Formula 1 Portraits Gli Anni Sessanta The Sixties

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smid=fb-share&_r=0) 'in presiding over and facilitating one of the most important examples of urban renaissance in American modern history'. No one is saying that Boston, today, is an out and ...

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A collection of characters, drivers, champions and mechanics who animated Formula 1's glorious sixties. In this unique book, the first of a series that decade by decade will review the history of motorsport's ultimate championship through to the 2000s, it is above all the portraits that speak, giving a face to men who have truly written the history of the blue ribbon series, all thanks to an incomparable repertoire of previously unpublished photos accompanied by texts by Gianni Cancellierii, one of the leading motorsport experts. 7 February 1960, Bruce McLaren wins the GP of Argentina at the wheel of a rear-engined Cooper that the year before had carried Jack Brabham to the World Championship title. This was the first great novelty of the decade: in order to be successful the cars had to have their engine behind the cockpit. Then, in 1961, came the 1.5-litre engines and even Ferrari followed the rear-engine trend. This was an epochal revolution. A decade was underway that would see great feats, great victories and great tragedies and of course great drivers of the calibre of Phil Hill, Jack Brabham, Jim Clark, John Surtees, Graham Hill, Denny Hulme, Jackie Stewart and many others. However, in this "gallery of faces" there are also designers, team managers, mechanics, women in the pits as well as the ever-varied world of the tifosi. Formula 1 Portraits is all this and more, an overview of motorsport's most important category, the book that should be on the shelves of every F1 connoisseur as well those of all the young neophytes approaching this enthralling world for the first time.

This book is the second in a multi-volume, decade-by-decade series covering the entire history of Formula 1 through its teams and cars. This instalment examines the 1970s, when the sport gained big new sponsors and grew into a television spectacle, with battles between Ferrari and Cosworth-powered opposition a continuing theme. As well as the big championship-winning teams--Lotus, Ferrari, McLaren and Tyrrell--this was a period when small teams and privateers continued to be involved in significant numbers and they are all included, down to the most obscure and unsuccessful. This book shines new light on many areas of the sport and will be treasured by all Formula 1 enthusiasts.

The prestigious publication in two volumes, Ferrari 1000 GP: The Official Book, in a limited edition, is an extraordinary tribute to Scuderia Ferrari and the remarkable objective of 1,000 Grands Prix achieved by the team from Maranello in 2020. Over the course of more than 700 pages enriched with more than 1,000 illustrations, many of which are previously unpublished, the work traces the incredible story of Ferrari's participation in Formula 1 that began in 1950 with the Monaco Grand Prix, continued with no less than 230 victories, 15 drivers' titles and 16 constructors' titles and has reached the unique total of 1,000 Grands Prix. Made in collaboration with Ferrari Spa and available in a limited edition of 2,000 copies, the book is contained in an exclusive slipcase in "Rosso Storico 127", the same colour as the 125 S, the first Ferrari from 1947, and the SF1000, which in 2020 competed in the Scuderia's 1,000th Grand Prix on the Mugello circuit. An indispensible volume for the bookshelves of all enthusiasts of the Prancing Horse: a precious collector's item as well as an invaluable source of information regarding the results obtained by the cars from Maranello in every race and the team's placings in the Drivers' and Constructors' championships. The book features a foreword by Louis Camilleri and Mattia Binotto.

The concept 'Formula New Ljubljana' is used as a means to explore the citys development as a constant and dynamic process. Rather than being in a state of frozen identity, Slovenia's capital inspires new visions. Formulas state concepts applied to architectural products. They are used as the communication tool in the office while developing a particular product, in discussions with the client and presentations to the public. More than one product can be defined by one formula. Formulas exist regardless of typologies, program, location, budget, time of execution symbolic power, or any other parameter that outline the 'uniqueness' of an architectural product. Formulas aim to become generic phrases and to provide a user friendly tool for communicating architectural products. Formulas communicate architectural products away from their technical or typological categories. A formula captures the character of an architectural product and its effect on the observer and the user.

The Wall Street Journal bestseller! Learn the secrets to getting dramatic results on YouTube Derral Eves has generated over 60 billion views on YouTube and helped 24 channels grow to one million subscribers from zero. In The YouTube Formula: How Anyone Can Unlock the Algorithm to Drive Views, Build an Audience, and Grow Revenue, the owner of the largest YouTube how-to channel provides the secrets to getting the results that every YouTube creator and strategist wants. Eves will reveal what readers can't get anywhere else: the inner workings of the YouTube algorithm that's responsible for determining success on the platform, and how creators can use it to their advantage. Full of actionable advice and concrete strategies, this book teaches readers how to: Launch a channel Create life-changing content Drive rapid view and subscriber growth Build a brand and increase engagement Improve searchability Monetize content and audience Replete with case studies and information from successful YouTube creators, The YouTube Formula is perfect for any creator, entrepreneur, social media strategist, and brand manager who hopes to see real commercial results from their work on the platform.

In the 50s & 60s Coventry Climax engines powered many race-winning cars, including some driven by Stirling Moss & Jack Brabham. To get the true inside story, the author, an engineer, has talked to all surviving Coventry Climax personnel who were involved with the racing engines. The author was given full access to all of Walter Hassan's papers, photographs and engine drawings. After 30 months of original research and writing, this book describes exactly how these famous engines developed from industrial fire pumps to the Hillman Imp, from Le Mans winning Lotus Elites to Formula One winners driven by Stirling Moss and Jack Brabham, right through to the company's takeover by Jaguar in 1963. Viewed through the eyes of an engineer, and the detailed recollections of those who were there, this is a fascinating account of the trials and tribulations of leading edge race engine design from 1952 to 1966.

Trying to end his career as a hired assassin, Japanese American John Rain goes underground, only to be approached by Japanese FBI agent Tatsu to eliminate a sociopathic killer who could tip the balance of power in Japan toward the mafia. Reprint.

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).

Reprint of the prestigious volume published on the occasion of the fiftieth anniversary of the House of Maranello and sponsored by Ferrari itself. The imposing work is subdivided in two large sections. The technical part is by Karl Ludvigsen and details the technological innovations introduced by Ferrari from 1947 up to now; the historical part is by Gianni Cancellieri and recalls, decade after decade, Ferrari's history from the industrial, sport and human viewpoint. The appendix includes the silhouettes of all the cars built by Ferrari, the list of the men that in these fifty years have contributed in building the myth of the Prancing Horse (presidents, technicians, teams, drivers and so on).

The Encyclopedia of Nineteenth-Century Photography is the first comprehensive encyclopedia of world photography up to the beginning of the twentieth century. It sets out to be the standard, definitive reference work on the subject for years to come. Its coverage is global an important 'first' in that authorities from all over the world have contributed their expertise and scholarship towards making this a truly comprehensive publication. The Encyclopedia presents new and ground-breaking research alongside accounts of the major established figures in the nineteenth century arena. Coverage includes all the key people, processes, equipment, movements, styles, debates and groupings which helped photography develop from being 'a solution in search of a problem' when first invented, to the essential communication tool, creative medium, and recorder of everyday life which it had become by the dawn of the twentieth century. The sheer breadth of coverage in the 1200 essays makes the Encyclopedia of Nineteenth-Century Photography an essential reference source for academics, students, researchers and libraries worldwide.

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