

## Seadoo Speedster Engine

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[Popular Mechanics JHU Press](#)

Many people modify their Harley-Davidson engines--and find the results disappointing. What they might not know--and what this book teaches--is that emphasizing horsepower over torque, the usual approach, makes for a difficult ride. Author Bill Rook has spent decades perfecting the art of building torque-monster V-twin Harley engines. Here he brings that experience to bear, guiding motorcycle enthusiasts through the modifications that make a bike not just fast but comfortable to ride. With clear, step-by-step instructions, his book shows readers how to get high performance out of their Harleys--and enjoy them, too.

[MotorBoating Lulu.com](#)

Popular Mechanics inspires, instructs and influences readers to help them master the modern world. Whether it's practical DIY home-improvement tips, gadgets and digital technology, information on the newest cars or the latest breakthroughs in science -- PM is the ultimate guide to our high-tech lifestyle.

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[Boating Life iUniverse](#)

Ker-SPLASH! is an up-to-date, comprehensive look at the hobby and sport of recreational boating and water skiing. It is intended as a guide for both the neophyte and the experienced recreational power boater. The book includes detailed instructions for: (1) Selecting and buying a boat; (2) Making an intelligent engine choice; (3) Selecting boating accessories; (4) Choosing skis, boards, and towables; (5) Selecting a personal slalom ski; (6) Learning to ski and towing a skier; (7) Learning to slalom; (8) Riding and towing other water toys; and (9) Maintenance and safety issues. Ker-SPLASH! covers these types of recreational powerboats: stern-drive runabouts, tournament ski boats, mini-jet boats, personal watercraft, offshore performance boats, deck and pontoon boats, outboard ski boats, fish 'n' ski boats, and cuddly cabins. Comparative descriptions and contact addresses of the major boat, ski, wakeboard, and accessory manufacturers are included. Ker-SPLASH! is not only a reference guide, but it also includes down-to-earth information and entertaining boating stories.

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[Boating](#)

The GDT Speedster is a world famous, award-winning, one-of-a-kind high performance sports car. This book details why and how nine automotive professionals formed a team then designed and built the beautiful work of art from scratch. The team members are all "car guys" who longed to build a special car free of the encumbrances of corporate bureaucracy. The book describes the planning, designing and building actions the team took to create the GDT Speedster during the 6 year project. The book lists the complete vehicle performance and dimensional specifications. It also includes the important but seldom discussed topic of fabrication cost--P. [4] of cover.

[MotorBoating](#)

2008 Outstanding Academic Title, Choice Magazine From dirt bikes and jet skis to weed wackers and snowblowers, machines powered by small gas engines have become a permanent—and loud—fixture in American culture. But fifty years of high-speed fun and pristine lawns have not come without cost. In the first comprehensive history of the small-bore engine and the technology it powers, Paul R. Josephson explores the political, environmental, and public health issues surrounding one of America's most dangerous pastimes. Each chapter tells the story of an ecosystem within the United States and the devices that wreak havoc on it—personal watercraft

(PWCs) on inland lakes and rivers; all-terrain vehicles (ATVs) in deserts and [Motorized Obsessions](#)

forests; lawn mowers and leaf blowers in suburbia. In addition to environmental impacts, Josephson discusses the development and promotion of these technologies, the legal and regulatory efforts made to improve their safety and environmental soundness, and the role of owners' clubs in encouraging responsible operation. Synthesizing information from medical journals, recent environmental research, nongovernmental organizations, and manufacturers, Josephson's compelling history leads to one irrefutable conclusion: these machines cannot be operated without loss of life and loss of habitat.

[Popular Mechanics](#)

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[Boating Life](#)

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I like to joke how this is sort of two novels which kinda got merged. This occurred whenever inflicted with "burn out" during those heavy days I pounded on the computer keyboard writing, Three Cheers for Father Donovan. For anyone who's never done it, let me attest as to how the necessary research and the required language translations extract a costly toll. {Latin is the official language of the Holy See. Yes, some Vatican documents are translated into English, but many are not.} Thus, it is agony to enjoy the ecstasy for me to say, "J.D., you did good job." And it happens only when it's over... It never fails. I always embark on writing one of these grandiose, epic historical novels completely cognizant of the scope, but utterly ignorant of the scale. Such was the case writing The Bolsheviks...Three Cheers for Father Donovan...The Black Madonna to some degree. It is a one to four year odyssey in which I will ask myself many times, "J.D., is this really worth it?" It must be. I always persevere until completion. However, in search of a diversion, I would—from time to time—seek escape by prattling about the exploits of the Rearchek, Langer, Machado, and Benelli families. Nothing much. Twenty pages here. Thirty pages there. In the end, I found myself with a lore of exactly two hundred pages when it came time to submit my manuscript, Three Cheers for Father Donovan, to the publisher. Then came, The Pontchartrain Connection. I never experience a need for any "down time" when I wrote that novel. For some reason, with that novel, I was in a state of perpetual "writer's groove" from start to finish. {Writer's groove is what I call that weird clarity of knowing full well beforehand as to where this is all going and how my characters will get there.} Once again, after handing my publisher the manuscript for, The Pontchartrain Connection, I did find myself examining those two hundred pages and saying, "J.D., let's finish it." So I did. Hence, everything from the point when Sherrie and Sheba fall in love onward constitutes the new novel. Everything prior to that is the old. As my copy-editor, Mandy, told me after a review of my old script, "Gee, J.D., why all the sex?" Answer: "I was toying around when I wrote it." So, why in the hell am I boring my readers to death with this whining confession as to why I wrote what amounts to a trashy potboiler? Well folks, the answer to that is two-fold: One, it makes for a fun read. Two, another epic is in the works. Yes, it's about to happen all over again. I am now toiling with my attempt to mate Mary Shelly's novel, Frankenstein, with Dale Brown's novel, The Da Vinci Code. The outcome will be something I call, The Maltese Messiah. Now, there is some good news: I have in the works not one, but two novels to fall back on should I need a break...The sequel to this novel, The Unholy Family, and the follow-on novel, The Run for the Roses... May the God of Our Fathers be with me!

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