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KEY=PORSCHE - BAKER BROCK

Porsche 917, 956, 962

Race Portfolio

This 108 page book tells the story of the Porsche 917, 956 and 962 racing cars that were so successful at Le Mans. Great technical information on the Porsche 917's engine and detailed race records for the cars are also included.

Porsche 917 and Its Racing Record

Unique Motor Books **This 70 page book describes the development and successes of the Porsche 917 sports car, including Le Mans, and the Spa and Austrian 1000KMS. Also included are cutaway drawings of the 917 and engine details.**

Porsche 917

The Autobiography of 917-023

Porsche 917 - 935 - 956 - 962 Sports Racers Gold Portfolio

Brooklands Books Limited **During the mid-1960s Porsche decided that if it was to enjoy outright success at Le Mans (rather than class wins) it would need a car somewhat larger and more powerful than those it already had. It was time for something completely different. It was time for the Type 917. Mid-engined like so many earlier Porsches, it had a 12-cylinder air-cooled boxer engine that produced 580 bhp from 4.5 liters when first announced in 1969. After a period of "development" in 1970, the 917 became almost unbeatable, winning at Le Mans and virtually every other circuit. By 1972 the 917 was enjoying success in the hugely popular Can-Am series in America with a turbocharged 5.0 liter engine of 950 bhp and later a 5.4 liter unit that produced over 1,000 bhp! The hero driver was usually the late Mark Donohue. Later came the 935, 956, and the evergreen 962 that enjoyed a race-winning life of many years, way beyond the normal two or three years.**

Gulf 917

Porsche 917

The Complete Photographic History

Haynes Publications **The story of the Porsche's development of the 917 is a rich account of how a small but dedicated band of engineers undertook to produce a race car that went on to set records that to this day have not been bettered. Designed to win the world-famous Le Mans 24 Hours race, Porsche finally stepped into the big time of international auto racing with its Type 917 in 1969. Its phenomenal air-cooled flat-12 engine powered the 917 to 15 wins in world sports-car championship races from 1969 to 1971 including two wins at Le Mans in 1970 and 71, after which it was outlawed by a rules change. First built in a series of 25 coupes that Volkswagen chief Ferdinand Piech called the biggest risk he's ever taken in business, the 917 was raced in both short- and long-tailed forms. Today the Porsche 917 is recognized as the car that ended Porsche's underdog status in international motor sport.**

Porsche 917

Zuffenhausen's Le Mans and Can-Am Champion

Enthusiast Books **After knocking on the door for decades, Germany's Porsche finally stepped into the big time of international auto racing with its Type 917 in 1969. Its phenomenal air-cooled flat-12 engine powered the 917 to 15 wins in world sports-car championship races from 1969 to 1971, after which it was outlawed by a rules change. Included were two wins at Le Mans in 1970 and '71. First built in a series of 25 coupes that Volkswagen chief Ferdinand Piech called the biggest risk he's ever taken in business, the 917 was raced in both short- and long-tailed forms, pumping out 630 bhp by 1971. It went on to even greater glory in turbocharged roadster form in Can-Am racing as the 917/10, series champion in 1972. In '73 the incredible 1,000-horsepower 917/30 Porsche dominated the Can-Am series in the hands of Mark Donohue, who called it "the perfect racing car". The 917 stands proud in Porsche's history as the costly and daring machine that decisively ended the company's underdog status in international motor sport.**

Porsche at Le Mans

70 Years

Motorbooks International **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.**

Porsche 912 Engine Specifications

Data for the Porsche 912 Series engine. Includes compression ratios, torque settings, camshaft settings, firing order and lubrication diagrams for the Porsche 917 race car.

Powered by Porsche - the alternative race cars

Veloce Publishing Ltd **Powered by Porsche - the Alternative Race Cars is a thorough and fascinating account of the racing cars that were powered by Porsche engines, but where the chassis and development of the car was carried out by others. The Porsche company in Zuffenhausen, Germany, can probably be said to be the most successful marque ever for victories in the motor racing scene. Likewise many firsts in innovation have come with the name Porsche attached. Many major racing car producers such as Elva, Lotus, Lola, or March, as well as many smaller independents, at some time featured a Porsche engine in their chassis. Demand for the services and supply of cars, chassis, and parts from Porsche, often outstripped their ability to deliver during the late '70s to early '80s. With many new projects in the rapidly expanding Porsche organisation, race car projects had to be prioritised. This would lead to the creation of the replicas, as opposed to the factory-built works race cars, and even Porsche was building 'replica' 935s to supply to clients, continuing into the 962 era. In turn, a whole new, highly specialised, high quality industry grew up to meet the demand for Porsche-powered racers. In this fascinating book we meet the racing cars, the teams and the people who turned to Porsche to utilise the power from, perhaps, the greatest of all engine makers. This is thought to be first book on the subject, covering the entire history of Porsche engines, detailed engine specifications, non-Porsche chassis, and race details, as well as team histories with anecdotes from drivers. It is illustrated with many previously unpublished**

photos, and provides fascinating reading for all racing fans, as well as Porsche enthusiasts.

Porsche 917 X17

The Cars and Drivers in Studio

David Bull Publishing **Forty years after its 1969 debut, racing fans still regard the Porsche 917 with awe as one the greatest sports cars ever built. In PORSCHE 917 X 17: THE CARS AND DRIVERS IN STUDIO, renowned automotive photographer and director Jeff Zwart follows up his award-winning book, 'Porsche Rennsport', with exquisitely rendered images of 17 of the most beautiful and historic 917s. Highlights include the first Porsche to win Le Mans overall, the 917K shared by Richard Attwood and Hans Hermann; the Gulf-Wyer 917K shared by Pedro Rodriguez and Jackie Oliver in 1971; and the notorious "Pink Pig" - a 917/20 that was raced just once by Willi Kauhsen in 1971. Using dramatic angles and controlled lighting, Zwart provides a fresh perspective on these iconic cars. He reveals each 917's distinctive characteristics and patina, and shows artful technical details from inside the cockpit, chassis, and engine compartments. These photographs are accompanied by engaging portraits and vivid recollections from 15 Porsche drivers - including Derek Bell, Vic Elford, Brian Redman, and Hurley Haywood - who look back on the anticipation, fear, and excitement they felt driving the 917. With its heavy matte art paper, spot varnish, metallic silver ink, and cloth-covered slipcase, the book's high-quality production is as lavish as Zwart's photography. Of all the recently published 917 books this one stands alone in offering Porscheophiles an all-new take on the cars and drivers.**

Porsche

Excellence was Expected : the Complete History of the

Sports and Racing Cars

Automobile Quarterly

Porsche 908

The Long Distance Runner

Veloce Publishing Ltd **The most famous racing drivers drove it, and, for a long time, it was a guaranteed winner for Porsche: Now, finally, the first comprehensive work about the 908 has been published in the English language. The authors portray the fascinating history of the Porsche 908 racing car, and clearly explain its complex technology. Racing history is fully documented, and detailed statistics enable the reader to quickly look up all of the racing data. In addition, there are little-known anecdotes and contemporary reports from eye-witnesses and drivers. A wealth of contemporary, previously unreleased images evoke the fascinating atmosphere and excitement of the great seventies racing era.**

Porsche 917 Owners' Workshop Manual 1969 onwards (all models)

An insight into the design, engineering, maintenance and operation of Porsche's legendary sports-racing car

Haynes Publishing UK

Porsche High-Performance Driving Handbook

Porsche Turbo

The Inside Story of Stuttgart's Turbocharged Road and Race Cars

Motorbooks Celebrate the rebirth of the world's most stunning high-performance automobile. Porsche made history when it brought turbocharging to the racing world in the form of the 917. When strict regulations regarding engine displacement took away the option of bigger engines, manufacturers turned to forced induction. In its wildest trim, the original 12-cylinder turbocharged Porsche racing engine yielded as much as 1,400 horsepower! Porsche's official philosophy was that racing cars must have a connection to street cars, so it was preordained that Porsche would eventually produce a turbocharged version of its air-cooled flat-six cylinder engine. The resulting 930 Turbo appeared in the spring of 1975 in Europe. Acceleration from 0 to 100 kilometers per hour took a scant 5.5 seconds, and its top speed was 155 miles per hour. The Turbo's distinctive rear wing let the world know that this was something very special. It was nothing less than the rebirth of the high-performance automobile. At a time when the big-block engines in America's so-called "muscle cars" were putting out 180 horsepower and the engines in exotic supercars weren't much more ambitious, the lightweight Porsche was a genuine rocket. Porsche Turbo: The Inside Story of Stuttgart's Turbocharged Road and Race Cars celebrates Porsche's five decades of turbocharged supercar performance, both on the track and on the street. It covers all of the major racing cars as well as the turbocharged street cars, including the 930, 935, 924, 944, 968, 911, and Cayenne Panamera. Don't let this one fly past you!

The Archaeological Automobile

Understanding and Living with Historical Automobiles

Miles C. Collier asks: should we really let go of the vast amounts of collective knowledge that resides in automobiles? If not, how can we hold on to it? ●Archaeology isn't just about digging in grubby trenches. It is a way of thinking about the past and applying our imagination to the future. Miles C. Collier's remarkable analysis applies this thought process to cars. ●Miles C. Collier brings an archaeological point of view to the pithy matter of deciding how we understand and treat our automobiles, and how we pass this knowledge to generations to come. ●This book combines scholarship, pertinent anecdotes, style, and experience to provide a stimulating account of why we should all be archaeologists now.

Porsche: A History of Excellence

Porsche 70 Years

There Is No Substitute

Motorbooks International **"This richly illustrated book offers a complete history of Porsche. The book focuses on the engineering and design stories while paying homage to key players. Beautiful, contemporary photos and rare historical images accompany in-depth analyses of milestone cars and events"--**

Porsche Racing Cars

1953 to 1975

Veloce Publishing Ltd **The fascinating story of Porsche's top class racing exploits, and the German-built machines that often dominated the competition world. This book is the definitive record of Porsche's racing cars and racing history between 1953 and 1975. Included are 300 excellent photos.**

Ultimate Works Porsche 956

The Definitive History (2 Volumes)

Unleashed in 1982, the Porsche 956 became the most successful purpose-built race car in history. Over the following decade, the 956 and its later long-wheelbase version, the 962, would win five consecutive world championships, as well as every single classic sportscar race in the world a record number of times: the Le Mans 24 Hours seven times, the Daytona 24 Hours six times and the Sebring 12 Hours four times, plus 39 world championship events and 55 IMSA races, to name but a few of its remarkable achievements. Many of the successes were achieved by works-entered cars, almost always in the iconic white-and-blue colours of sponsor Rothmans, and they form the focus of an extraordinary body of work researched and written by author Serge Vanbockryck over the past 30 years. This is the first part of his project, a two-volume production about the Works 956s, with a second such title on the Works 962s to follow in the summer of 2020.

Porsche 924/928/944/968

The Complete Story

Crowood **The story of Porsche's front-engined, water-cooled transaxle cars, Porsche 924/928/944/968 contains interviews with several of Porsche's key engineers, designers and modellers who worked on the car in period. The book outlines the design processes and development work, detailing each model, and contains sections on the motor sport**

achievements of each model, as well as owners' views of their cars. This complete story of the Porsche transaxle cars will be of interest to all motoring enthusiasts and useful as a reference guide. Superbly illustrated with up to 300 colour photographs.

Porsche And Me

Hans Mezger with Peter Morgan

Peter Morgan Media **The autobiography of Porsche's most talented engineer. Hans Mezger joined Porsche in 1956 and within a few years was responsible for the design of both the early 1960s F1 engine and subsequently led the design of the six cylinder 911 engine. In 1965 he became head of the new race design office under the charismatic Ferdinand Piëch. Mezger led the development of all the iconic race prototypes of the 1960s, climaxing in the unforgettable 917 program. He was a principal contributor to all sixteen of Porsche's victories in the famed Le Mans 24 Hours. When the McLaren-TAG F1 team came to Porsche for a turbo engine in the 1980s, he led the design and development that resulted in three consecutive F1 constructors' titles. This personal account of a dedicated and loyal Porsche engineer will touch every enthusiast's heart and underline why the name of Porsche is so respected today.**

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White Racers from Zuffenhausen

Porsche 904, 906, 907, 908, 909, 910

Enthusiast Books It was no small leap for Porsche from its giant-killing Spyders to the powerful Type 917 that swept all before it. The gap was bridged by its 900-series sports-racing cars, here depicted in rare original photography from the Ludvigsen Library. Karl Ludvigsen has personally selected both dramatic action images and intimate technical details of the 904, 906, 907, 908 and 910, which with their air-cooled flat-six and flat-eight engines brought Porsche to the fore in both international sports-car racing and the European Hillclimb Championship, which Porsche won in 1966 and 1968. These were the years of spare-no-expense building of fresh cars for every race, funded secretly by Volkswagen, with exotic titanium and beryllium components. Led technically by the thrusting Ferdinand Piëch, Porsche built the ultra-light 908/03 expressly to win both the Targa Florio and Nürburgring — which it did. Porsche expert Karl Ludvigsen introduces this must-have pictorial panorama for all fans of the white racers from Zuffenhausen.

Can-Am Racing Cars

Secrets of the Sensational Sixties Sports-Racers (Ludvigsen Library Series)

Enthusiast Books It was a golden era. Horsepower was unlimited; designers, builders, and drivers just needed to harness the horses of massive engines and deliver their thrust to the track. It was an age of 8-liter aluminum Chevys, turbocharged Oldsmobiles, flat-12 Porsches, and the best and brightest designers from McLaren, BRM, Lola, March, Shadow, AAR, Caldwell, Kar Kraft, and others who designed cars to suit them.

Porsche Water-Cooled Turbos 1979-2019

The Crowood Press **The first water-cooled Porsche Turbos were launched in 1979, evolving through Turbo variants of the front-engined 924, 944 and 968. With the new Millennium came the first of the water-cooled rear-engined 922 Turbos, and from 2017 turbos have been applied to the mid engined Boxster and Cayman models. Johnny Tipler describes the progression of these popular cars from their introduction to the present day. Included are interviews with Derek Bell, Jacky Ickx, Walter Rohrl, Allan McNish, Jorg Bergmeister and Hans-Joachim Stuck. Full development and design history for all seven models is given along with specification tables and detailed motorsport achievements.**

Porsche Turbo

The Inside Story of Stuttgart's Turbocharged Road and Race Cars

Motorbooks International **Porsche Turbo: The Inside Story of Stuttgart's Turbocharged Road and Race Cars celebrates Porsche's five decades of turbocharged supercar performance, both on the track and on the street. Don't let this one fly past you!**

Sports Prototypes

Porsche 917, Audi R10 Tdi, Howmet Tx, Peugeot 908 Hdi

Fap, Audi R8, Reynard 02S, Ferrari P, Porsche Rs Spyder, Audi R15 Tdi, Cadill

University-Press.org Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 80. Chapters: Porsche 917, Audi R10 TDI, Howmet TX, Peugeot 908 HDi FAP, Audi R8, Reynard 02S, Ferrari P, Porsche RS Spyder, Audi R15 TDI, Cadillac Northstar LMP, Ferrari 512, Ford P68, Alfa Romeo Tipo 33, MG-Lola EX257, Porsche 908, Panoz LMP-1 Roadster-S, Radical Sportscars, Dallara SP1, Daytona Prototype, Renault Alpine A442, Toyota 7, BMW V12 LMR, Pescarolo 01, Peugeot 905, Lola B2K/40, Panoz LMP07, Lola B2K/10, Ferrari 333 SP, Porsche 907, Spec Racer Ford, Mercedes-Benz CLR, Ferrari 312PB, Lola B08/60, Lola-Aston Martin B09/60, Bentley Speed 8, Nissan R391, Bandini 1000 V, Bandini s.p. 1000, Porsche 936, Lola B08/80, Lola T70, Audi R18, Porsche 906, Bandini 1300, Oreca 01, Porsche 910, Lola B11/40, Sports 2000, Proto-Auto Lola B08/70, Lancia LC1, D Sports Racing, Porsche 909 Bergspyder, Sports prototype, C Sports Racer. Excerpt: The Porsche 917 is a racecar that gave Porsche its first overall wins at the 24 Hours of Le Mans in 1970 and 1971. Powered by the Type 912 flat-12 engine of 4.5, 4.9, or 5 litres, the 917/30 variant was capable of a 0-62 mph (100 km/h) time of 2.3 seconds, 0-124 mph (200 km/h) in 5.3 seconds, and a top speed of over 240 mph (390 km/h). There are 6 variants of the 917. The original version had a long tail (917LH), but had considerable handling problems at high speed. The Gulf team had then experimented with a shorter tail, and solved the handling problems at the expense of some top speed. Porsche adopted these changes into the 917K. These versions produced around 620 bhp. There is also the "Pink Pig" version, modified 917K with the 908 rear spoilers and the Turbo'ed spyder 917/10 /20 /30's. In the 1973 Can-Am series, the turbocharged version Porsche 917/30 developed over 1,100 bhp (820 kW), and as much as 1,580 bhp (1,180 kW) in qualifying tune. The 917 is one of the most iconic sports racing cars...

Porsche

The Legend

Smithmark Publishers This fascinating book, illustrated throughout with superb color photographs, not only features these legendary German sports cars but such awesome racing models as the formative 550, the mighty 917 that gave Porsche its first Le Mans victory and the even more successful 962.

Speed Read Porsche 911

The History, Technology and Design Behind Germany's Legendary Sports Car

Motorbooks This beautifully designed and illustrated essential guide to Porsche 911 from Motorbooks' Speed Read series explores the ins and outs of one of the world's premier sports cars; see what makes it tick, what makes it work, and how it managed to win so many titles and championships. Author Wayne Dempsey examines the creation and design of Porsche's rear-engined wonder, providing an inside look into every aspect of the 911. In sections divided by topic, you'll explore the evolution of the 911 from its initial design to its current form, the story of Porsche 911's racing success, tales of some of the greatest 911s ever produced, and the passionate community that has evolved around the 911 from its earliest days. Each section ends with a glossary of related terms, and informational sidebars provide fun facts, historical tidbits, and mini-bios of key people. Sleek illustrations brilliantly capture the 911 in its many elegant forms. With Motorbooks' Speed Read series, become an instant expert in a range of fast-moving subjects, from Formula 1 racing to the Tour de France. Accessible language, compartmentalized sections, fact-filled sidebars, glossaries of key terms, and event timelines deliver quick access to insider knowledge. Their brightly colored covers, modern design, pop art-inspired illustrations, and handy size make them perfect on-the-go reads.

Porsche 911

Perfection by Design

Motorbooks International For over 40 years, Porsche's legendary 911 has ruled the realm of sports cars. The Porsche 911 is the benchmark. The 911 recently celebrated its 40th anniversary, making it one of the longest-running models currently in production from any manufacturer. A leader on the race track as well as the street, it posted an outright, overall victory at the 24 Hours of Daytona in 2003, beating Corvettes, Ferraris, and even purpose-built Daytona Prototype race cars. This, despite the fact the 911's rear-engine configuration was long ago rejected by rivals. Why does it hold such a coveted spot at the pinnacle of the sports car world? In *Porsche 911: Perfection by Design*, best-selling author/photographer and noted Porsche historian Randy Leffingwell adeptly answers this question, tracing the amazing story of its development and rise to international success, from the 1963 Type 901 through 2005 models. In tandem, he weaves the racing 911's rich history, where it reigned victorious at Le Mans, Daytona and many more of the world's most prestigious races. With more than 350 pages and 300 vivid color and black and white photographs, this amazing hard-cover book showcases why the 911 continues to impress enthusiasts and engineers alike. Leffingwell interviewed dozens of former and current Porsche engineers, designers and executives - including Ferdinand "Butzi" Porsche, the father of the 911 - as well as Porsche competitors (who used the 911 as a benchmark for their own designs) to create a true, hands-on anecdotal history of the 911. Straight from the key players and decision-makers, he explains: "This book is an inside story of how the 911 came to be what it was, what it is now and how it moved through 40-plus years of evolution, growth and improvement." A jaw-dropping and unprecedented collection of 911s between two covers (Leffingwell and David Newhardt's stunning, full-page, color photography features more than 80 Porsche 911s) complements the text, enticing readers to an up-close-and-personal view of these exotic, wish-list cars.

Porsche

Cars with Soul

The Crowood Press In Stuttgart-Zuffenhausen, August 1939, the 60K10 project, under the supervision of one Professor Ferdinand Porsche, builds a car in anticipation of a race, Berlin to Rome, that will never take place. With this model, the idea for a light and aerodynamic car, with a small engine but remarkable performance was born. Nine years later this idea bore fruit and the company released their first automobile, the 356, created by Ferdinand's son, Ferry Porsche, which would launch the company into automotive history. Porsche - Cars with Soul tells the story of Porsche, from the unique perspective of the cars themselves, through the most significant events and races of the marque's celebrated history. It covers exhilarating accounts of races in which Porsche cars competed, from 1951 to 2015 and it tracks the development of Porsche models from the first model 356, to the defining model 911, and beyond. Beautifully illustrated with rarely seen full-colour and vintage photographs from the Porsche archives.

Porsche 917

The undercover story

Peter Morgan Media Hailed by many as the greatest racing car of all time, the 917's story is packed with superlatives. It began with an incredible display of 25 complete cars to achieve homologation in 1969. The following year, the 917 gave Porsche its first-ever win at Le Mans and repeated the result in 1971. Meanwhile, the factory-backed JW Automotive 917s captured the World Championship of Makes for Porsche in both years. Gordon Wingrove worked for JW Automotive during the 917 years and saw first hand what made these cars so special. In a book that sparkles with personal experience, he combines substantial contributions by the Porsche engineers who created the car with his own incisive understanding, to produce a remarkable technical appraisal. Every aspect of the design and development of the 917 is considered, from its innovation and ruthless pursuit of performance, to the teamwork and inspirational leadership that produced such startling results. Endurance racing was never the same again after the 917 - this book

demonstrates why!

Porsche 75th Anniversary

Expect the Unexpected

Motorbooks International **Porsche 75th Anniversary: Expect the Unexpected** covers the key moments, moves, and cars that make Porsche among the world's greatest and most storied auto manufacturers.

Classic Racing Engines

Expert Technical Analysis of Fifty of the Greatest Motorsport Power Units

"From the earliest days of motor racing, engineers have strived to develop engines which push the boundaries of technology. This lavishly illustrated book details the design, development and specifications of the author's personal selection of 50 classic racing engines from 1913 to 1994. In addition to thoroughbred winners such as the 1936 Auto Union C-type, the 1957 Maserati 250 F and the 1967 Ford DFV, a number of more obscure yet equally fascinating engines are represented, such as the 1949 Cisitalia and the 1958 Borgward RS. So too are the troublesome 16-cylinder engines produced by BRM. Karl Ludvigsen uses his extensive network of contacts throughout the racing engine world to provide behind-the-scenes stories, and speaks to the personalities involved in developing the power units that have made history."--Provided by publisher.

Deuce

The Original Hot Rod: 32x32

Motorbooks Ford's classic '32, equipped with a behemoth engine and modified for speed is everything a hot rod should be. They certainly don't make 'em like this anymore. We're talking about the car that launched the hot rod subculture: Ford's 1932 Deuce. With its stylish lines, timeless grille, and flowing fenders, Ford's Deuce coupe pretty much defines the term "hot rod." The breadth of creativity this classic design has inspired for generations of hot rod builders is on full display in Deuce. Ford's '32 was an immediate hit. By 1931, the Model A was obsolete in a marketplace where drivers wanted more style and power. The design goals for the '32 Ford could be summarized as "more": more cylinders, more horsepower, and more style. The resulting car achieved its objectives and then some. It was faster, more comfortable, more refined - a masterpiece of industrial design, yet still affordable. Henry Ford and his design team got it right. As the Deuce transitioned to the used car market, it drew the attention of those with a need for speed. Stripped down with an emphasis on performance, the Deuce became the bedrock of the burgeoning hot rod movement. To this day, it very much defines what a hot rod should look like. Hot rodders took Henry's master stroke to a whole other place, and Deuce stands as a tribute to their ongoing ingenuity.

Le Mans 1970-79

The Official History Of The World's Greatest Motor Race

Evro Publishing Limited This decade at Le Mans began with the first victories by Porsche, whose awesome 917 racing car, capable of more than 240mph, established a distance record that would stand for almost four decades. One of a hat-trick of wins by Matra, effectively the French national team, was achieved in a famously frantic, head-to-head duel with Ferrari. In 1975, the oil crisis led the ACO to run its race to a 'fuel formula', and it was won by the Ford-supported Gulf-Mirage team. Porsche, using motorsport to develop its turbocharging technology, won again in 1976 and in 1977, when Jacky Ickx produced one of the greatest drives ever seen in motor racing anywhere. A massive effort by Renault, again

with a turbocharged engine, delivered success in 1978. The decade closed, as it had started, with a soaking wet race that was won by Porsche. - 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 colour, 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 1970s boiled down to a Franco-German era, with Matra's three wins of 1972-1974 breaking Porsche's new-found supremacy, which was established so memorably by the magnificent 917 cars that won in 1970-1971.

Porsche 70 Years

There Is No Substitute

Motorbooks There's something for every Porsche enthusiast in **Porsche 70 Years**, whether rear-engine 911 loyalist, race fan, or follower of contemporary vehicles. Fasten your seatbelt and hit the gas. Porsche is one of the most important and iconic automotive manufacturers in history. From its first 356 to today's technical tour de force, the 918, Porsche has advanced from strength to strength for nearly seven decades. In **Porsche 70 Years: There is No Substitute**, author Randy Leffingwell offers a richly illustrated and detailed book that captures the full story of one of the world's leading automotive companies. Beautiful, contemporary, photos and rare historical images accompany in-depth analyses of milestone cars and events. Created with Porsche's cooperation, the book brings to light the engineering and design stories behind Stuttgart's most famous cars--such as the 356, 904, 917, 911, 928, 935, 956 and others--as well as its key players. Comprising the most comprehensive overview of the company's entire history, **Porsche 70 Years** truly has no substitute.

Porsche Legends

Inside History of the Epic Cars

Chaparral

Can-Am Racing Cars from Texas

Enthusiast Books **Few sports-racing cars have captured the imagination as did the Chaparrals. The menacing white machines from Texas oil country cut a swathe through American sports car racing in the 1960s, and even won at the Nurburgring and Brands Hatch. Created by Jim Hall and Hap Sharp -- and ultimately with the help of GM and Chevrolet - the Chaparrals pioneered such innovations in racing as the wing for aerodynamic down force and the automatic transmission. Great photos from the author, Stanley Rosenthal, and Max Le Grand show the exotic Chaparrals at rest and in action. Photographs include the first front-engine cars, the 2, 2C, 2E and 2G sports-racers, the 2D and 2F endurance racecars, and the wildest of all, the 2H and 2J -- the first car to use a fan to generate suction down force. The book is a rare treat for fans of the exciting and popular Can-Am racing series.**