
4 Pontiac Montana Parts Manual

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Horseless Carriage

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Relive the glorious
first 25 years of
Chevy drag racing in
this comprehensive and
nostalgic history.

With the introduction
of Chevy's OHV V-8 in
1955, the brand's
domination on the drag
strip immediately
snowballed. Drag
racers loved the
compact V-8. It was
lightweight, revved
high, and responded
like no other engine
previously produced to
modification. Chevy
saw a record year in
sales in 1955, thanks
to a combination of a
restyled body and the
new mill. It was the
age of ingenuity, and
those who could get
their hands on the new

engine were swapping it look at those years of into engine bays that success, with a focus once housed other on the first 25 years weaker mills. Ford's (1955 through 1980). flathead, one that had Chevrolets gave rise dominated for so long, to such stars as Bill was rendered obsolete "Grumpy" Jenkins, almost overnight. "Jungle Jim" Liberman, Chevy had a winner and "Sneaky Pete" Robinson, "Dyno" Don dominated the sales charts for years to Nicholson, Sox & come. Aftermarket Martin, Dick Harrell, manufacturers got on Dave Strickler, and board and offered up many more. World all the go-fast champs and fan goodies needed to make favorites all drove Chevy a winner, no Chevys. The success matter what category showed in the record they ran. From books. No brand has Dragsters to Stock, won more races and Chevy's success was events or has set more immediate. And it was national records than a long-term success, Chevrolet. And unlike thanks to a the other combination of years manufacturers, Ford of great styling and a and Chrysler, it was vast array of done with little to no driveline factory support. combinations. Whether you are a

Accomplished racing author Dour Boyce takes a celebratory

hardcore Chevy fan or just love catching up on the history of drag racing during the

golden age, this nostalgic look at Chevy racing history is sure to entertain for hours on end.

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Field & Stream

Collector's

Originality Guide: Pontiac GTO

1964-1974 provides a bumper-to-bumper look at 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 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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Covers rear wheel drive 6-Cyl. and V8 gas engines. Does not include diesel engine or front wheel drive models.

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