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The primary purpose of the Manual of Classification of Motor Vehicle Traffic Accidents is to promote uniformity and comparability of motor vehicle traffic accident statistics now being developed in Federal, state and local jurisdictions. This manual is divided into two sections, one containing definitions and one containing classification instructions.

We took a low-mileage, ex-military, unregistered Series III Land Rover, stripped it down to its bare bones, and then blended it with an original Series III Station Wagon in very poor condition. After stirring into the pot a selection of new and modified parts from a number of different sources, we ended up with the most immaculate and user-friendly Series III you could imagine. Here ' s how you

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can restore or modify your own Series III, from suspension, brakes, and steering, to engine, transmission and body improvements. You want better seats? Galvanized chassis and bulkhead? Immaculately restored body and mechanical components? This manual has the answers. Featuring advice on rebuilding the rear body tub, the bulkhead, Station Wagon side frames, and much more besides, this book is a must!

Will poor, kindhearted Yeh-Shen get to the spring festival? Will Fisherman Soo's luck change if he helps a talking toad?

Numerical procedures based on the 2-D and 3-D full potential equations and the 2-D Navier-Stokes equations were developed to study the effects of leading

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and trailing edge flap motions on the aerodynamics of parallel airfoil-vortex interactions and on the aerodynamics and acoustics of the more general self-generated rotor blade vortex interactions (BVI). For subcritical interactions, the 2-D results indicate that the trailing edge flap can be used to alleviate the impulsive loads experienced by the airfoil. For supercritical interactions, the results show the necessity of using a leading edge flap, rather than a trailing edge flap, to alleviate the interaction. Results for various time dependent flap motions and their effect on the predicted temporal sectional loads, differential pressures, and the free vortex trajectories are presented. For the OLS model rotor, contours of a BVI noise metric were used to quantify the effects of the trailing edge flap on the size and directivity of the high/low intensity noise region(s). Average reductions in the BVI

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noise levels on the order of 5 dB with moderate power penalties on the order of 18 pct. for a four bladed rotor and 58 pct. for a two bladed rotor were obtained.

Hassan, A. A. and Charles, B. D. and Tadghighi, H. and Sankar, L. N.

Unspecified Center NASA-CR-4426, NAS 1.26:4426 NAS1-19136; RTOP 505-63-36...

Mini Down Under traces the history of one of New Zealand's - and the world's - best-loved cars. More versions of the Mini were available in New Zealand than anywhere else, and the launching of the iconic car in February 1960 was a larger-than-life event. In this lively and personal story, the author tracks the Mini's life in New Zealand, the connection between Kiwi racing driver Bruce McLaren and the birth of the Mini Cooper, the heady days of competition success in the

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Antipodes, the local assembly and marketing of the classic original car and the eventual development into the latest generation Mini for a new century.

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