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Scion is a brand of vehicles produced by Toyota Motor Corporation for the North American market. Founded in 2002, Scion's long-term goal is to appeal to Generation Y consumers. The first Scion models, the xA hatchback and xB wagon, went on sale in California in 2003, followed by a sports coupe, the tC, and a nationwide U.S. launch in 2004.

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Ford's 351 Cleveland was designed to be a 'mid-sized' V-8 engine, and was developed for higher performance use upon its launch in late 1969 for the 1970 models. This unique design proved itself under the hood of Ford's Mustang, among other high performance cars. The Cleveland engine addressed the major shortcoming of the Windsor engines that preceded it, namely cylinder head air flow. The Windsor engines just couldn't be built at the time to compete effectively with the strongest GM and Mopar small blocks offerings, and the Cleveland engine was the answer to that problem. Unfortunately, the Cleveland engine was introduced at the end of Detroit's muscle car era, and the engine, in pure Cleveland form, was very short lived. It did continue on as a low compression passenger car and truck engine in the form of the 351M and 400M, which in their day, offered little in the way of excitement. Renewed enthusiasm in this engine has spawned an influx of top-quality new components that make building or modifying these engines affordable. This new book reviews the history and variations of the 351 Cleveland and Ford's related engines, the 351M and 400M. Basic dimensions and specifications of each engine, along with tips for identifying both design differences and casting number(s) are shown. In addition to this, each engine's strong points and areas of concern are described in detail. Written with high performance in

mind, both traditional power tricks and methods to increase efficiency of these specific engines are shared. With the influx of aftermarket parts, especially excellent cylinder heads, the 351 Cleveland as well as the 351M and 400M cousins are now seen as great engines to build. This book will walk you through everything you need to know to build a great street or competition engine based in the 351 Cleveland platform.

Go Green-Go Electric! Faster, Cheaper, More Reliable While Saving Energy and the Environment Empowering people with the tools to convert their own vehicles provides an immediate path away from petroleum dependence and should be part of the solutions portfolio. Chelsea Sexton, Co-founder, Plug In America and featured in Who Killed the Electric Car? Create a superior driving experience, strengthen America, and restore the planet's ecosystems...that's the promise of this book and it's well worth a read! Josh Dorfman, Founder & CEO Vivavi, Modern Green Furniture Store; Author, The Lazy Environmentalist: Your Guide to Easy, Stylish, Green Living. This new, updated edition of Build Your Own Electric Vehicle contains everything that made the first edition so popular while adding all the technological advances and new parts that are readily available on the market today. Build Your Own Electric Vehicle gets on the expressway to a green, ecologically sound, cost-effective way that even can look cool, too! This comprehensive how-to goes through the process of transforming an internal combustion engine vehicle to electric or even building an EV from scratch for as much or even cheaper than purchasing a traditional car. The book describes each component in detail---motor, battery, controller, charger, and chassis---and provides step-by-step instructions on how to put them all together. Build Your Own Electric Vehicle, Second Edition, covers: EV vs. Combustible Engine Overview Environmental and Energy Savings EV Evolution since the First Electric Car Current Purchase and Conversion Costs Chassis and Design Today's Best Motors Battery Discharging/Charging Styles Electrical Systems Licensing and Insurance Issues Driving Maintenance Related Clubs and Associations Additional Resources

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Includes 3 maps and 7 illustrations The command of military forces in combat is unlike any other field of human endeavor. If war is the ultimate form of human competition, then the commander is the ultimate competitor. The commander operates in an environment of chance, uncertainty, and chaos, in which the stakes are, quite literally, life and death. He or she contends against an adversary who is using every means, fair or foul, to foil his plans and bring about his defeat. The commander is ultimately responsible for every variable that factors into military success or failure--training, logistics, morale, equipment, planning, and execution. The commander reaps the lion's share of plaudits in victory, but also must accept the blame in defeat, warranted or not. Very often the line that separates fame and ignominy is slender indeed. It is not difficult to identify "great" commanders, though the overwhelming majority of generals who win battles are never considered "great." Something more than a favorable ratio of wins to losses is needed to establish greatness...The truly great commander is generally considered to be one who attains the unexpected or the unprecedented; one who stands above his contemporaries through

his skill on the battlefield, or through the sheer magnitude of his accomplishments. ...The commanders selected were masters of warfare in their particular time and environment. Each capitalized upon the social, political, economic, and technological conditions of his day to forge successful military forces and win significant and noteworthy victories that profoundly altered the world in which he lived.-Dr Christopher R. Gabel. The Great Commanders covered by this volume are Alexander the Great, Genghis Khan, Napoleon, John J. Pershing, Erwin Rommel and Curtis E. LeMay

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