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Daniel S. Pierce

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Grand Prix Cars Denis Jenkinson,2015-10-02 “ In compiling this brief history of Grand Prix racing, along with descriptions of the more successful cars, I have limited myself to the period since World War II as the present day Grand Prix cars are mostly derived from the development and design of the early post war years. Although many ideas were taking shape in the period of the mid-thirties — such as the use of De Dion rear axle layouts, independent front suspension systems and hydraulic brakes — the main interest lay in engine design under a free ruling on capacity. It was not until about 1950 that a renaissance began in chassis design for Grand Prix cars and from then on a great deal of knowledge was gained; enough in fact, to enable roadholding to become a very exact science rather than a hit-and-miss affair. This development in the chassis and the search for improved road holding and higher cornering power was accentuated by the beginning of the era of unsupercharged racing, when power outputs were severely curtailed and speed had to be found by other means ...” (1959 - Denis Jenkinson)

Driven by Desire Alan Wilson,2011-10-15 From a five-year-old

girl racing 60mph micro-midgets in South Africa, to a Formula One driver in the British Championship during her first full year of racing in the UK, and on to becoming the first and only woman ever to win a Formula One race, Desire Wilson was a winner bested by very few of her male rivals. But single-seater racing was just the start of Desire's ascent in motorsport. She won two FIA World Championship Sports Car Endurance races in 1980, and went on to compete in well over 120 types of race car at more than 100 race tracks around the world. Always competitive, she earned a reputation for an intense, no-nonsense approach to racing, shrugging off the media glamour to focus on the hard grind of staying competitive in one of the world's toughest sporting arenas. Moving to the male-dominated world of North American racing, Desire became a pioneer for women racing in the harsh world of Indy Cars, facing discrimination, financial problems, and other obstacles ranging from tragedy to farce. Her career is unique in the world of racing, encompassing everything from club racing to Formula One and World Championship sports cars, to the evil monsters of the IndyCar World Series - the world's fastest race cars. Hers is a story of hardships, fun, tragedy, perseverance, injury, and the amazing behind-the-scenes world masked by the public face and glamour of racing. It tells, too, of the consequences of politics and discrimination in the male world of professional auto racing.

A Chequered Life Richard Heseltine, 2013-11-15 This is the first and only account of the Chequered Flag race team and its charismatic founder, Graham Warner. It charts the highs and lows, the victories and losses, and features interviews with the man himself and several star drivers of the 1960s and '70s. Accompanied by 150 photographs, many previously unpublished, plus a look at Graham's subsequent career as a fighter aircraft expert and restorer, this is a unique story of a fascinating life in motorsport.

Stirling Moss Scrapbook 1955 Stirling Moss, Philip

Porter,2007-09-01 The Stirling Moss Scrapbook 1955 is packed with intriguing detail, superb illustrations and a plethora of period cuttings from around the world. Throughout his career he created his personal scrapbooks, several volumes per year, and he kept a diary and photo albums, too. This book dips into his personal records and is spiced throughout with treasures to delight and fascinate. These are supplemented by period comments and many of his anecdotes. Moss has a fund of stories and is refreshingly non-PC!

Ramanujan Srinivasa Ramanujan Aiyangar,1995-09-07 The letters that Ramanujan wrote to G. H. Hardy on January 16 and February 27, 1913, are two of the most famous letters in the history of mathematics. These and other letters introduced Ramanujan and his remarkable theorems to the world and stimulated much research, especially in the 1920s and 1930s. This book brings together many letters to, from, and about Ramanujan. The letters came from the National Archives in Delhi, the Archives in the State of Tamil Nadu, and a variety of other sources. Helping to orient the reader is the extensive commentary, both mathematical and cultural, by Berndt and Rankin; in particular, they discuss in detail the history, up to the present day, of each mathematical result in the letters. Containing many letters that have never been published before, this book will appeal to those interested in Ramanujan's mathematics as well as those wanting to learn more about the personal side of his life. *Ramanujan: Letters and Commentary* was selected for the CHOICE list of Outstanding Academic Books for 1996.

Formula 1 Car by Car 1990-99 Peter Higham,2021-05-18 The formative years of the 1950s are explored in this fourth installment of Evro's decade-by-decade series covering all Formula 1 cars and teams. When the World Championship was first held in 1950, red Italian cars predominated, from Alfa Romeo, Ferrari and Maserati, and continued to do so for much of

the period. But by the time the decade closed, green British cars were in their ascendancy, first Vanwall and then rear-engined Cooper playing the starring roles, and BRM and Lotus having walk-on parts. As for drivers, one stood out above the others, Argentine Juan Manuel Fangio, becoming World Champion five times. Much of the fascination of this era also lies in its numerous privateers and also-rans, all of which receive their due coverage in this complete work. Year-by-year treatment covers each season in fascinating depth, running through the teams -- and their various cars -- in order of importance. Alfa Romeo's supercharged 11/2-litre cars dominated the first two years, with titles won by Giuseppe Farina (1950) and Fangio (1951). The new marque of Ferrari steamrolled the opposition in two seasons run to Formula 2 rules (1952-53), Alberto Ascari becoming champion both times, and the same manufacturer took two more crowns with Fangio (1956) and Mike Hawthorn (1958). Maserati's fabulous 250F, the decade's most significant racing car, propelled Fangio to two more of his five championships (1954 and 1957). German manufacturer Mercedes-Benz stepped briefly into Formula 1 (1954-55) and won almost everything with Fangio and up-and-coming Stirling Moss. Green finally beat red when the Vanwalls, driven by Moss and Tony Brooks, won the inaugural constructors' title (1958). Then along came Cooper, rear-engine pioneers, to signpost Formula 1's future when Jack Brabham became World Champion (1959).

McRae Colin McMaster, David Evans, 2013-09-24

90 Two Dastan Khalili, 2022-02-02 90 Two By: Dastan Khalili
DiaVerse, dia meaning "two" and verse for the poetic rhyme, is a brand-new style of poetry where the only rule is all stanzas must have a maximum of two words. Created by poet Dastan Khalili, the style of DiaVerse breathes new life into poetry. The restraint of DiaVerse forces poets to use the purest forms of expression. 90 Two is ninety of Khalili's DiaVerse poems, written over the last five years. He combines his poetic verses with digital artwork and

imagery, each conveying a sensation of inspiration that came to life with each poem.

Fresh from the Farm 6pk Rigby, 2006

Kumba Africa Sampson Ejike Odum, 2020-11-03 'KUMBA AFRICA', is a compilation of African Short Stories written as fiction by Sampson Ejike Odum, nostalgically taking our memory back several thousands of years ago in Africa, reminding us about our past heritage. It digs deep into the traditional life style of the Africans of old, their beliefs, their leadership, their courage, their culture, their wars, their defeat and their victories long before the emergence of the white man on the soil of Africa. As a talented writer of rich resource and superior creativity, armed with in-depth knowledge of different cultures and traditions in Africa, the Author throws light on the rich cultural heritage of the people of Africa when civilization was yet unknown to the people. The book reminds the readers that the Africans of old kept their pride and still enjoyed their own lives. They celebrated victories when wars were won, enjoyed their New Yam festivals and villages engaged themselves in seasonal wrestling contest etc; Early morning during harmattan season, they gathered firewood and made fire inside their small huts to hit up their bodies from the chilling cold of the harmattan. That was the Africa of old we will always remember. In Africa today, the story have changed. The people now enjoy civilized cultures made possible by the influence of the white man through his scientific and technological process. Yet there are some uncivilized places in Africa whose people haven't tested or felt the impact of civilization. These people still maintain their ancient traditions and culture. In everything, we believe that days when people paraded barefooted in Africa to the swamp to tap palm wine and fetch firewood from there farms are almost fading away. The huts are now gradually been replaced with houses built of blocks and beautiful roofs. Thanks to modern civilization. Donkeys and camels are no longer used for carrying heavy loads for merchants. They are now been replaced by heavy

trucks and lorries. African traditional methods of healing are now been substituted by hospitals. In all these, I will always love and remember Africa, the home of my birth and must respect her cultures and traditions as an AFRICAN AUTHOR.

Yvain Chretien de Troyes, Chrétien (de Troyes), 1987-09-10 A twelfth-century poem by the creator of the Arthurian romance describes the courageous exploits and triumphs of a brave lord who tries to win back his deserted wife's love

Moon-face and Other Stories Jack London, 1906 JACK LONDON (1876-1916), American novelist, born in San Francisco, the son of an itinerant astrologer and a spiritualist mother. He grew up in poverty, scratching a living in various legal and illegal ways -robbing the oyster beds, working in a canning factory and a jute mill, serving aged 17 as a common sailor, and taking part in the Klondike gold rush of 1897. This various experience provided the material for his works, and made him a socialist. The son of the Wolf (1900), the first of his collections of tales, is based upon life in the Far North, as is the book that brought him recognition, The Call of the Wild (1903), which tells the story of the dog Buck, who, after his master's death, is lured back to the primitive world to lead a wolf pack. Many other tales of struggle, travel, and adventure followed, including The Sea-Wolf (1904), White Fang (1906), South Sea Tales (1911), and Jerry of the South Seas (1917). One of London's most interesting novels is the semi-autobiographical Martin Eden (1909). He also wrote socialist treatises, autobiographical essays, and a good deal of journalism.

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Motorsport Going Global N. Henry,T. Angus,M. Jenkins,C. Aylett,2007-07-31 This book provides the definitive economic study of the global motorsport industry. Drawing on a decade of research, and interviews with top industry executives and international commentators, the global grid of motorsport is analyzed and the world's national motorsport industries benchmarked. Motorsport Going Global concludes on scenarios for the global industry as it enters a new era of market growth and global opportunity.

Engineering Wright Aeronautical Corporation,2021-09-10 This work has been selected by scholars as being culturally important and is part of the knowledge base of civilization as we know it. This work is in the public domain in the United States of America, and possibly other nations. Within the United States, you may freely copy and distribute this work, as no entity (individual or corporate) has a copyright on the body of the work. Scholars believe, and we concur, that this work is important enough to be preserved, reproduced, and made generally available to the public. To ensure a quality reading experience, this work has been proofread and republished using a format that seamlessly blends the original graphical elements with text in an easy-to-read typeface. We appreciate your support of the preservation process, and thank you for being an important part of keeping this knowledge alive and relevant.

The Business of Speed David N. Lucsko,2008-11-03 Lucsko offers a rich and heretofore untold account of the culture and technology of the high-performance automotive aftermarket in the United States, offering a fresh perspective on the history of

the automobile in America.

F1 Images Daniele Amaduzzi,Alberto Borsieri,1986

Real NASCAR Daniel S. Pierce,2010-04-01 In this history of the stock car racing circuit known as NASCAR, Daniel S. Pierce offers a revealing new look at the sport from its postwar beginnings on Daytona Beach and Piedmont dirt tracks through the early 1970s, when the sport spread beyond its southern roots and gained national recognition. *Real NASCAR* not only confirms the popular notion of NASCAR's origins in bootlegging, but also establishes beyond a doubt the close ties between organized racing and the illegal liquor industry, a story that readers will find both fascinating and controversial.

Driving Europe Frank Schipper,2008 Today we can hardly imagine life in Europe without roads and the automobiles that move people and goods around. In fact, the vast majority of movement in Europe takes place on the road. Travelers use the car to explore parts of the continent on their holidays, and goods travel large distances to reach consumers. Indeed, the twentieth century has deservedly been characterized as the century of the car. The situation looked very different around 1900. People crossing national borders by car encountered multiple hurdles on their way. Technically, they imported their vehicle into a neighboring country and had to pay astronomical import duties. Often they needed to pass a driving test in each country they visited. Early on, automobile and touring clubs sought to make life easier for traveling motorists. International negotiations tackled the problems arising from differing regulations. The resulting volume describes everything from the standardized traffic signs that saved human lives on the road to the European bus taking tourists from Stockholm to Rome in the 1950s. *Driving Europe* offers a highly original portrait of a Europe built on roads in the course of the twentieth century.

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