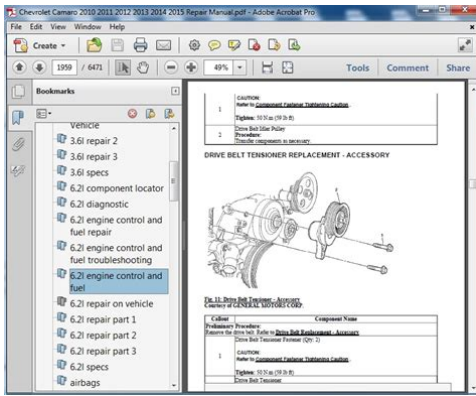


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having the size to match the speed of your new sports car! Then, you will definitely love American muscle cars. Coined in 1949 due to the demand for a fast car, muscle cars have become one of America's most loved cars. <http://acronimocostanzo.com/userfiles/campaign-disclosure-manual-2.xml>

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 transformation 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 car 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. However, as time passes these cars are fading from memory. This is a sad chain of events that we're going to attempt to undo right here. Before we get into the three AMC cars that will make you say, "oh yeah, I remember that car" let's talk about the American Motors Corporation. In 1954 an epic coming together of Hudson, Nash and Kelvinator formed the American Motors Corporation. Nash had been building cars since 1916 and Hudson had large manufacturing facilities located in North America. The two struggling companies banded together with plans to make a run at the big three car makers. The company hit the ground running by building small, midsize and fullsize automobiles. By 1965, with several models on the top 10 bestsellers list, the debt-free company seemed poised to give Chevy and Ford a run for its money. Although this didn't turn out to be true, the company produced some AMC cars worth remembering in the 60s and early 70s. The company faced major challenges with an increase in government intervention in the form of mandatory automotive regulations. Then the gas crunch crashed onto the shores of the United States in the early 1970s. With AMC cars producing some of the worst gas mileage numbers, the uphill battle to remain competitive turned into a slippery slope. Nevertheless, the American Motors Corporation didn't give up without a fight. They launched the Eagle series of automobiles featuring some unique four-wheel drive cars. Unfortunately, in the mid-80s the debt-ridden company accepted an offer from the Chrysler Corporation for a complete buyout.

The little Nash Rambler had been around for a decade, but the AMC version launched in 1958 with a new look. They built the car for more than 10 years and it went through three different redesigns. The company touted the two-door sedan as an economical workhorse built for hardworking

Americans. Although these AMC cars remained unchanged under the hood from the previous years, the exterior received a heavy restyling. They moved this workhorse into the fun category in 1961 when they offered a convertible version. Sidebar A sharp looking 1962 Rambler American convertible wearing fire engine red paint starred in the hit sitcom series *The Third Rock from the Sun*. Thanks to abundant fuel and the need for speed, automotive consumers started moving away from economy cars. In 1966 the American Motors Corporation responded with the launch of a 225 HP V8 powered Rambler in an attempt to turn the grocery getter into a muscle car. By 1970, with slumping sales, they decided to move the platform back to its roots of the family car and renamed it the Hornet. AMC through big money at the car and even formed a race team run by Penske. Mark Donahue piloted a Javelin to victory in several Trans Am series races. However, competing with the Chevrolet Camaro and the Ford Mustang would prove to be more than challenging. The acronym stood for American Motors Experimental. This car packed the allnew 6.4 liter 390 cubic inch big block engine. In its original version it produced about 320 HP. However, the factory started installing high performance exhaust manifolds, an aggressive camshaft and a high flow performance intake manifold. With horsepower reported in the 350 range these cars fell just short of taking down the Chevy Camaro, Ford Mustang and the Dodge Challenger. In 1970 the company wanted to think outside of the box by making a car that looked like a box. Its overall look, with a long front end and a boxy rear end received mixed reviews.

What many don't realize is the car remains only a few inches longer than the Volkswagen Beetle. In fact, they built the car with the intention to take a bite out of the Volkswagen Beetle's market share. However, sales figures disappointed the AMC executives. Despite the higher price tag sales increased to over 122,000 units that year. In 1974 American Motors struggled with the design and installation of catalytic converters to meet tightening government emission requirements. Nevertheless, in 1974 and 1975 the company posted its best sales figures with around 175,000 cars sold in each of these years. They gave up on the Gremlin in 1978, yet it remains one of the classic AMC cars worth remembering. Not only do they sound amazing at idle, but the further you push your foot down on the gas pedal, the better they sound. Although this upgrade remains popular, because of the noise a tuned exhaust header creates, there is actually a scientific reason to go for this aftermarket upgrade. If we relate both of these upgrades to how an athlete performs we can better understand why we'll see a big boost in horsepower. The intake manifold represents the inhalation of oxygen for a human being. The exhaust manifold represents the exhale, but more importantly, the ability to expel all of the air from the lungs. This allows us to take in the maximum amount of oxygen on the next inhale. Imperfections in the casting slowed down the intake of air and fuel. In the same way the sharp bends and rough inside castings of a standard exhaust manifold reduce the flow of exhaust. If we only increase the ability for the intake to pull in more air and fuel, without increasing flow on the exhaust side we don't reap all of the benefits. So let's talk about a few reasons to upgrade the exhaust headers. On a classic muscle car era automobile you'll find a compact part with 90 turns and ports that share the task of removing exhaust fumes from multiple cylinders.

These exhaust manifolds are so inefficient that it actually creates back pressure in the combustion chamber. In other words, exhaust gases don't flow out fast enough to empty the cylinder. In turn, this restriction of exhaust flow robs the engine of generating its full ability to produce horsepower and torque. When using an aftermarket exhaust header you find dedicated tubes for each cylinder. In addition, you find that the surfaces inside are highly polished. Instead the exhaust takes a long flowing turn that enhances the ability to remove exhaust gases from the combustion chamber. This improves the volumetric efficiency of the engine. Therefore, we can say highperformance exhaust headers provide enhanced efficiency, because of the large diameter tubing, long flowing bends and polished inside surfaces to reduce drag and back pressure. The factory installed these compact manifolds because they didn't have the room in the engine compartment. With that said, they also

didn't see it as the best way to increase horsepower at the time. Nevertheless, installing aftermarket headers on some classic muscle cars presents major challenges. I installed a pair of Lakewood performance exhaust headers on a friend's Dodge Charger RT. Long story short, the header installation on the big block 440 cubic inch engine became a nightmare. We purchased model specific parts from a reputable Mopar specialist that designed the headers specifically for the Dodge Charger application. In addition, interference with the upper control arms and the tie rods became another issue. After we completed the installation the true problems began to surface. In order to clear some suspension parts the driver side header becomes the lowest part under the automobile. After going over a few speed bumps the tubes that carried exhaust gases from the front cylinders became completely smashed closed. Instead of increasing efficiency the end result became exactly the opposite.

In fact, you can even find an article about nitrous oxide upgrades you can put in the trunk to provide the boost you're looking for. But no matter where we decide to boost performance, deciding to upgrade the exhaust headers maximizes the benefits of all the other alterations. I'm talking about cars like the Chevrolet Malibu Super Sport and the Ford Mustang pony cars. These automobiles utilized some of the most inefficient exhaust manifolds ever created by man. It's not that the original designers of these engines did not understand volumetric efficiency, they just approached the horsepower wars in a different way. They decided to increase combustion ratios and cubic inches to achieve the desired performance level. Of course, they also had leaded fuel available to them at the time. This forced them in the direction of improving the intake and exhaust cycles on modern automobiles. Therefore, the general rule of thumb becomes the newer the automobile the less performance gains you'll find from upgrading the intake and exhaust manifolds. Why It's because the automotive manufacturers upgrade the exhaust headers on their own. They also do a good job on the intake side of manufacturing efficient cold air intakes and intake plenums installed on the assembly line. If so, we have the perfect beginner's guide to auto equity loans. [Click here for more information.](#) If you've got a car, you might be able to get some. A vehicle equity loan is a loan based on the value of your vehicle. There are many factors that go into determining the value and term of your loan. We'll discuss that in further detail in a minute. The equity in your vehicle depends on how much of that original loan you have paid off. Home equity loans, for example, require more time and paperwork to complete. Let's take a look at a few other types of loans and see how an auto loan compares. If you don't own a home, this isn't an option for you. Also, you can't get money fast with a home equity loan.

They also need a more thorough credit check. Plus, they may require an appraisal to value the home. If you've got bad credit, this isn't an option for you. Also, these loans tend to be smaller. If you're looking for more than a few hundred dollars, this isn't the loan for you. Again, if you've got bad credit, you won't get approved. And credit cards also have high rates and fees, so be careful what you sign up for. An auto loan will usually have a reasonable rate and no surprise fees. If not, you should. The three major credit agencies, Transunion, Equifax, and Experian, all offer free reports once a year. Your score depends on your credit history. If you have limited past credit, or have had a few slow payments, then your score might be lower. That's okay too. You might pay a higher interest rate, but it's still an option. That means you'll have a higher interest rate. Mileage counts as well. If you've taken good care of your vehicle, you shouldn't have any problems. Auto loan rates are based on the WSJ Prime interest rate at the time of the loan. It's much easier to get auto equity loans than other types of loans. The lender then has you fill out an application. This determines the terms of your loan. They'll need a copy of the vehicle title to do the paperwork. If you need money right away, this is the way to go. Other equity loans take longer and need more paperwork. If you've had a few credit bumps in the past, that's okay. If you have had past credit issues, an auto loan is a great way to restore credit. As you make your monthly payments on time, your credit score improves. But fees are usually financed into the loan. And you won't be charged any fees later in the loan as long as you

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