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Stirling Moss, Philip Porter

An Introduction to Modern Vehicle Design Julian Happian-Smith,2001 An Introduction to Modern Vehicle Design starts from basic principles and builds up analysis procedures for all major aspects of vehicle and component design. Subjects of current interest to the motor industry - such as failure prevention, designing with modern material, ergonomics, and control systems - are covered in detail, with a final chapter discussing future trends in automotive design. Extensive use of illustrations, examples, and case studies provides the reader with a thorough understanding of design issues and analysis methods.

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 steamrollered 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).

The Encyclopedia of Motor Sport G. N. Georgano, 1971

Danish Fungi as Represented in the Herbarium of E. Rostrup E. Rostrup E. Rostrup,2019-09-10 This book has been considered by academicians and scholars of great significance and value to literature. This forms a part of the knowledge base for future generations. So that the book is never forgotten we have represented this book in a print format as the same form as it was originally first published. Hence any marks or annotations seen are left intentionally to preserve its true nature.

Alain Prost Maurice Hamilton,2015-09-24 Four-time Formula One Drivers' Champion Alain Prost is one of the best racing drivers of all time. Having discovered karting at the age of 14 during a family holiday, Prost progressed through motorsport's junior ranks, winning the French and European Formula Three championships, before joining the McLaren Formula One team in 1980 at the age of 24. In his six seasons with McLaren, Alain Prost won 30 races and three driving titles and in 1985 he became the first French World Champion. In 1986 he became the first back-to-back champion since Jack Brabham 26 years earlier. In 1987, his 28th Grand Prix victory beat Jackie Stewart's 14-year-old record. However, in 1988 his brilliant new team mate Ayrton Senna won eight races and the driving title. Thus began the sensational rivalry that conspired to push two of the sport's greatest drivers to unprecedented heights of success and controversy, and the most bitter feud in Formula One history.

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!

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)

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 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.

Inspired to Design Nigel Bennett,2013-10-15 Nigel Bennett's unique autobiography describes his life and career, from growing-up influenced by car design, to his education and the building of his 750 specials. He describes his work as Firestone Development Manager, recounting many tales of the outstanding designers and drivers of the period. Detailing his work in Formula 1, as a Team Lotus engineer, and then as Team Ensign designer, he also covers his Indycar designs at Theodore, Lola Cars and Penske Cars. Life after his retirement, his involvement in boat design and with modern F1 teams, are also recounted.

Exploring Innovation David Smith, 2010

Senna Versus Prost Malcolm Folley,2009-05-07 In the late eighties and early nineties, Formula One was at its most explosive, with thrilling races, charismatic drivers, nail-biting climaxes - and the most deadly rivalry ever witnessed in sport. Two of Formula One's most honoured champions and iconic figures drove together for McLaren for two seasons, and their acrimonious and hostile relationship extended even after one of them had left the team. ALAIN PROST, France's only F1 world champion, the intelligent, smooth driver with the epithet 'Le Professeur'. AYRTON SENNA, the mercurial kid from a privileged background in Sao Paolo who would become the most intense and ruthless racing driver the world has ever seen. It was a story that would have a tragic ending. As the great rivals raced to victory, their relationship deteriorated badly, beginning with the breaking of a gentleman's agreement, and public spats followed, culminating in Prost accusing Senna of deliberately trying to ride him off the circuit, and fearful that the Brazilian would get someone killed with his daring overtaking feats. And the final, sad act of this drama happened at the San Marino Grand prix at Imola in May 1994, when Senna was killed. Featuring a rare interview with Prost, and insight from Martin Brundle, Damon Hill, Sir Frank Williams, Bernie Ecclestone, Derek Warrick, Johnny Herbert, Gerhard Berger, plus McLaren insiders and other F1 figures, Malcolm Folley provides us with a breath-taking account of one of the all-time classic sporting rivalries.

Racing Camaros Steve Holmes, 2021-03-12 Chevrolet created the Camaro in response to the runaway sales success of the Ford Mustang, the first pony car. The Mustang went on sale in April 1964, and by August that same year, General Motors launched an intensive program to bring its own pony car to market. In September 1966, the Camaro went on sale. Chevrolet wanted the Camaro to be better than the Mustang in every area, including style, ride-quality, and performance. To that end, with the Mustang having already achieved so much racing success, Chevrolet wanted to beat it on the track also. Racing Camaros: An International Photographic History 1966 - 1984 is a photographic celebration of road racing Camaros throughout the world. It focuses on production-based cars, rather than the heavily modified tube-frame silhouette machines that began appearing in the late 1970s. Included are images of big-budget factory-supported cars competing in the Trans-Am series, right through to low-buck independents, and cars competing throughout the world. For the first time, the international road racing representation of the Camaro is featured in a book, which includes countless photos that have never been published. Technical detail is provided throughout, from concept and design, right through its racing career, and the challenges and developments that took place to make it a winner. Only period images have been used. This is a true photographic history depicting the global popularity of the Chevrolet Camaro as a road racing car.

Formula 1's Unsung Pioneers Ian Wagstaff,2022-03-31 Formula 1's Unsung Pioneers tells the unique motorsports story of the British Racing Partnership (BRP), best known for its association with Stirling Moss.

Automotive Art Project JAMES. RENDLE. PAGE,Steve Rendle,2021-03 Claude Nahum was brought up surrounded by all things automotive. The son of Bernar Nahum, considered to be the father of the Turkish automotive industry, Claude was fascinated by cars and engineering from an early age. Claude's career led him into automotive design, research and engineering, before eventually heading and growing the Kiraça group trading company in Europe, all the while maintaining his link with the automotive world. As Claude's career progressed, he began collecting and racing cars, and the growth of his stable led to him establishing The N Collection. Wishing to create a distinctive tribute to his favourite cars, Claude commissioned six leading artists, and gave them free rein to depict each of 25 cars from his collection in their own inimitable style. The Automotive Art Project showcases that work.

The British at Indianapolis Ian Wagstaff,2010-12-15 The British at Indianapolis recounts the history of the Indianapolis 500 race through the eyes and actions of those British born or British citizens who have driven in it, or been involved in any other way – be it as a designer, mechanic, or official. It also examines the British built cars that have won the Indy 500 and the significance of the rear engined revolution brought to the Indianapolis

Motor Speedway by Cooper in 1961, and elevated to success by Lotus and Lola. It includes such names as Jim Clark, Graham Hill, Nigel Mansell and 2010 Indy 500 champion, and two times winner, Dario Franchitti.

Cooper Mike Lawrence, 2000-04-01 Concert program.

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.

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

McLaren F1 GTR Mark Cole,2020-10 Twenty-five years on from its famous début victory in the 1995 Le Mans 24 Hours, the wonderful McLaren F1 GTR is the subject of this major two-volume history. Derived from the BMW V12-powered three-seat McLaren F1 road car, the F1 GTR only came into existence because of customer pressure on designer Gordon Murray to produce a racing version. With 28 examples built over three seasons, the F1 GTR was fabulously successful, winning 41 of its 131 races and taking two international championship titles. This sumptuous book outlines the life of the McLaren F1 GTR in exhaustive depth, with Volume 1 devoted to race-by-race narrative and Volume 2 to individual car histories and the stories of the people who raced them, all supported by over 775 colour photographs.

Valentino Rossi Mat Oxley,2022-01-27 Valentino Rossi's retirement brings down the curtain on an incredible career in the MotoGP motorcycle world championships. With his nine titles, including seven in the premier class, he is widely regarded as the greatest motorcycle racer ever, and his 26 seasons of Grand Prix racing make him unique across both motorcycling and Formula 1. Rossi has been captivating fans since he won his first Grand Prix at the age of 17 and even in his final season, at the age of 42, he has been riding faster than ever. In Valentino Rossi: All His Races, by top journalist Mat Oxley, each and every one of these races comes under the microscope, complete with perspectives about Rossi's achievements, the controversies, his character, and analysis of his bikes. This is a Valentino Rossi book like no other, with photos by Henk Keulemans, who was shooting grand prix racing when Rossi's father Graziano was winning races. Early days, from karting and minimoto bikes to a first GP win, on a 125 Aprilia in the 1996 Czech GP, then onwards to claim the 125cc world title in 1997. Moving up to the 250cc class in 1998 brought four consecutive end-of-season wins riding for Aprilia, followed by a decisive title in 1999 with nine victories. Grabbed by Honda to race its super-successful NSR500, Rossi graduated to the 'class of kings' for 2000, almost becoming champion that season — but the following year he sealed MotoGP, for 990cc four-stroke bikes, took over and Rossi immediately reigned supreme aboard his Honda RC211V, securing back-to-back titles in 2002 and 2003, before a surprise departure to uncompetitive Yamaha. Rossi rates his first year with Yamaha, 2004, as his best: defying expectation, he won first time out on the YZR-M1 and took a fourth successive title with nine wins. In six more seasons with Yamaha, 2005-10, Rossi collected three more championship crowns, his 2008 success especially sweet because it involved a fightback after two leaner years. Rossi's move to Ducati looked to be an appetising al

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