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National Aeronautics and Space Administration (NASA)

**Driving Ambition** Doug Nye,Ron Dennis,Gordon Murray,1999 This history of the McLaren F1 explains how the McLaren Cars' team pursued their quest for perfection to create the fastest road car in the world - setting the record at 240.1mph in 1998. The book has been created with the full support and involvement of McLaren Cars.

**2001 Formula One Annual** Nigel Mansell, 2001-11 Published by F1 supremo Bernie Ecclestone and edited by Nigel Mansell, World Champion in 1992 and the most popular British driver of all time, this fully illustrated book contains a complete review of the year's events and news in Formula One and a complete profile of the 24 drivers who competed in the 2001 World Championship. Each of the 11 teams is reviewed by a team of experts and all 17 rounds of the season are reviewed together with a technical review by Giorgio Piola and John Barnard of every team and every race of the season. The final two sections offer an index of every human and corporate participant in the 2001 championship plus full statistics and facts and figures from every round of the Formula One championship from 1950 to 2001.

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!

Race Car Aerodynamics J Katz,1996-03-08 The first book to summarize the secrets of the rapidly developing field of high-speed vehicle design. From F1 to Indy Car, Drag and Sedan racing, this book provides clear explanations for engineers who want to improve their design skills and enthusiasts who simply want to understand how their favorite race cars go fast. Explains how aerodynamics win races, why downforce is more important than streamlining and drag reduction, designing wings and venturis, plus wind tunnel designs and more.

A Thrilling Race Patricia Harris, 2017-07-15 It's race day at Mr. Fred's racetrack. Who will win? This fast-paced story puts young readers in the driver's seat as Mary Ann and her friends zoom around the track. Basic concepts such as opposites and colors are introduced in this exciting fiction book, which accompanies the HABA game Monza. Readers will also learn about teamwork, problem solving, and the importance of being a good sport regardless of whether they win or lose. Age-appropriate text and colorful illustrations make this an enjoyable book for both emerging readers and younger listeners.

<u>Getting Started in Scale Modeling</u> Finescale Modeler Magazine,2019-07-08 Sections: First steps and basic terms -- Basic building -- Painting techniques.

Alfa Romeo T33/TT/3 Ian Wagstaff,2020-09 The Alfa Romeo T33/TT/3 was produced by Alfa's Autodelta racing department, under the guidance of Carlo Chiti, to compete in the 1972 World Championship for Makes. Hopes were high, as the previously dominant Group 5 racers (including the Porsche 917s and Ferrari 512s) had been outlawed in favour of 3-litre Group 6 cars, such as the Alfa. However, the Alfas struggled to take the fight to the well-developed and reliable Ferrari 312PBs, though scored regular podium positions. The highlight was a second place in the epic Targa Florio Sicilian road race, where Helmut Marko put in a stirring drive to come within seconds of victory. Marko was driving chassis 115.72.002, the most successful of the T33/TT/3 chassis Alfa Romeo T33/TT/3 tells the full story of the T33/TT/3, with an emphasis on the fascinating history of chassis 115.72.002, which competed in seven world championship rounds in 1972. The car would later have a unique second career on the race circuits and hill climbs of Greece, before racing in Japan and South Africa prior to an eventual return to Europe, where it is still a frequent competitor in historic events. The unique history and success of 115.72.002 makes it a worthy addition to Porter Press's acclaimed Exceptional Cars series.

The Bias Against Guns John R. Lott, 2003-02-01 If you want the truth the anti-gunners don't want you to know...you need a copy of The Bias Against Guns —Sean Hannity of Fox News Channel's

Hannity & Colmes

Frank Williams Maurice Hamilton, 1999-03

Indy Split: The Big Money Battle That Nearly Destroyed Indy Racing John Oreovicz, 2021-05-30 Tradition, technology, and personal bravery combined to make the Indianapolis 500 one of the world's most famous sporting events. However, political infighting within the industry--which climaxed with a 12-year Split from 1996 to 2007 between competing forms of Indy car racingprevented the sport from achieving its potential. The Split seriously tarnished the reputation of the Indianapolis 500 and allowed NASCAR to become America's most popular form of motorsport. But Indy car racing's dysfunction didn't originate in 1996. The story begins in 1945, when a businessman from Terre Haute, Indiana named Tony Hulman rescued the Indianapolis Motor Speedway from potential redevelopment. Over the next 75 years, the Hulman-George family used the stature of the Speedway to carve out a powerful position in American auto racing. Stewardship of the IMS often brought the family into conflict with Indy car competitors. A volatile period in the late 1970s resulted in the formation of Championship Auto Racing Teams (CART), and tensions ramped up even more when Hulman's grandson, Tony George, assumed power in 1990. The Split forced Indy car fans, sponsors, broadcasters and participants to choose sides. It created confusion and animosity and caused tremendous damage to the sport. With negotiations driven by legendary racer Mario Andretti and actor/racer Paul Newman, The Split was finally resolved in 2008, only for George to walk away less than three years later from the role he so desperately coveted. The long struggle for stability and leadership was finally resolved in 2020 when Roger Penske acquired IMS and the IndyCar Series.

Aerodynamic Drag Mechanisms of Bluff Bodies and Road Vehicles Gino Sovran, 2012-12-06 These Proceedings contain the papers and oral discussions presented at the Symposium on AERODYNAMIC DRAG MECHANISMS of Bluff Bodies and Road Vehides held at the General Motors Research Laboratories in Warren, Michigan, on September 27 and 28, 1976. This international, invitational Symposium was the twentieth in an annual series, each one having been in a different technical discipline. The Symposia provide a forum for areas of science and technology that are of timely interest to the Research Laboratories as well as the technical community at large, and in which personnel of the Laboratories are actively involved. The Symposia furnish an opportunity for the exchange of ideas and current knowledge between participating research specialists from educational, industrial arid governmental institutions and serve to stimulate future research activity. The present world-wide energy situation makes it highly desirable to reduce the force required to move road vehicles through the atmosphere. A significant amount of the total energy consumed for transportation is expended in overcoming the aerodynamic resistance to motion of these vehicles. Reductions in this aerodynamic drag can therefore have a large impact on ground transportation energy requirements. Although aerodynamic development work on road vehides has been performed for many years, it has not been widely reported or accompanied by much basic research.

The Spirit of Competition Frederick A. Simeone, Simeone Foundation Automotive Museum, 2009 A mythical collection assembled by a legendary collector has resided in Philadelphia for more than 30 years. In the Fall of 2008 Dr .Frederick Simeone opened the doors to his new museum which now allows the public access to this extraordinary presentation of historic sports racing cars. The Simeone Foundation Automotive Museum, located near Philadelphia's International Airport, features sports racing cars from the early 1900's through 1975. This landmark collection is now featured for the first time in The Spirit of Competition for all to enjoy. Dr. Simeone, with his encyclopedic knowledge of each car, is our tour guide through his collection of racing Alfa Romeo, Bentley, Bugatti, Aston Martin, Stutz, Ferrari, Jaguar and other famous racing marques. Rare historical images and documents are presented and complimented by modern automotive portraits by renowned photographer Michael Furman. Racing legend Mario Andretti provides the Introduction.

Personal History Vincent Sheean, 1969

**Dreaming Of Jupiter** Ted Simon, 2012-12-20 Ted Simon is the author of the classic travel book

JUPITER'S TRAVELS. It documents his four-year journey round the world by motorbike, travelling through Europe, Africa, South and North America, and Asia. A number one bestseller in the late 1970s, it is still regarded as one of the greatest motorcycle books - indeed, one of the greatest travel books - ever written. In 2001, at the age of 69, Ted Simon decided to retrace his journey, and DREAMING OF JUPITER is the result. It took him two and a half years - during which time he revisited all the countries he had travelled through in the 1970s. He found much had changed, and he reflects upon the increased poverty, political upheavals, environmental issues and indeed the changes in himself. But ultimately, DREAMING OF JUPITER is a hugely inspiring read with a positive message at its heart - that even at the age of 70 you can still set off on an adventure, and be surprised and excited by what life throws at you along the way.

**Crusader** Steve Holter, 2021-06-15 The tale of Crusader, the jet-powered boat of 1952, appears to be a simple one about the ambition of John Cobb and Reid Railton, two unassuming but deeply gifted men, to break the water speed record on Loch Ness only for their efforts to end in tragedy. In fact the story behind that fateful outcome -- Cobb's death on his first high-speed run -- is a complex web of clever design and inspirational endeavour mixed with personality clashes and errors of judgment. After many years of research, including access to a wealth of original documentation, Steve Holter unravels the entire saga of the ill-fated Crusader and presents a compelling detective story. John Cobb: the modest businessman with such a thirst for speed that he wanted to become the fastest man on water as well as on wheels after setting his land speed record of 396.196mph in 1947. Reid Railton: inspired designer and long-time friend behind Cobb's greatest speed accomplishments, notably with the Napier-Railton (holder of the lap record at Brooklands) and the Railton Mobil Special (land speed record car). In-depth study of Railton's innovative 'three-point' hull design for Crusader, with two rear sponsons and a single 'planing shoe' at the front -- plus a De Havilland Ghost jet engine delivering 5,000lb of thrust. Evolution of the design in parallel with testing of scale models, including a miniature jet-powered version evaluated near Portsmouth Harbour. Assessment and description of boat-builder Vosper's wooden construction, under Peter Du Cane's direction. An exhaustive account of proceedings at Loch Ness, where Cobb finally attempted a high-speed run on 29 September 1952 and achieved 206.89mph, faster than anyone had previously gone on water. Analysis of the structural failure that destroyed Crusader and killed Cobb. Much of the story is told in the words of the key protagonists, drawing in particular on correspondence and written accounts from the key people involved, most notably John Cobb, Reid Railton and Peter Du Cane.

**Jupiter's Travels in Camera** Ted Simon,2013-11-01 For four years during the 1970s Ted Simon rode a motorcycle around the world, something no-one had ever done before. He described his adventures first in regular bulletins for The Sunday Times and then, after his return, in Jupiter's Travels, a book that has become revered as a classic of travel writing. Published by Penguin, Jupiter's Travels has sold nearly a million copies in the intervening years and has remained in print throughout that time, remaining a strong seller even today. Ted Simon took a decent SLR camera on the trip, but only a handful of his several thousand color photographs were included in Jupiter's Travels. These are now included in the book published to coincide with the 40th anniversary of his ground breaking trip.

A Water Tunnel Study of Gurney Flaps Dan H. Neuhart, 1988

A Water Tunnel Study of Gurney Flaps National Aeronautics and Space Administration (NASA),2018-08-10 Several Gurney flap configurations were tested in the NASA Langley 16 x 24 inch Water Tunnel. These devices provided an increased region of attached flow on a wing upper surface relative to the wing without the flaps. The recirculation region behind the flap was visualized and shown to be consistent with hypotheses stated in previous research. Although the test Reynolds number for this study was several orders of magnitude below those in previous investigations, the effect of the Gurney flaps is in qualitative agreement with them. This is as would be expected from first order effects for high lift devices. Neuhart, Dan H. and Pendergraft, Odis C., Jr. Langley Research Center NASA-TM-4071, L-16467, NAS 1.15:4071 RTOP 763-01-31-16...

**Rolling Through the Isles** Ted Simon,2013 Having criss-crossed the globe twice, Ted Simon will now ride through the British Isles, rediscovering the country of his youth.

**Freedomnomics** John R. Lott,2007-06-04 Are free market economies really based on fleecing the consumer? Is the U.S. economy truly just a giant free-for-all that encourages duplicity in our everyday transactions? Is everyone from corporate CEOs to your local car salesman really looking to make a buck at your expense? In Freedomnomics: Why the Free Market Works and Other Half-Baked Theories Don't, economist and bestselling author John R. Lott, Jr., answers these and other common economic questions, bravely confronting the profound distrust of the market that the bestselling book Freakonomics has helped to popularize. Using clear and hard-hitting examples, Lott shows how free markets liberate the best, most creative, and most generous aspects of our society while efforts to constrain economic liberty, no matter how well-intentioned, invariably lead to increased poverty and injustice.

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