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Jimmy” of yore. And, they come by it in the most honest of ways. The delivery drivers made the trek from Seattle to New York in five days. The amphibious DUKW353 swam and drove across more than a few continents during WWII. Complete with bilge pumps, rudder, and outboard engine, GMC made them for the U.S. and allies. GMC won awards from the military for this design perfection. And, they are still around today! And, GMC gave America a dandy. The first on the market was the TVS4, or travel vehicle streamlined. The team was also behind GMC’s history of its bus makes. And, the interior was replete with avocado green shag carpet. Though they were in production for a short time, they hold a great place in our hearts.

His fond memory of touring days is the reasoning. GMC even came out with the “Sprint” in the 70’s which is quite like Chevy’s thenpopular El Camino. GMC began diverging from their competitor’s designs in the 90’s. Today, their trendy designs like the Yukon and Denali series makes converts. Each year it seems, the celebrity GMC SUV has another milestone in sales. It seems the luxe black edition with a 10speed transmission is perfect for the desert. The language may be different there, but this region’s buyers refer to GMC models as “Jims”. The serious team took on the addition of a turbocharged V6 with a higher torque than the Corvette. And, the coolashell van the mercenaries drove as a base camp. And, the heavy duty machine took enough turns, dives, and gunshots to make it the true hero of the series. So much so that when the reboot ATeam movie came out in 2010, the van got a contract, too. For example, the first electric car began a short drive before the Model T was gracing roadways. But, they did not gain enough interest for good reason. Bicycles of the era were faster. Whether you are buying new, fixing the old, or need good advice, we’ve got your back. Or, need a manual for your wheels. We’ve got those, too. The question becomes whether this is the right thing to do or not. To determine the answer to this question we first have to figure out what camp you hoist your flag in. In fact, they might consider replacing the factory installed castiron intake with a highperformance aluminum intake manifold sacrilegious. Then we have the folks that buy these classic muscle cars to enjoy them. They want to drive them around and have fun while doing it. Nevertheless, I’m a believer that you can have your cake and eat it too. If you upgrade to an aluminum intake and save the original castiron one, with all of the original mounting hardware, you can satisfy both groups of people.

Here we’ll talk about the different kinds of highperformance aluminum intake manifolds available. We’ll even get into the differences between single plane and dual plane intakes and which one is right for you. Finally, you’ll discover how much horsepower you can actually gain from this performance upgrade. These include the single or dual plane design. Most people choose the dual plane, because the original castiron part utilized this design feature. Therefore, when upgrading to a highperformance aluminum intake manifold, of the dual plane variant, the car basically runs the same throughout the throttle range. However, the main characteristic of the dual plane manifold includes long flowing runners. These runners are polished to a smooth finish that increases the flow rate over the stock component. The dual plane provides improved lowend power, while maintaining engine idle quality similar to the original equipment. This allows for all eight cylinders to feed at the same time. However, the big difference between this set up and the dual plane remains the length of the intake runners. With a single plane set up, the runners become much shorter. This provides a faster and more direct delivery of fuel to the cylinders. Therefore, a single plane manifold is considered best for racing applications. Now that we understand the difference between the two types let’s talk about the advantages of installing an aluminum intake manifold. Car makers have identified that reducing the vehicle’s total weight increases performance and fuel economy at the same time. The incredible part about their transformation into a lighter automobile is they actually provide better crash protection now. In some cases, these modern cars weigh more than 1000 pounds less than our beloved vintage automobiles. At the same time they get triple the fuel economy, provide better performance and hold up better in a crash.

A muscle car like a Chevrolet Camaro Super Sport with a big block 396 cubic inch engine comes with a heavy cast iron intake manifold. These original equipment parts weigh 75-100 pounds, depending on the design. An aluminum highperformance version comes in at less than 20 pounds. Therefore, this upgrade becomes a major weight reduction operation. Since the intake manifold rides directly over the front springs of the automobile you get a surprising boost in the front ride height of the automobile. In many cases the front springs on our muscle cars are starting to get worn and tired. Reducing the weight that rides on top of them can put a little spring back in their step. As a result the car maintains a healthier looking ride height. When the factory originally molded the cast iron intake installed on your engine they didn't do the greatest job. Imperfections and bumps inside of the fuel runners reduce the efficiency of fuel and air flow to the cylinders. The aluminum intake not only weighs a lot less, but they buff it to a high polished finish inside. The question that everybody wants to know is how much all this improvement means to the bottom line. In other words, how much horsepower will I gain from a highperformance aluminum intake manifold upgrade. Without getting too scientific we'll attempt to answer this question. How much you gain depends on a variety of variables. The efficiency of the carburetor and the exhaust system become two major elements to consider. If you increase the carburetor size and the efficiency of the exhaust by installing headers you will receive the maximum benefit from replacing the intake. The combination of replacing these three highperformance components can net horsepower increases from 20 to 60 HP. An interesting side effect of this combination upgrade comes in at the fuel pump. Increasing the horsepower can also increase the fuel economy. With that said, increased fuel economy only comes with grand mom like throttle position.

In other words, if you keep your foot off the floor you'll also receive better fuel economy when you're cruising around town. Then, you will definitely love American muscle cars. Coined in 1949 due to the demand for a fast car, muscle cars have become one of America's most loved cars. The 1960s and 1970s saw the creation of some of the best muscle cars of all time. If you are looking for a muscle car, read on as we look into some of the best muscle cars. The Mustangs have undergone a series of transformations from the first to the fifth generation. There is more to this car that will make you want to own it. It was based on an F-body platform and offered no less than three six-cylinder engines and four V8s. A longer and wider Camaro was then introduced in 1970. The fifth generation Camaro was later introduced in 2010 with a better body and an even better performing engine. Several other challengers were later introduced over the years but the oil crisis crippled the sales of the muscle cars and this led to the early retirement of this car in 1974. In 2008 the challenger made its way back and this 3rd generation challenger has soldiered on and so far has had a number of stylistic updates. It is very fast and has a 797 horsepower supercharged V8 engine. It featured four-wheel disc brakes, optional side exhaust pipes, a big block, and a 6.5 liter V8. This muscle car has gotten even better with time and the C6 generation that was produced from 2005-2013 and has better handling and is a much-loved sports car. Get ready to experience this legendary ZR1 supercar with a 755 horsepower and a top speed of 212 MPH. If you want a luxurious muscle car, the Dodge Viper will be an ideal choice. This car has been in the market for 25 years and it is one of the best classics. It also borrowed a little bit from the Ferrari. This muscle car was an instant hit and GM improved its performance over the years.

However, in 1974, its sales went down forcing its production to stop. Though you will not be able to find a new Pontiac because 2006 was the last year it was produced you can still buy it from its original owners. In 1967, the second generation Plymouth was introduced and it had responded to the need of the market. The model was much more aggressive with a V8 motor and better handling. It had three V8 engines and was on its way to muscle cars success. These cars have both high and low performing options but if you want to feel the real American muscle cars, then the high performing option is your ideal choice. Subscribe to our newsletters. This blanket statement doesn't

cover the This blanket statement doesn't cover the whole truth about the subject. In fact, some regularly scheduled maintenance items are easier to replace on a 2004 Chevy Malibu than a 1972 Chevrolet Malibu. Last month the MotorEra.com website touched on this subject in an article covering the top five best car repair tips. Let's take the 50,000 foot view from the tips article and bring it down to earth to focus on the easiest DIY auto repair. In fact, you'll want to handle this particular service yourself from this day forward. Before we dig in, let me focus your attention to an article we put together explaining how to properly prepare for a DIY car repair. It contains insightful tips on how to get ready for success. Furthermore, you can get top quality parts to improve the safety of your automobile and perform the service in about 10 minutes. Yes, I'm talking about the replacement of the wiper blades. I know that it sounds like such an easy task that it shouldn't even require an article. The biggest mistake people make is not doing it themselves. They let the auto repair shop do it instead. Don't make this huge mistake.

As a professional mechanic I can tell you that the shops I have worked for charge top dollar to replace the wiper blades for customers that are more than capable of doing it themselves. It goes beyond the cost of the service and the time restrictions of the busy motorist. Then they purchase these parts in bulk to save even more money. In addition, they marked these parts up 30 percent to maximize the profit. This means customers pay more than they should for parts that probably won't even last a year. When those cheap, made in China, plastic wiper blades disintegrate in the middle of a rainstorm it can turn into an unsafe situation. High quality, metal framed, powder coated topquality rubber wiper blades exist and you need to get a pair. Personally, I get my wiper blades from Michelin. That's right, this tire company has a complete range of windshield wiper parts. Nobody makes better rubber than they do, in my opinion. Fortunately, they sell wiper blades directly to the consumer through big box stores like WalMart and Target. Something else that the average consumer doesn't realize becomes the design of the wiper blade. When you buy replacements from these toptoftheline companies you get a builtin design that takes aerodynamics and consideration. That's right; they use the wind at highway speeds to push the blade against the windshield. This provides superior clearing of the windshield that actually improves the faster you go. First of all, wiper blades are easier to install now than they were on automobiles from the 70s and 80s. Secondly, all you have to do is type the year, make and model of the vehicle into the YouTube search box with the words wiper blade. You'll be amazed at the sheer number of high quality videos showing you exactly how to perform the service yourself. How long this rubber part survives depends a lot on environmental conditions. Another big factor becomes how the wiper blades are used and abused.

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