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David Wheeler

Ferrari 250 Gte David Wheeler. 2020-09 First seen as the course car at the 1960 Le Mans 24 hour race, the elegant Ferrari 250 Gran Turismo 2+2 Pininfarina, or GTE as it has become known, was Ferrari's first four-seat production car and an outstanding commercial success, underwriting the company's racing activity. Built upon the same running gear as the iconic Ferrari 250 two-seaters, the GTE continued in production until 1963, by which time 954 examples had been built. Initially popular as a gentleman's express, the car was typically finished in conservative colours which emphasised its stunning lines. But after a few years and several owners they were sadly often neglected and came to be regarded simply as donors upon which to build replicas of other Ferraris. Thanks to the efforts of a number of enthusiastic owners who have dedicated themselves to maintaining, restoring and preserving these wonderful cars, about half of them still exist today as GTEs, valued for their beauty and history. In researching this definitive history of the model, the author consulted with respected Ferrari historians, enjoying access to their archives. He traveled extensively to view and document

more than 125 examples of these cars around the world. The book is published in a limited edition of 750 copies to celebrate the 60th birthday of the three Series of the 250 GTE.

Ferrari 250 GTO Keith Bluemel,2017-08-01 This magnificent book tells the story of a Ferrari 250 GTO with a particularly interesting and varied history. The car, chassis number 4153 GT, came fourth in its first outing at the Le Mans 24 Hours in 1963, and won the 10-day race-cum-rally Tour de France in 1964 with Lucien Bianchi and Georges Berger. It competed in almost every form of motorsport, including the Angolan Grand Prix, Africa in 1964, and endurance racing, hill-climbing and rallying in 1965, entered by the great Belgian team Ecurie Francorchamps. In 1966-69, it raced in Spain with owner Gerard Delgado and his friend Eugenio Baturone, a period that is described here for the first time. All this is covered in fascinating detail, supported by a fine collection of period photographs.

Ultimate Ferrari 250 GTO James Page,2021-06 Ultimate Ferrari GTO explores the story of this iconic family of cars in more detail and with more authority than ever before. Introduced in 1962 as the final evolutionary step in the long-running 250 GT series, the GTO was the last and best GT racer of

the front-engine era. It remained at the forefront for three seasons, winning a hat-trick of World Championship titles for Ferrari. Ever since, GTOs have retained their exalted status not just because of their racing achievements but also their exquisite beauty, undoubted charisma and -- for those lucky enough to have experienced this -- peerless driveability. Indeed, the GTO's illustrative reputation has made it the world's most desirable car, as confirmed by the record-breaking prices repeatedly paid for the finest examples. Packed with superb photographs, many not previously published, this lavish two-volume production does true justice to this ultimate car.

Scalextric Roger Gillham,2009-02-15 First published in 1981, this book has long been recognized as the 'bible of Scalextric', providing a complete catalogue of the cars and equipment produced. Now, for this seventh edition, the book has undergone a transformation, with a complete redesign and masses of new information about cars, sets and accessories produced around the world. As well as extra detail about earlier periods, there is full coverage of all the new Scalextric products launched in the four years that have elapsed since the previous edition. Now containing nearly 1,000 photographs,

this book has become an extraordinarily detailed summary of everything in the world of Scalextric, written by an author who has been captivated by the subject for nearly 50 years.

Acceleration and Passing Ability United States. National Highway Traffic Safety Administration,1976

Street TurbochargingHP1488 Mark Warner,2006-06-06 Transform an average car or truck into a turbocharged high performance street machine. A handbook on theory and application of turbocharging for street and high-performance use, this book covers high performance cars and trucks. This comprehensive guide features sections on theory, indepth coverage of turbocharging components, fabricating systems, engine building and testing, aftermarket options and project vehicles.

FERRARI 250 GTE Meets Le Mans Cyrille Jaquinot,2017-02-10 One more book on Ferrari ?Yes, but no one has written a book on the Ferrari 250 GTE 2 + 2 model.Today in 2017, this is a first step thanks also to my photographer friends. The magic number for many Ferrari enthusiast is that of the famous 250 series which represents 14 years of production (1952-1966), with numerous bodies from

different coachbuilders, many sometimes-similar models, one-offs and racing specials. The 250 GTE 2+2 was the biggest commercial success of Ferrari. Relive this unforgettable moment of this third International 250 GTE 2+2 Meeting at Le Mans 2016.17 Ferrari 250 GTE 2+2s from 7 different European countries participated in the Meeting. 14 GTEs took the track of the Circuit to commemorate the first official presentation of the Ferrari 250 GTE in June 1960 in Le Mans, 56 years after.

The Autocar, 1988-06

Cobra Pilote Robert D. Walker,2017-03 This book primarily takes a close look at the Hugus-Shelby Cobra connection. In the early 1960s James Edward (Ed) Hugus personally financed the first seven production Cobras built since Carroll Shelby did not have the money or facilities for the project. Hugus ordered the first modified but unfinished Aces the A.C. Cars factory in England, and had his service department mechanics at European Cars in Pittsburgh, Pennsylvania install the Ford 260 engines and Galaxie transmissions, completing the cars for sale. Once Ford signed a contract for Shelby American Cobra production in Venice, California, Hugus still completed Cobras for distribution

and sales to all points east of the Mississippi River. -- In his capacity as a driver, Hugus piloted the first racing Cobra (CSX 2001) in competition, and in 1963, the first Cobra (CSX 2142) to appear at Le Mans. -- Carroll Shelby may have had the Cobra dream but it was Hugus who stepped forward and made Shelby's venture a reality.

The Classic Car Book DK,2023-04-06 From the Chevrolet Bel Air to the Ferrari Testarossa, this stunning book showcases the most iconic and important classic cars from every decade since the 1940s. Few things ignite such reverence as a classic car. With more than 250 iconic models from the 1940s to the early 1990s, photographed from every angle, this title is a glorious celebration of the stars in the classic car firmament. The Classic Car Book brings you the story of more than 20 great marques, including household names Bentley, Mercedes, Ferrari, Cadillac and Aston Martin. Its lavish photography reveals every detail in close-up of models that range from the 1940s giant two-ton Daimler DE36, which ferried royals about in style, through to sleek Ferraris from the 1980s capable of smashing the 200mph barrier. It puts you in the driving seat of such icons as the Chevrolet Corvette.

the Ford Thunderbird, and the Mercedes 300SL, and brings you the designers of these amazing machines and the story of their manufacturers. This ultimate guide to classic cars further features: - A comprehensive catalogue that draw out the key features of each important model, with detailed profiles and specification. - Feature pages broaden the scope of the book, covering everything from the designers and manufacturers who created them to their evolution over the decades. - Stunningly shot DPS images add an extra layer of colour and flavour to the book. - Written by award-winning author and expert on all aspects of motoring, Giles Chapman, Editor-in-Chief of DK's The Car Book, which has sold over 550,000 copies worldwide to date. - Updates will include the key models that have grown in popularity since the last edition. Whether you dream of owning one of these super-cool cars, or you are a collector already. The Classic Car Book is set to become a treasured favourite.

Go Like Hell Albert J. Baime,2009 By the early 1960s, the Ford Motor Company, built to bring automobile transportation to the masses, was falling behind. Young Henry Ford II, who had taken the reins of his grandfather's company with little business experience to speak of, knew he had to do

something to shake things up. Baby boomers were taking to the road in droves, looking for speed not safety, style not comfort, Meanwhile, Enzo Ferrari, whose cars epitomized style, lorded it over the European racing scene. He crafted beautiful sports cars, science fiction on wheels, but was also called the Assassin because so many drivers perished while racing them. Go Like Helltells the remarkable story of how Henry Ford II, with the help of a young visionary named Lee lacocca and a former racing champion turned engineer, Carroll Shelby, concocted a scheme to reinvent the Ford company. They would enter the high-stakes world of European car racing, where an adventurous few threw safety and sanity to the wind. They would design, build, and race a car that could beat Ferrari at his own game at the most prestigious and brutal race in the world, something no American car had ever done. Go Like Helltransports readers to a risk-filled, glorious time in this brilliant portrait of a rivalry between two industrialists, the cars they built, and the pilots who would drive them to victory, or doom.

Slot Car Dreams Philippe de Lespinay,2021-02 320 pages of slot car history with 750 photos - soft cover

Ferrari 250 GT SWB Richard Heseltine,2020-02-18 The 250-series was an early Ferrari success story and in 1959 spawned one of the most recognisable sports cars ever built. It is now also one of the most coveted. The 250 GT Berlinetta (aka SWB, 'Short Wheelbase') had a dual role as supreme grand tourer and outstanding racing car. Chassis 2689GT, the subject of Ferrari 250 GT SWB, was purchased by amateur racer Pierre Dumay on behalf of his friend Pierre Noblet – who had written off his previous 250 GT SWB in an accident at Clermont-Ferrand. Shortly after taking delivery, Noblet and co-driver Jean Guichet took the new car to a class-winning third place overall in the Le Mans 24 Hours – the dawn of a relatively brief, but very bright, competition history.

Ferrari Serial Numbers Part I Hilary A Raab,2001-07 A revised and updated edition of Hilary A. Raab Jr.'s Ferrari Serial Numbers Part I that covers all of the odd-numbered Ferraris (normally reserved for the Ferrari street cars) to serial number 21399.

BMW Hartmut Lehbrink, Jochen von Osterroth, 2015-09-14 This book invites for a fascinating tour of BMW's unique car style.

Ferrari 857S Ian Wagstaff,2020-04 A new addition to the Exceptional Car series, Ferrari 857S explores the history of this classic road racing car.

Ferrari 250 LM James Page, 2019-07-02 The Ferrari 250 LM was born of controversy. Enzo Ferrari wanted this compact mid-engined coupe to qualify as a GT car for world championship racing. The FIA, motor sport's rule-makers, disagreed and this new model, of which just 32 were made, was forced to run as a sports-prototype in 1964 and 1965. To everyone's surprise, the LM was to dominate the Le Mans 24 Hour race in 1965. 6313, entered by Ecurie Francorchamps, led for much of the race and finished second after a tyre failure in the closing stages. It was the high-spot of a busy season for a car that, 54 years later, is well-known as a successful contender in historic car racing. Author James Page covers the genesis of the 250 LM and its development, its technical details and specification, and the ongoing row about its homologation as a GT car. 6313 was driven at Le Mans in 1965 by Pierre Dumay and Gustave Gosselin, and led the race through Saturday night and Sunday morning, only to suffer a tyre blow-out with less than three hours to the finish, allowing the NART 250 LM of

Jochen Rindt and Masten Gregory to take victory. For many years the identity of 6313 was confused with its team-mate 6023. Detective work by Ferrari specialist Keith Bluemel, consultant on this book, clarified the situation. This book unravels the mystery. The book is profusely illustrated with period photographs and documents, and a gallery of studio photographs of the car as it is today.

Camel Trophy: the Definitive History NICK. DIMBLEBY,2021-11 From 1980 to 2000, Camel Trophy took more than 500 amateur competitors from 35 countries on extraordinary and challenging adventures. On most of these events, teams drove specially prepared Land Rovers to the limit and beyond in locations as varied as Borneo, Mongolia, Papua New Guinea and Tanzania. Camel Trophy charts the history of the event and tells the incredible stories resulting from the constant challenge to both man and machine.. As one of the official photographers on the last four events, author Nick Dimbleby's first-hand account, the shared experiences of competitors, along with contemporary reports and extensive new interviews of key event leaders, all combine to make Camel Trophy a gripping tale of adventure, adversity, technological change and logistical challenge. Illustrated with a stunning

collection of photographs including never-before-published, behind-the-scenes shots, this meticulously researched publication can legitimately claim to be the definitive history of the Camel Trophy.

<u>Vintage Slot Cars</u> Philippe De Lespinay,1999 This nostalgic history looks back at vehicles, tracks, packaging and racing memorabilia from such popular slot-car manufacturers as Aurora/AFX, Tyco, Scalectrix, Strombecker and Cox, as well as dozens of smaller toymakers.

Stance Auto Magazine Carla De Freitas, Paul Doherty, 2020-10-19 A car Magazine brought to you by Stance Auto Magazine created from the car street scene, cars and story's from the owners, Interviews with people in the car street scene, find out whats going on and whats hot in the car street scene from around the world, see what people are driving and how they are modifing their cars, what car groups and clubs are hot and active, find out how they make their cars look so good and have so much power. Max Power might be gone but the cars live on, check them out here, Fast Ford and the other car Magazines only show you brand new cars and reviews, who wants them? you don't you want to see street cars, old cars, classics, ricers, itasha cars and the people behind them. If you have a hot

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