
Le Mans The Ferrari Years 1958 1965 Racing Racing

Popular Science

Brian Redman

Ferrari 512 S/M

Le Mans Panoramic

Le Mans

Ken Miles: The Shelby American Years

Lotus Elan - A Restoration Guide

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Go Like Hell
Le Mans 24 Hours
N.A.R.T.

*Le Mans The
Ferrari Years
1958 1965
Racing
Racing*

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FREDERICK ALEXIS

Popular Science
Haynes Publishing UK
Some 31 Le Mans
reports from the US &
UK covering these
Ferrari and Aston
Martin dominated
years. Plus annual race
summaries and
detailed results by
Anders Clausager.

Brian Redman Evro
Publishing Limited
Luigi Chinetti's
association with
Ferrari, and the origins,
formation and racing
history of NART (North
American Racing
Team). A complex
organisation,
inextricably linked to
Luigi Chinetti Motors
Inc, NART enjoyed
success on the race
tracks of the US and

Europe for three decades - as well as financial difficulties and arguments with organisers - to rightly become a legend.

Ferrari 512 S/M Open Road + Grove/Atlantic Celebrate the 50th anniversary of Ford's iconic 1966 victory and get the detailed back story leading to that historic win--including the parts played by Enzo Ferrari, Henry Ford II, and Carroll Shelby.

Le Mans Panoramic Evro Publishing Limited Pironi: The Champion that Never Was relates the remarkable story of motor racing's 'forgotten man', ex-Ferrari F1 driver and offshore powerboat legend, Didier Pironi. A disastrous crash at the 1982 German Grand Prix denied Didier his place as France's first

F1 world champion. He was killed during the 1987 Needles Trophy race off the Isle of Wight.

Le Mans Veloce Publishing Ltd

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. Ecurie Francorchamps, which fielded its cars in bright yellow Belgian racing colours, was one of the most loyal and successful private Ferrari teams. 6313 was its third 250 LM and one of the last to be built. It 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.

Ken Miles: The Shelby American Years Evro Publishing Limited
The first and only “virtual gallery” with all or almost all the models produced by the Maranello firm from 1947 to the present day, drawn by an artist of the calibre of Giorgio Alisi. Detailed technical files and texts by Leonardo Acerbi, an established historian of the marque, complete this unique overview of the Prancing Horse and its history. First

published in the mid-2000s and reprinted on a number of occasions, Ferrari All the Cars reviews, model by model, all the most significant cars produced by the Maranello firm from 1947 to the present day. From the Auto Avio Costruzioni of 1940, the Ferrari precursor, to the 125 S, the first car to carry the Prancing Horse badge and the Ferrari name, through to the latest Portofino, the reader explores unforgettable icons of automotive history. Among them, to mention but a few, are models such as the 250 GTs, the Testa Rossa, the 250 GTO, the 250 Le Mans and the 275 GTB, through to the latest creations - 812 Superfast, Portofino GTC4 Lusso e

Monza SP1/SP2 - by way of the 365 GTB/4 "Daytona", the 512 BB, the 308 GTB and many others. Then, naturally, there are all the F1 single-seaters from 1950 to the present day, those that have permitted the Prancing Horse to win 15 World Driver's Championships and 16 Constructors' titles, and the unforgettable Sports cars and Prototypes, undisputed protagonists for years in the enthralling endurance classics such as the Le Mans 24 Hours and the Targa Florio. The files on each model are complemented by an accompanying image, brief but pertinent contextual texts and detailed technical specifications. Ferrari All the Cars is a unique book allowing you to

have a complete history of Ferrari and its unforgettable cars always to hand, an authentic vademecum of the Maranello firm. This new edition of the book has also been enriched with a series of files devoted to the unforgettable concept cars created by Pininfarina around Ferrari mechanicals. Iconic models such as the 365 P Speciale, the 250 P5, the P6, the 512 S and the Modulo, through to the Sergio, cars imbued with styling motifs that in many cases were to be transferred to the production models.

Lotus Elan - A Restoration Guide

Brooklands Books Limited

Brian Redman is one of very few notable British racing drivers whose racing life has

yet to be put on record in book form. Now that is about to be rectified. Packed with photographs, Redman's memoir is a vivid account of his varied racing exploits, with special focus on the period when he won major sports car races in Ford GT40s, Porsche 908s and 917s, and Ferrari 312PBs, and also became North American Formula 5000 champion three years running. Highly readable, and at times both humorous and poignant, this is a very personal book that will be welcomed by this popular and highly respected driver's legions of fans. - Five themed chapters about Redman's experiences at the greatest circuits and races of his era: Spa-Francorchamps,

the Nurburgring, the Targa Florio, Le Mans and Daytona. - Diving deep into Redman's fears, friendships and mindset during his time at the top. - Spa-Francorchamps: Redman won at this daunting track in four consecutive appearances in 1,000Kms races for sports cars, but was also injured in the first of his three big crashes, in the 1968 Belgian Grand Prix. - The Nurburgring: two big sports car wins with his greatest driving partners, Jo Siffert and Jacky Ickx. - The Targa Florio: in 1970 Redman won this heroic race over the uniquely punishing 45-mile circuit in Sicily - and suffered severe burns in another big crash the following year. - Le Mans: he led France's

24-hour classic five times but never won it. - Daytona: the world's other great 24-hour race, in Florida, brought three wins - in 1970, 1976 and 1981. - Stories about driving for Porsche, Ferrari and colourful privateers, plus anecdotes about the era's most famous drivers, managers, heroes and rascals. - Successes in Formula 5000 (three-times champion in the USA) and 2-litre sports cars (South African champion) complete Redman's credentials as one of the finest all-rounders in motor racing. - Mario Andretti provides an insightful foreword: Redman and he were team-mates in Ferrari's sports car team (1972-73) and the top drivers in North American Formula 5000 (1974-75).

McLaren F1 GTR CFW

This book details the origin and racing history of the Ferrari 333 SP. Uniquely, none of the 333 SP models were entered into races by Ferrari itself. The cars were built specifically for customer use; a purchase price of \$900,000 included two spare engines and race technical support supplied by Ferrari engineers. A total of 40 cars were built; the first four by Ferrari, the remainder manufactured by Dallara & Michellotto using Ferrari engines. All of the cars were sold to, and race entries made by, privateer teams. From 1994, the cars contested the IMSA World Sports Car Championship, the United States Road

Racing Championship, and the American Le Mans Series, at circuits throughout North America. In 1997, the cars also featured in the Europe-based International Sports Racing Series, as well as the 24 Hours of Le Mans. Two years later, the Doran-Lista team installed a Judd V10 engine into its 333 SP, with the aim of increasing power and improving fuel efficiency. In all, from the 126 races entered, 47 victories were claimed by the 333 SP. *Derek Bell* Motorbooks Ken Miles is one of the most famous sports car racers in history, and his time at Shelby American was the pinnacle of his career. Ride shotgun with Ken Miles through the twists and turns of Sebring, Laguna Seca,

Riverside, and Le Mans as seen through the lens of Shelby American photographer Dave Friedman! The hiring of Ken Miles by Carroll Shelby in February 1963 initiated arguably the greatest pairing of driver/owner partnerships in the history of motorsports. Not only did Shelby hire Competition Manager Ken Miles as an accomplished road racer but also Miles brought professionalism, innovation, and a keen attribute of being able to surround himself with budding, talented individuals. The list of race cars that Ken piloted at Shelby American is nearly unrivaled: the Shelby 289 Cobra, 390 Cobra, 427 Cobra, King Cobra, Shelby Daytona,

Mustang GT350R, and Ford GT. Ken dominated the 1964 United States Road Racing Championship (USRRC) racing season by winning 8 of 10 races to secure the Manufacturers' Championship. However, it was at Le Mans where Ken Miles became a worldwide household name. The robbery that was the 1966 24 Hours of Le Mans is laid out in excruciatingly accurate detail as Ford royalty Carroll Shelby, Carroll Smith, Homer Perry, Leo Beebe, Charlie Agapiou, Bob Negstad, Carroll Smith, and Peter Miles recall the race and the tragedy that followed two months later. Recapture Ken Miles's career as told by esteemed Shelby American

photographer Dave Friedman in this firsthand account titled Ken Miles: The Shelby American Years!

Ford versus Ferrari
Motorbooks

International

This was the defining decade for the Le Mans 24 Hours. It started with six consecutive victories by Ferrari, overwhelming Aston Martin and Maserati. But then Ford threw its all-American dollars at the race and won it four times in a technically exciting period that also brought the competitive emergence of brands such as Alfa Romeo, Matra, Porsche and Renault. The participation of great automobile manufacturers spurred the development of many iconic racing

cars: Ferrari Testa Rossa and GTO, Ford GT40 and Daytona Cobra, Porsche 904 and 917. The machines that were specially built for Le Mans evolved through the decade from front-engined brutes to mid-engined monsters. By the end of the period, many of them could achieve more than 200mph on the awesome straights that defined the race, thrilling as many as 300,000 spectators at trackside. - Highly detailed year-by-year coverage of the decade's ten races, giving over 30 pages of information and photographs for each year. - Official status provides a number of unique features, including the reproduction of the full-colour race poster

artwork for each year and photographs from the ACO's archives. - The images include rare color, and the emphasis is on photographs that enthusiasts will not have seen before. - The story of each race is told through photographs and an accompanying commentary. - Complete data for each year includes technical regulations, entry list, circuit changes (with diagram), lap chart, full results and category awards. - The whole work is beautifully designed and presented. - The 1960s was the decade of Ferrari and Ford: the Italian manufacturer took six consecutive wins until Ford finally came good, winning the decade's other four races, including the

1969 thriller that saw the closest ever finish at Le Mans.

Ford GT Pickle Partners Publishing
What happened when America's richest car company, producing many thousands of cars per year, went head-to-head with Ferrari of Italy in the mid '60s? This is the story of an unstoppable force coming up against the stubbornness of an immovable object - that is, Ford against Ferrari. Enzo Ferrari, whose company produced fewer than four hundred cars per year in 1963, wasn't going to bow to Ford after he had turned down its offer to buy his company. The only place left to duke it out was on the racetracks of the world ... and one in particular: Le Mans

'66.

Patrick Tambay

Houghton Mifflin

Harcourt

"This page-turning combination of business book and adventure saga tells the tale of the Ford Motor Company's" 2016 triumph at Le Mans (The New York Times, "10 New Books We Recommend This Week"). At the 2015 Detroit Auto Show, Ford unveiled a new car—and the automotive world lost its collective mind. This wasn't some new Explorer or Focus. Onto the stage rolled a carbon-fiber GT powered by a six-cylinder Ecoboost engine that churned out over 600 horsepower. It was sexy and jaw dropping, but, more than that, it was a callback to the

legendary Ford GT40 Mk IIs that stuck it to Ferrari and finished 1-2-3 at Le Mans in 1966. Detroit was back, and Ford was going back to Le Mans. Matthew DeBord, a veteran auto industry journalist, tells the incredible story of Ford's resurgence in Return to Glory. A decade ago, CEO Alan Mulally took over the iconic company and, thanks to his "One Ford" plan, helped it weather the financial crisis without a government bailout. DeBord revisits the story of the 1960s, details the creation of the new GT, and follows the team through the racing season—from Daytona to Sebring and Laguna Seca in Monterey. Finally, DeBord joins the Ford team in Le

Mans in June 2016. This fabled twenty-four-hour endurance race is designed to break cars and drivers, and it was at Le Mans, fifty years after the company's greatest triumph, that Ford's comeback was put to the ultimate test.

The Limit CarTech Inc This was a very important period in the Le Mans story. Ferrari and Jaguar raced to stake claims as the foremost manufacturers of high-performance cars. Mercedes-Benz came back from war-ravaged Germany and again set the standards in race-car engineering. Aston Martin finally won at its 20th attempt. Enormous crowds - approaching half a million people - saw the first rear-engined saloons to compete at

Le Mans, and the first mid-engined sports-racing cars, and the first diesels. On-track performance soared. In 1949 the fastest car hit 135mph on the unique Mulsanne straight. Before the end of the 1950s, top speeds exceeded 180mph. This fascinating book tells the stories of these increasingly potent racing cars and conveys the punishing nature of an incomparable event - the ultimate test of the mental and physical abilities of the fragile individuals who make up racing teams, be they drivers, engineers, strategists or mechanics. Highly detailed year-by-year coverage of the decade's ten races, giving over 30 pages of information and photographs for each

year. - Official status provides a number of unique features, including the reproduction of the full-color race poster artwork for each year and photographs from the ACO's archives. - The images include rare color, and the emphasis is on photographs that enthusiasts will not have seen before. - The story of each race is told through photographs and an accompanying commentary. - Complete data for each year includes technical regulations, entry list, circuit changes (with diagram), lap chart, full results and category awards. - The whole work is beautifully designed and presented. - The 1950s was a decade of post-war recovery, with

defeated Germany providing only one of the period's race winners - Mercedes-Benz in 1952. Britain, by contrast, took six victories - five for Jaguar, one for Aston Martin.

Four Seasons at Ferrari
Evro Publishing Limited
Phil Hill, famous racing driver of the 1950s and 1960s, describes his years driving Ferraris, the cars and people involved, and provides an insider's view of the races of the era.

Dan Gurney Hachette
UK

Between 1997 and 2014, Tom Kristensen won the world's toughest motor race, the Le Mans 24 Hours, a record nine times and finished on the podium on five more occasions. Every time his car made it to the finish, in fact, he was in

the top three. It is no wonder that this great sports car driver is known as 'Mr Le Mans' to motorsport fans around the world. Now retired from racing, Kristensen shares in this book his deepest personal reflections and insights from inside and outside the cockpit. He looks back on more than 30 years spent striving for perfection in racing and tells of the battles and setbacks that sometimes seemed impossible to overcome, including a terrible accident in 2007. Climbing the racing ladder, from karting into Formula 3 single-seaters, including championship titles in Germany (1991) and Japan (1993), then Formula 3000 and a Formula 1 testing role with

Tyrrell. Winning as an underdog on his first visit to Le Mans, in 1997 driving an elderly Joest-run privateer Porsche in which he impressed all onlookers with a night-time charge to vanquish Porsche's factory-entered favourite. His second Le Mans victory came in 2000 on his maiden drive for Audi in the R8, a car that was to become all-conquering. Kristensen won the next five editions of Le Mans, four times with Audi and once with Bentley (in 2003), his last victory in this sequence taking him past Jacky Ickx's previous record at the Circuit de la Sarthe. His eighth win came in one of the all-time classic contests at Le Mans, in 2008, a rollercoaster of a race in which his

ageing diesel-powered Audi was never expected to beat the fancied works Peugeots. One more victory with Audi in 2013 sealed his reputation as a true legend of Le Mans. His story includes exploits at other racetracks all over the world, none more prolific than Sebring, home of America's long-established classic endurance race that Kristensen won six times. Personal reflections together with contributions from notable observers -- including English journalists Gary Watkins and Charles Bradley -- complete a truly rounded portrait of the man and his achievements. Voted 'Sports Book of the Year' when originally published in

Kristensen's native Denmark, this thoughtful memoir is now available in English.
Ferrari 250 LM Bantam Press
 The partnership between Niki Lauda and the legendary Ferrari team is one of the most dramatic and dynamic in post-war Grand Prix racing. Between 1974 and 1977, Ferrari won ten Grands Prix, Lauda won two Driver's World Championships and Ferrari won three Constructors' World Championships. This tightly packed, colorful account gives a fascinating insight into the way Lauda worked with Ferrari and records the gripping personal relationship between Lauda and team boss and founder Enzo Ferrari - two

highly motivated and very different individuals. Revealing anecdotes and incisive portraits of the characters involved produce a remarkable view of Formula 1 racing 25 years ago.

1967 Haynes Publishing UK
Looking back on 70 years of the legendary marque at one of the world's greatest races, Porsche at Le Mans is authoritatively written and packed with photos, history, and results.

Ferrari Formula 1 Car by Car Evro Publishing Limited
Celebrate 75 years of Ferrari with this complete, fascinating, and stunningly illustrated history highlighting the company's legendary sports cars and their worldwide influence. A

stellar combination of beauty, engineering, racing success, exclusivity, and Italian flair combine to make Ferrari the world's most legendary carmaker. All these traits coalesce in the form of Ferrari's road cars. No other sports car manufacturer has so consistently set the bar for style and performance. It's a near unbroken 75-year run of automotive hits: The 125S in 1947 The versatile 340 in the 1950s The stunning 250s and 275s of the 1960s The Daytona in the 1970s The shocking F40 in the 1990s The modern era's outrageous hypercars like the Enzo, F8, and LaFerrari
Ferrari: 75 Years dives deep into Ferrari's sports car history beginning in 1947, but

also examines Enzo Ferrari's early career with Alfa-Romeo before he launched his legendary company. Automotive historian and photographer Dennis Adler offers Ferrari owners and fans a full and fascinating picture of Maranello's 75 years of sports car manufacturing. Adler's detailed text is accompanied by his breathtaking photography and supplemented by important historic images. For 75 years, Ferrari has created high-performance automotive works of art to fire the imaginations of car lovers and performance enthusiasts the world over. Ferrari: 75 Years provides an inspiring and illuminating look back at this history.

Corvette Racing Pitch Publishing

If you liked Dan Gurney - and name one motorsport fan who doesn't - this is the book you have been hoping someone would write following Dan's passing. It is not a biography, but it covers every aspect of his life in enough detail to provide a flowing context of his unique history as driver from 1957 to 1970 and then as a team owner until he died at 87 in 2018. Phil Henny is the perfect guy to write this book. He knew Dan well and worked with him on the Shelby American Le Mans team. He is an unabashed admirer and was in contact with Gurney at All American Racers after he left Shelby American. His enthusiasm on the

subject is obvious and we'd much rather read a book written by someone like this than by someone who really didn't know the subject and approached the project as just another writing project. We highly recommend this book. My book is not a biography, it is a remembrance of the extraordinary life and accomplishments of an American Racing Icon with whom I had the opportunity to be associated in one of his greatest Victories: the 24 Hours of le Mans, in 1967. Thank you Dan, since that day you changed my life. This is for Dan Gurney's family, friends and all the fans who followed and appreciated him as a driver, a designer, a team owner and a man. I hope this book will provide a correct

and vivid representation of what Dan's great accomplishments gave us in the last sixty years. Dan Gurney drove for Ferrari in the 1950s, who spearheaded Porsche's foray into Formula 1, he won Le Mans 24 Hours for Ford. A patriot who built and drove the first American F1 car ever to win a Grand Prix. A victor in F1, sports cars and USAC. Also in Can-Am, Trans-Am and NASCAR. A race car manufacturer too, who ran front-line teams in Indy car, Champ Car, Formula 5000, Trans-Am and IMSA. A racer acknowledged by his peers to be one of the very best: famously, the man whom Jim Clark regarded as his most serious rival.
Le Mans 1949-59

Giorgio Nada Editore
Srl

The Ferrari 512 marked the company's return to the World Sports Car Championship, and despite being a late entrant, the 512 was a formidable race car. Such was Ferrari's breadth and depth in motorsport that they were able to mix and match components relatively quickly and the new car was revealed at the 1969 Turin Motor Show

although it was only ready to race the following year. Mauro Forghieri, under whose direction the 512 was developed, used a semi-monocoque chassis similar to that of the 612 P Can-Am car, and the car was fitted with a 5-litre V12 engine. The extremely handsome, muscular body was designed by Pininfarina and was available in both sports coupe and spyder format.