

Pontiac Owners Club

Muscle cars are loud, proud, and in your face, with no other pretensions than to be just that. They may be simple, even crude, but for roaring, pumping, tire-smoking standing starts, they are the business. Muscle cars are a quintessentially North American phenomenon, owing their outrageous existence to a very simple formula. Take a mid-sized American sedan, nothing too complicated, upmarket, or fancy, then add the biggest, raunchiest V8 that it is possible to squeeze under the hood, and there it is! Pontiac was first, with the legendary GTO, then Ford invented a new class of car with the pony car, the Mustang, then every other American manufacturer got in on the act, producing the legendary Hemi, Camaro, Firebird and Trans-Am, among many others. This book covers them all, as well as all the excitement of Trans-Am/NASCAR racing. Muscle cars are loud, proud and in your face, with no other pretensions than to be just that. They may be simple, even crude, but for roaring, pumping, tire-smoking standing starts, they are the business. To the youth culture of America, raised on drag racing, red-light street racing and hot-rodding, they are irresistible. The late 1960s was the heyday of the muscle car, before soaring accident rates and insurance premiums, tougher safety and emissions legislation, and finally an oil crisis, made excessive horsepower seem irresponsible. For a while, muscle cars faded from the scene, but in the 1980s they were beginning to creep back into favor, building to a full-blooded revival in the 1990s. They may be a little more efficient today, certainly more high-tech, but muscle cars are definitely back with a vengeance!

Pontiac distinguished itself from other GM brands. Not only did it create the GTO, Firebird, Trans Am, and Bonneville, but the company's dedicated staff designed, developed, and built some of the most audacious and progressive experimental and concept cars. The management, engineers, and designers had a bold and distinct vision for Pontiac, and these cars were infused with their unique passion and vision. With a keen eye on the future, Pontiac created ground-breaking designs to show its customers what was possible. Pontiac Concept and Show Cars gives you a comprehensive perspective of these landmark cars in the history of automotive design. Don Keefe, Pontiac historian and former editor of *Smoke Signals*, takes you on a fascinating tour of Pontiac's automotive visions and wildest creations. Some of the cars never went beyond the experimental stage; others became prototypes. You learn the inside story on the design, modeling, and fabrication processes. And you are shown an automotive future that could have been, and the cars that became history. During the 1950s, Pontiac concept cars such as the Bonneville Specials, Strato Streak, and La Parisienne wowed the public at the Motorama show. During the 1960s and 1970s, Pontiac was tapped into the youth market and the radical designs that used European influence to create aggressive sports/muscle cars. The GTO Flamme, XP833, Firebird Pegasus, Cirrus, Banshee, and others piqued interest and kept

enthusiasts coming back for more. These fascinating and innovative Pontiacs from 1939 to the 1980s and beyond are examined in exquisite detail. Pontiac fans, as well as auto history buffs, will enjoy reading and learning about these cars as well as Pontiac's Project X car program. If you've been looking for a book that authoritatively and comprehensively covers the remarkable and influential Pontiac prototypes of the past, or simply love concept cars in general, this book will entertain you for hours.

Includes directory of automobile museums.

Pontiac FirebirdThe Auto-BiographyVeloce Publishing Ltd

"San Diego's unique lowrider culture and community has a long history of 'low and slow.' Cruising the streets from 1950 to 1985, twenty-eight lowrider car clubs made their marks in the San Diego neighborhoods of Logan Heights, Sherman Heights, National City, Old Town, San Ysidro and the adjoining border community of Tijuana, Mexico. Foundational clubs, including the Latin Lowriders, Brown Image and Chicano Brothers, helped transform marginalized youth into lowriders who modified their cars into elegant, stylized lowered vehicles with a strong Chicano influence. Despite being targeted by the police in the 1980s, club members defended their passion and succeeded in building a thriving scene of competitions and shows with a tradition of customization, close community and Chicano pride. Authors Alberto Laopez Pulido and Rigoberto 'Rigo' Reyes follow the birth of lowrider culture to the present day." --

Since their introduction in 1964, American muscle cars have been closely associated with masculinity. In the 21st century, women have been a growing presence in the muscle car world, exhibiting at automotive events and rumbling to work in modern Mustangs, Camaros and Challengers. Gathered from the experiences of 88 female auto enthusiasts, this book highlights their admiration and passion for American muscle, and reveals how restoring and showing classic cars provides a means to challenge longstanding perceptions of women drivers and advance ideas of identity and gender equality.

Guide to information on ... cars and light trucks.

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

In the mid-1960s, Ford Motor Company took the automotive world by storm with the release of its new pony car, the Ford Mustang. It was the right car for the right time, and it caught General Motors a bit by surprise. One year later, after seeing the Mustang's enormous sales success, General Motors announced the development of its own pony-car platform, code-named "Panther," to enter the market and compete with the tremendously popular Mustang. And what a competition it became. Chevrolet Camaros and Pontiac Firebirds hit the market in the fall of 1966, and the world clamored for more of these new Mustang killers. Over the course of time, these F-Body cars became some of the most popular enthusiast cars of all time. In *The Definitive Firebird & Trans Am Guide 1967–1981*, Pontiac expert and historian Rocky Rotella examines each production year of Firebird. Production figures, option codes, running changes, model year changes and variances, rarity, collectability, interviews with engineers, and more are thoroughly covered in what is sure to be the ultimate Firebird reference book for years to come. Complementing the detail and year-by-year analysis is a combination of archival photography from the launch of these cars and beautiful color photos of original and restored examples today. Whether you are into the first generation of F-Body Pontiacs, the first Trans Ams in 1969, the early second-generation Super Duty cars, or even the wildly popular Trans Ams from the Smokey and the Bandit era, this book tells the entire story of these immensely popular cars. It is an excellent addition to any pony car, muscle car, or any enthusiast's library.

The detailed story of Pontiac's F-body coupe & convertible throughout three decades--from the height of the personal car/sporty car era of the late sixties, through the fuel crisis/safety first seventies, eighties renaissance and nineties indifference.

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.

When a Kryogenetics engineer working at a military facility discovers how to revitalize people to remain at their present age, and remain there for 100 years at a time, all hell breaks loose. Military, Mafia, and space aliens, greedy rich government persons, there comes into being the race of who gets the secret first. The good guys against the bad, or so it seems. The engineer and his wife are kidnapped by paid mercenaries recruited by doublecrossing persons wanting this information for themselves and stand to make billions and billions of dollars. One man with a secret. An adventure follows that will span the United States, Europe, the fringes of outer space, and space aliens, and that will tax the ingenuity of his mom and dad to get them free from their glacial entombment.

The All-American Muscle Car celebrates the fifty-year history of the breed through stunning modern and archival photography, head-to-head shootouts between the cars, past and present, and brilliant essays from today's top muscle-car writers.

With 18 years of research on the Pontiac Grand Prix, Don Keefe takes the reader on a voyage that covers nearly a half century, from the earliest design sketches of the late 1950s, bringing the concept to market, all production figures to date, to the exciting Grand Prix of today. Not simply a rosy depiction of the Grand Prix's history, the author also deals frankly with the darkest days of the 1970s and 1980s, leading to its rebirth as an exciting front-drive sport coupe. Also covered are experimental, showcar, and specialty versions of the Grand Prix.

This book is designed to present, in one convenient source, comments published in periodicals about 325 automobile models manufactured since 1987 on a model-by-model basis. These periodicals range from general interest to specialized sources as well as repair manuals and other publications related to the individual models.

A guide to more than 22,000 national and international organizations, including: trade, business, and commercial; environmental and agricultural; legal, governmental, public administration, and military; engineering, technological, and natural and social sciences; educational; cultural; social welfare; health and medical; public affairs; fraternal, nationality, and ethnic; religious; veterans', hereditary, and patriotic; hobby and avocational; athletic and sports; labor unions, associations, and federations; chambers of commerce and trade and tourism; Greek letter and related organizations; and fan clubs.

High performance and utterly thrilling to drive, the muscle car changed the way we view automobiles. Through marketing wars and head to head horse power battles, a carefully curated ideology of what the muscle car should be able to do evolved. American family style two door sports coups with rear wheel drive are fitted with a large V8 engine to create this icon of muscle and speed. Distinct from the low, two seat, European sports cars, muscle cars are much more

affordable. Muscle cars are a quintessentially North American phenomenon, owing their outrageous existence to a very simple formula. Take a mid-size American sedan (nothing too complicated, upmarket, or fancy) then add the biggest, raunchiest V8 that is possible to squeeze under the hood and behold: the magnificent muscle car. Pontiac was first, with the legendary GTO. Ford followed with the invention of a new class of car with the pony car, the Mustang. Every other American manufacturer joined in the act after that, all wanting a cut of the action. Muscle cars are loud and proud. Look further into this fascinating book to discover the intoxicating world of these wonderful machines. Includes information on models, facts, and other interesting information on America's pride and joy; the legendary muscle car.

Essential Muscle Cars pays tribute to the legend and is lavishly illustrated with large format, full-color photographs of all the major models, along with a comprehensive technical specification of each. It is the perfect reference book for everyone interested in America's most interesting performance cars. Essential Muscle Cars tells the full story of America's most exciting cars from their early days, covering the developments in style, and details of the increases in power. Knudsen's Pontiac Division probably deserves to be credited with introducing the first bona fide Muscle Car, the mighty and magnificent GTO. Based on the Tempest, the Pontiac GTO was as fast, if not faster, in a straight line than the Italian stallion whose initials it had cheekily usurped. The motorists of America simply revelled in its combination of style and potency. Soon everyone was in on the act, furiously pumping iron - and a lot of gas. The Oldsmobile 4-4-2 and the Chevrolet Impala Super Sport were followed in '67 by the Camaro. Ford soon added the splendid Shelby Mustangs to its celebrated 'Pony Car' line and Chrysler rounded out the decade with their incredible Dodge Daytona Charger and Plymouth Superbird. For a brief, glorious, uninhibited, period before the arrival of the oil crisis and restrictive legislation of the nineteen-seventies, American enjoyed the thrill of unfettered automotive power and every stop light became the start line of a drag strip. Essential Muscle Cars pays tribute to the legend and is lavishly illustrated with large format, full-colour, cut-out photographs of all the major models, along with a comprehensive technical specification of each. It will be the perfect reference book for everyone interested in America's most interesting performance cars.

Of the legendary names in the history of the Ford Mustang, one stands apart: Boss. Originally created to homologate the new Boss 302 engine for SCCA Trans-Am racing, the Boss 302 Mustang was built in limited numbers for the street. Designed by legend Larry Shinoda, the Boss cars were easily distinguished from their less potent stable mates by their unique front and rear spoilers, rear window slats, and the omission of the standard Mustang's (fake) rear fender brake ducts. Also standard was a shaker hood scoop and bold graphics. Though Mustang performance faded to all-time lows as the 1970s rolled on, there was good news on the way. The pairing of the venerable 302 Windsor engine with the new Fox-

body platform for the 1979 Mustang might not have seemed significant at the time, but it was the first edition of what would become a performance institution in the late 20th century: the 5-liter Mustang was an overwhelming force on the streets and tracks through the end of its production in 1995. With no small amount of fanfare, Ford is paying homage to its performance past with the re-introduction of the 5.0 liter powerplant in the Mustang GT for 2011.

Several million Camaros and Firebirds were built from 1970-1981. Many are perfect candidates for a full pro-touring treatment. This book is an essential tool for the second-gen enthusiast looking to modify their car to perform at its best.

"Any car maker's greatest asset is their perceived image in the 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, 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 cultural icon: the Pontiac GTO.

The Great One. A lavish tribute to one of America's most-beloved muscle cars covers its entire ten-year production run.

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

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