

## Go Like Hell Ford Ferrari And Their Battle For Speed Glory At Le Mans Aj Baime

Chronicles Detroit's dramatic transition from an automobile manufacturing center to a highly efficient producer of World War II airplanes, citing the essential role of Edsel Ford's rebellion against his father, Henry Ford. 35,000 first printing.

A hypnotically fast-paced, masterful reporting of Harry Truman's first 120 days as president, when he took on Germany, Japan, Stalin, and a secret weapon of unimaginable power—marking the most dramatic rise to greatness in American history. Chosen as FDR's fourth-term vice president for his well-praised work ethic, good judgment, and lack of enemies, Harry S. Truman was the prototypical ordinary man. That is, until he was shockingly thrust in over his head after FDR's sudden death. The first four months of Truman's administration saw the founding of the United Nations, the fall of Berlin, victory at Okinawa, firebombings in Tokyo, the first atomic explosion, the Nazi surrender, the liberation of concentration camps, the mass starvation in Europe, the Potsdam Conference, the controversial decision to bomb Hiroshima and Nagasaki, the surrender of imperial Japan, and finally, the end of World War II and the rise of the Cold War. No other president had ever faced so much in such a short period of time. The Accidental President escorts readers into the situation room with Truman during a tumultuous, history-making 120 days,

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when the stakes were high and the challenges even higher. “[A] well-judged and hugely readable book . . . few are as entertaining.” —Dominic Sandbrook, *Sunday Times*

The epic story also told in the film *FORD V. FERRARI*: 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 Hell* tells the remarkable story of how Henry Ford II, with the help of a young visionary named Lee Iacocca 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 Hell* transports 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.

For tens of millions of people around the world, a single

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name evokes the world of speed - Enzo Ferrari. Today's Formula One would be unthinkable without the presence of the Ferrari cars on the grid. Win or lose, Ferrari attract more fans than all the other teams combined. And the cars unique appeal - their mystique, their myth - has its origins in the story of one man with a dictator's will and the cunning of a Machiavelli. Going back to the origins of "The Old Man", tracing his remarkable rise to prominence, and using sources which have hitherto remained silent, Richard Williams tells the story of a man who was one of the key figures of sport in the twentieth century, and whose influence over his sport is undiminished today, more than a decade after his death. In the late 1950s, a young John Morton was transfixed with sports car racing. His dreams of competition eventually led him to enroll, in 1962, in the Shelby School of High Performance Driving. In a bold moment after the last class, Morton asked Carroll Shelby if he might come to work for the newly formed Shelby American. The answer was "Yes, here's a broom." Thus ended Morton's college career and began his long racing career. Over the next three years, Morton would be a firsthand witness to the evolution of one of the most iconic sports car builders and racing teams of the 1960s. Inside Shelby American is his personal account of a company overflowing with talent, from designer Pete Brock to fabricator extraordinaire Phil Remington to drivers like Dan Gurney, Ken Miles, Bob Bondurant, and Phil Hill. The cars were equally captivating: AC Cobra, Mustang GT350, Ford GT, Daytona Coupe. In this book, Morton's story is intertwined with the memories of other

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Shelby staffers of the period, revealing through historic photography and an untold perspective the rousing story of America's most legendary racer and car builder. With glorious photography and sharp writing, *Never Stop Driving* presents the case for the mental and social benefits of driving and engaging with automobiles. It also shows you—from dreaming about a car to living with it—how to jump in and get the most from your machine. There's never been a better time to go for a drive. As a nation, we are chronically overstressed, overworked, and not sleeping enough. Worse yet, our digital devices are taking ever increasing chunks of what remaining free time we do have. Activities that force us to engage with ourselves and the environment around us are needed more than ever. Might I suggest a spin in a four-wheeled escape pod? The car—the act of driving, repairing, maintaining—drives out distraction and demands we be “present.” Making the car a pursuit invites not just the freedom of the road, but the potential to connect with thousands of like-minded individuals as well as the pleasure of simply caring for the machine. Further, there's the thrill of commanding an object that represents a high point of human ingenuity and design. Cars invite passion. The first step is embracing the itch and acting on it. Learn how to choose your perfect weekend car, hunt for it, and make the deal. Then, find peace in the wrenches with tips on taking the plunge into maintaining your ride, including how your car can be an opportunity to tear your kids away from their screens and strengthen your bond with them. Next, explore the joy of driving, from scenic byways to taking your car to its

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performance limit. You'll also tour the various highlights of the driving life, like how to become an automotive archaeologist, the possibilities for those short on cash but high for adventure, the car as a social gathering point, and what the future with autonomous cars means for those who love to drive. *Never Stop Driving* shines some light on why we find these machines so captivating, offering some inspiration and validation, and finally inviting those who are curious but haven't made the leap to get in the car. Let's roll.

In *THE LIMIT*, Michael Cannell tells the enthralling story of Phil Hill—a lowly California mechanic who would become the first American-born driver to win the Grand Prix—and, on the fiftieth anniversary of his triumph, brings to life a vanished world of glamour, valor, and daring. With the pacing and vivid description of a novel, *THE LIMIT* charts the journey that brought Hill from dusty California lots racing midget cars into the ranks of a singular breed of men, competing with daredevils for glory on Grand Prix tracks across Europe. Facing death at every turn, these men rounded circuits at well over 150 mph in an era before seat belts or roll bars—an era when drivers were "crushed, burned, and beheaded with unnerving regularity." From the stink of grease-smothered pits to the long anxious nights in lonely European hotels, from the tense camaraderie of teammates to the trembling suspense of photo finishes, *THE LIMIT* captures the 1961 season that would mark the high point of Hill's career. It brings readers up close to the remarkable men who surrounded Hill on the circuit—men like Hill's teammate and rival, the soigné and cool-

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headed German count Wolfgang Von Trips (nicknamed "Count Von Crash"), and Enzo Ferrari, the reclusive and monomaniacal padrone of the Ferrari racing empire.

Race by race, *THE LIMIT* carries readers to its riveting and startling climax--the final contest that would decide it all, one of the deadliest in Grand Prix history.

This collection of stories profiling one hundred beautiful vehicles (and their owners) is the ultimate gift book for car lovers. New York Times best-selling author and popular Wall Street Journal "My Ride" columnist A.J. Baime selects the one hundred cars, motorcycles, and other vehicles to fill the dream garage. Stunning photography and Baime's engaging essays celebrate everything drivers love about their cars--from technical specifications to satisfy gearheads to intangibles like a driver's relationship with his or her car--making it truly "my ride." You want fast? Step on the gas in a Koenigsegg CCX, '87 Lamborghini, or 1970 Pontiac GTO. You want classic? Here are the keys to a '62 Corvette, '57 Thunderbird, or 1930 BMW--the oldest Bimmer in the United States. You want cool? Take a '64 Shelby Cobra, Tesla Model X, or Aston Martin Vulcan for a spin. You want one-of-a-kind? How about a '52 Seagrave fire truck, '73 VW Thing, or the Batmobile? You also get to meet the owners. There's the story of a pizza-delivery man who dodges polar bears in his Hyundai in Barrow, Alaska; an NBA star who endures Los Angeles traffic by having his Tesla drive for him; and a retired Kentucky entrepreneur with a 22-foot-long 1937 Cadillac, which he calls "the biggest, baddest car that could exist."

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How a Michigan farm boy became the richest man in America is a classic, almost mythic tale, but never before has Henry Ford's outsized genius been brought to life so vividly as it is in this engaging and superbly researched biography. The real Henry Ford was a tangle of contradictions. He set off the consumer revolution by producing a car affordable to the masses, all the while lamenting the moral toll exacted by consumerism. He believed in giving his workers a living wage, though he was entirely opposed to union labor. He had a warm and loving relationship with his wife, but sired a son with another woman. A rabid anti-Semite, he nonetheless embraced African American workers in the era of Jim Crow. Uncovering the man behind the myth, situating his achievements and their attendant controversies firmly within the context of early twentieth-century America, Watts has given us a comprehensive, illuminating, and fascinating biography of one of America's first mass-culture celebrities. Written with Carroll Shelby's full collaboration and with a foreword by Edsel B. Ford II, the great-grandson of Henry Ford, this is the definitive record of America's preeminent twentieth century sports car builder and racer—now available as an ebook. It was motoring author Rinsey Mills' passion for AC cars and motorsports history that led to his first meeting with Carroll Shelby. His suggestion that they should collaborate in order to create an accurate record of Shelby's life and achievements at first was rebuffed but later taken up with enthusiasm. This authorized biography is the result. Carroll Shelby: The Authorized Biography was a long time in the making, as Mills left no stone unturned in his quest to produce the complete study of Shelby's remarkable life. He carried out extensive research and conducted numerous interviews, fully capturing the narrative of Carroll Shelby within and outside of the automotive racing world, including his: Childhood in Texas Wartime service with the Army Air

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Force Postwar entrepreneurship Earliest race wins in 1952  
Legendary 1959 victory at the 24 Hours of Le Mans  
Monumental release of the first Cobra and the formation of  
Shelby American in 1962 Historical partnership with Ford that  
would last for decades Personal interests and travels Present-  
day legacy Fascinating photographs from Shelby's personal  
collection complete a book whose original hardcover edition  
was published mere weeks before his passing, making Carroll  
Shelby: The Authorized Biography a magnificent and lasting  
tribute to one of the greatest automotive figures of the  
twentieth century.

The greatest duel in FORMULA 1 history: the 1976 season  
between Austrian Niki Lauda and Britain's James Hunt. As  
the '75 season ended, Hunt was out of FORMULA 1 racing  
while Lauda was world champion and the odds-on favorite for  
'76 with a year's contract ahead of him and Enzo Ferrari  
begging him to sign a multi-year deal. James Hunt, without a  
drive until Emerson Fittipaldi broke his McLaren contract,  
grabbed the McLaren drive with both hands and the help of  
friend John Hogan and Marlboro cigarettes. The result? Two  
drivers in an epic sixteen-race battle across the globe for the  
'76 title, ultimately decided by a single point. Fame, wealth,  
drugs, sex, and the rest of globetrotting 1970s FORMULA 1  
racing are encompassed in the Lauda vs. Hunt duel. At the  
'76 German Grand Prix, Lauda nearly died in a fiery crash,  
only to emerge six weeks later, severe burns on his face and  
head, to pursue his rivalry with Hunt. It all came down to the  
last race, a rain-soaked affair in Japan, where Hunt won the  
championship by the slimmest possible margin. The book is a  
study in contrasts during an era of Brut aftershave and disco  
sex parties. James Hunt, legendary philanderer and  
FORMULA 1 rock star, versus supernatural racer Niki Lauda,  
who in '75 set the first sub-seven minute lap around the Ring.  
The life of Enzo Ferrari, who made fast, red sports cars

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known for their precision and who ran a motor-sports empire that dominated automotive industry

Based on years of original research, Enzo Ferrari is the definitive biography of the legendary Italian auto maker, revealing new information about Ferrari's rise to power and complex personal life. Accompanying the in-depth text are extensive endnotes along with a full bibliography and index. The book is illustrated with four separate sections of photos, exhibits, and artefacts, and opens with a foreword by former Ferrari president Luca Di Montezemolo, who previously served as the company's Formula One team manager.

Go Like HellFord, Ferrari, and Their Battle for Speed and Glory at Le MansHoughton Mifflin Harcourt

Ferrari means red. It means racing. Excellence, luxury, and performance. Less well-known is the man behind the brand. For nearly seventy years, Enzo Ferrari dominated a motor-sports empire that defined the world of high-performance cars. Next to the Pope, Ferrari was the most revered man in Italy. But was he the benign padrone portrayed by an adoring world press at the time, or was he a ruthless despot, who drove his staff to the edge of madness, and his racing drivers even further? Brock Yates's definitive biography penetrated Ferrari's elaborately constructed veneer and uncovered the truth behind Ferrari's bizarre relationships, his work with Mussolini's fascists, and his fanatical obsession with speed.

"A fascinating and provocative book" The Observer.

Hunting Eichmann is the first complete narrative of a relentless and harrowing international manhunt. When the Allies stormed Berlin in the last days of the Third Reich, Adolf Eichmann shed his SS uniform and vanished. Following his escape from two American POW camps, his retreat into the mountains and out of Europe, and his path to an anonymous life in Buenos Aires, his pursuers are a bulldog West German prosecutor, a blind Argentinean Jew and his beautiful

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daughter, and a budding, ragtag spy agency called the Mossad, whose operatives have their own scores to settle (and whose rare surveillance photographs are published here for the first time). The capture of Eichmann and the efforts by Israeli agents to secret him out of Argentina to stand trial is the stunning conclusion to this thrilling historical account, told with the kind of pulse-pounding detail that rivals anything you'd find in great spy fiction.

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

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

One hundred years ago, 40 cars lined up for the first Indianapolis 500. We are still waiting to find out who won. The Indy 500 was created to showcase the controversial new sport of automobile racing, which was sweeping the country. Daring young men were driving automobiles at the astonishing speed of 75 miles per hour, testing themselves and their vehicles. With no seat belts, hard helmets or roll bars, the dangers were enormous. When the Indianapolis Motor Speedway opened in 1909, seven people were killed, some of them spectators. Oil-slicked surfaces, clouds of smoke, exploding tires, and flying grit all made driving extremely hazardous, especially with the open-cockpit, windshield-less vehicles. Bookmakers offered bets not only on who might win but who might survive. But this book is about more than a race--it is the story of America at the dawn of the automobile age, a country in love with speed, danger, and spectacle.--From publisher description.

Ken Miles follows the racer's life from the early days in England to his tragic death at Riverside Raceway in 1966. The book format is somewhat different from others. It is essentially a scrapbook. More than 130 photographs are included. Many are from private collections and have never before been published. A fascinating feature is remembrances written by some who knew Miles best, like Carroll Shelby, Augie Pabst, John Morton, Bill Pollack and Ken's son, Peter. Miles himself was an accomplished writer and a few articles he wrote are reprinted. The book starts off with a complete chronology from birth to death and ends with the eulogy delivered by the author's father and a never-before assembled race record. Miles second-place finish at the 1966 Le Mans was mired in controversy. This book goes some distance toward clarification. Interspersed throughout are

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articles from period publications. The scrapbook is held together with text by the author, a close friend of Miles and his family.

Traces the baseball legend's initial signing as a teenager with the Boston Red Sox in 1938, his record-setting batting averages that remained unchallenged for more than sixty years, his two-time service as a fighter pilot, and his love-hate relationship with fans and the media. Reprint. 30,000 first printing.

Art Evans was a sports car racer in the 1950s on the West Coast who raced against, and became close friends with, Carroll Shelby. Their intense competition on the track became a lifelong friendship off the track. He and Shelby collaborated on many business projects over the years, including books, marketing projects, projects for the Shelby Foundation, and so on. In his later years, Shelby loved the books about his cars and similar topics, but his eyesight was failing to the point where he had difficulty reading, and really preferred the books that were heavy with photos. It was from that realization that Shelby and Evans decided to work on one last book together. They both combed through the Shelby archives and selected Shelby's favorite images from his racing career. That is almost the entirety of this book. It is packed with photos selected by Shelby himself, and the captions are quotes from Shelby's commentary on the action in the photo, as well as his memories. Unfortunately, Carroll Shelby passed away before the book was fully completed, but Evans, following Shelby's instructions, carried this final project through to completion. Filled with images that have never been seen in print, as well as images not published since the 1950s and 1960s, this final work from Shelby is a personally curated collection by the legend himself. If you are a sports car racing fan, Ford fan, Shelby fan, or any combination of the three, this book is a perfect addition to

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your automotive library.

There was a time when running the mile in four minutes was believed to be beyond the limits of human foot speed, and in all of sport it was the elusive holy grail. In 1952, after suffering defeat at the Helsinki Olympics, three world-class runners each set out to break this barrier. Roger Bannister was a young English medical student who epitomized the ideal of the amateur — still driven not just by winning but by the nobility of the pursuit. John Landy was the privileged son of a genteel Australian family, who as a boy preferred butterfly collecting to running but who trained relentlessly in an almost spiritual attempt to shape his body to this singular task. Then there was Wes Santee, the swaggering American, a Kansas farm boy and natural athlete who believed he was just plain better than everybody else. Spanning three continents and defying the odds, their collective quest captivated the world and stole headlines from the Korean War, the atomic race, and such legendary figures as Edmund Hillary, Willie Mays, Native Dancer, and Ben Hogan. In the tradition of *Seabiscuit* and *Chariots of Fire*, Neal Bascomb delivers a breathtaking story of unlikely heroes and leaves us with a lasting portrait of the twilight years of the golden age of sport.

Winner of the 2014 Dean Batchelor Award, Motor Press Guild "Book of the Year" Before noon on May 30th, 1964, the Indy 500 was stopped for the first time in history by an accident. Seven cars had crashed in a fiery wreck, killing two drivers, and threatening the very future of the 500. *Black Noon* chronicles one of the darkest and most important days in auto-racing history. As rookie Dave MacDonald came out of the fourth turn and onto the front stretch at the end of the second lap, he found his rear-engine car lifted by the turbulence kicked up from two cars he was attempting to pass. With limited steering input, MacDonald lost control of his car and careened off the inside wall of the track, exploding into a

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huge fireball and sliding back into oncoming traffic. Closing fast was affable fan favorite Eddie Sachs. "The Clown Prince of Racing" hit MacDonald's sliding car broadside, setting off a second explosion that killed Sachs instantly. MacDonald, pulled from the wreckage, died two hours later. After the track was cleared and the race restarted, it was legend A. J. Foyt who raced to a decisive, if hollow, victory. Torn between elation and horror, Foyt, along with others, championed stricter safety regulations, including mandatory pit stops, limiting the amount a fuel a car could carry, and minimum-weight standards. In this tight, fast-paced narrative, Art Garner brings to life the bygone era when drivers lived hard, raced hard, and at times died hard. Drawing from interviews, Garner expertly reconstructs the fateful events and decisions leading up to the sport's blackest day, and the incriminating aftermath that forever altered the sport. *Black Noon* remembers the race that changed everything and the men that paved the way for the Golden Age of Indy car racing. 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.

From the New York Times best-selling author of *The Accidental President* comes the thrilling story of the 1948 presidential election, one of the greatest election stories of all time, as Truman mounted a history-making comeback and staked a claim for a new course for America. On the eve of the 1948 election, America was a fractured country. Racism was rampant, foreign relations were fraught, and political parties were more divided than ever. Americans were certain that President Harry S. Truman's political career was over. "The ballots haven't been counted," noted political columnist Fred Othman, "but there seems to be no further need for holding up an affectionate farewell to Harry Truman."

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Truman's own staff did not believe he could win. Nor did his wife, Bess. The only man in the world confident that Truman would win was Mr. Truman himself. And win he did. The year 1948 was a fight for the soul of a nation. In *Dewey Defeats Truman*, A. J. Baime sheds light on one of the most action-packed six months in American history, as Truman both triumphs and oversees watershed events—the passing of the Marshall plan, the acknowledgement of Israel as a new state, the careful attention to the origins of the Cold War, and the first desegregation of the military. Not only did Truman win the election, he succeeded in guiding his country forward at a critical time with high stakes and haunting parallels to the modern day.

A revelatory portrait of the legendary slugger draws on interviews, recently discovered documents, and Ruth's personal scrapbooks to trace Ruth's life from his childhood in an orphanage to his rise to the heights of major league baseball, documenting the athlete's larger-than-life personality and extraordinary accomplishments on the field. (Sports & Recreation)

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.

Offers a fascinating look at the men behind the labels of such popular alcohol labels as Jim Beam, Jack Daniel, Jose Cuervo, Johnnie Walker, Baileys, Smirnoff, Bacardi, Seagram, Captain Morgan, Dom Perignon, Beefeater, and

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Hennessy. Original.

No other Hollywood star has been so closely linked with cars and bikes, from the 1968 Ford Mustang GT Fastback he drove in Bullitt (in the greatest car chase of all time) to the Triumph motorcycle of The Great Escape. McQueen's Machines gives readers a close-up look at the cars and motorcycles McQueen drove in movies, those he owned, and others he raced. With a foreword by Steve's son, Chad McQueen, and a wealth of details about of the star's racing career, stunt work, and car and motorcycle collecting, McQueen's Machines draws a fascinating picture of one outsized man's driving passion. Now in paperback.

Coming to cinemas in November 2019, under the title LE MANS '66 \_\_\_\_\_

In the 1960s Enzo Ferrari emerged as the dominant force in sports cars in the world, creating speed machines that were unbeatable on the race track. In America, the Ford Motor Company was quickly losing ground as the pre-eminent brand. Henry Ford II saw a solution. He decided to declare war on Ferrari, to build a faster car than anything Ferrari had brought to the track, and to beat him at the world's biggest race, Le Mans. Ferrari was just as determined to see off this challenge from across the Atlantic. With practically no safety regulations in place in the European Grand Prix races, horrific accidents were routine, with both drivers and spectators killed in many races. The stakes were incredibly high, money and men were thrown at the competition, neither Ford or Ferrari would accept anything but victory. The battle to become the fastest in the world truly became a race to the death.

Summary of Go Like Hell by A. J. Baime - Ford, Ferrari, and Their Battle for Speed and Glory at Le Mans. SYNOPSIS: Go Like Hell (2009) tells the remarkable story of a high point in automotive racing: the mid-60s rivalry between Ford and Ferrari, two very different car manufacturers that wanted to

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win at all costs. The pinnacle of this rivalry was the 1966 24 Hours of Le Mans, the most gruelling endurance race in the world as well as the most prestigious. ABOUT AUTHOR: A. J. Baime is a former automotive and sports feature editor for Playboy and is a frequent contributor to the Wall Street Journal and Road & Track magazine. His other books include Big Shots: The Men Behind the Booze (2003). DISCLAIMER: This book is not intended to represent any of the author's views or opinions but is a companion to it.

Traces the story of how Henry Ford II endeavored to compete against Enzo Ferrari for dominance in the speed- and style-driven 1960s automobile industry, revealing the pivotal contributions of visionary Lee Iacocca and former racing champion-turned-engineer Carroll Shelby.

Carroll Shelby, legendary driving ace, race team owner, and designer of Shelby Cobra, Daytona, and Mustang GT350 classics is revered by automotive enthusiasts, yet little has been written about the last quarter century of Carroll Shelby's life. During that time Chris Theodore, VP at Chrysler and Ford, developed a close personal friendship with Carroll. The Last Shelby Cobra chronicles the development of the many vehicles they worked on together (Viper, Ford GT, Shelby Cobra Concept, Shelby GR1, Shelby GT500 and others). It is an insider's story about how Shelby came back to the Ford family, and the intrigue behind the five-year journey to get a Shelby badge on a Ford Production Vehicle. The author provides fresh insight and new stories into Shelby's larger-than-life personality, energy, interests and the many unpublished projects Carroll was involved with, up to his passing. Finally, the book describes their unfinished project, the Super Snake II Cobra, and the serendipitous circumstances that allowed to the author to acquire 'Daisy,' the last Shelby Cobra. To his many fans, Carroll Shelby was truly 'the most interesting man in the world.'

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"This book, a polished, winding meditation on the theory and fractiousness of motorcycles, celebrates both their eccentric history and the wary pleasures of touring."—The New Yorker

In a book that is "a must for anyone who has loved a motorcycle" (Oliver Sacks), Melissa Pierson captures in vivid, writerly prose the mysterious attractions of motorcycling. She sifts through myth and hyperbole: misrepresentations about danger, about the type of people who ride and why they do so. *The Perfect Vehicle* is not a mere recitation of facts, nor is it a polemic or apologia. Its vivid historical accounts—the beginnings of the machine, the often hidden tradition of women who ride, the tale of the defiant ones who taunt death on the racetrack—are intertwined with Pierson's own story, which, in itself, shows that although you may think you know what kind of person rides a motorcycle, you probably don't. "My book ... details the living hell that was my experience with concussions. The majority of this story was kept from even my closest relationships. It wasn't easy, but it's time to tell it." – Dale Jr.

It was a seemingly minor crash at Michigan International Speedway in June 2016 that ended the day early for Dale Earnhardt Jr. What he didn't know was that it would also end his driving for the year. He'd dealt with concussions before, but concussions are like snowflakes—no two are the same. And recovery can be brutal—and lengthy. As a third-generation driver in a family forever connected to the sport of stock-car racing, how could Dale Earnhardt Jr. sit on the sidelines and watch everyone else take their laps? It was one of the toughest seasons of his life—one that changed him forever. In this gripping narrative from one of professional sports' most beloved figures, Dale Jr. shares stories from his journey: how his career and his injury have transformed him, how he made the decision to retire at the end of the 2017 season after eighteen years behind the wheel, and what lies ahead for him in the next chapter of his life. There's no

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second-guessing and no regrets from Driver #88. He simply wants to go out on his own terms and make the rest of his life off the racetrack count. Junior says, "I don't want these last races to be just about me but rather the people who made my success possible: my fans, the folks who pack the grandstands rain or shine, my teammates and crew members through the years, industry colleagues, track volunteers, friends, family, sponsors. They've all played a role. I couldn't have done it without them."

Shelby American Up Close and Behind the Scenes brings you closer to the action than ever before with Shelby himself as he creates his iconic speed machines. Prepare for a ride like none other. In 1962 retired racing great Carroll Shelby was looking for his next big move. He'd started a racing school at Riverside Raceway in California, but he really wanted to build his own sports and racing car. He found a promising platform in the British AC Ace, and set about stuffing an American V-8 between the AC's dainty fenders. Thus was born the Shelby Cobra. Shelby set up shop in Venice, California, later in 1962, marking the beginning of the classic Cobra era. It was a near supernatural combination of brilliant designers and wrenches, ever-faster cars, championship-winning teams and drivers, and sheer chutzpah. The Venice shop spawned the 289 Cobra, Daytona Coupe, 427 Cobra, Mustang GT350, Sunbeam Tiger, and more. Eventually the Venice facility could not handle the work, especially when Ford tapped Shelby to create a high-performance version of its new and wildly successful Mustang. Moving to a larger facility and the closer relationship with Ford seemed to diminish the fast and loose nature of the original enterprise. Some of the mojo was lost. Shelby American Up Close and Behind the Scenes takes the reader inside the Venice shop in the critical 1962-1965 period. Author/photographer Dave Friedman was Shelby's official

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shooter, and he documented everything from Cobra construction to paddock wrenching to race wins. Shelby American Up Close and Behind the Scenes is an insider's look via Friedman's documentary photography and first-person stories from Shelby's key players. It's a must-have review of this critical period in both Shelby's history and the history of American racing.

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