explores every iteration of the first car created specifically for baby

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boomers. With rare photography from the archives of Hot Rod and Motor Trend magazines, this book is the complete resource for fans of of the world's first muscle car. Identification, Restoration &

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