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This is one in a series of manuals for car or motorcycle owners. Each book provides information on routine maintenance and servicing, with tasks described and photographed in a step-by-step sequence so that even a novice can do the work.

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The international financial value of Grand Prix racing has grown substantially in recent years. This book will focus upon the massive size, value, importance and impact of the industry. It will also investigate the dominance of UK based Research and Development and design and the development of team strategy and tactics. The authors have based their analysis upon very up-to-date research involving interviews with key individuals at the highest level and visibility within the industry and focus upon the key management themes of teamworking, leadership, strategy and innovation.

This new edition of the Manual is comprehensively updated to include the 2011, 2012 and 2013 World Championship winning Red Bull cars (the original book covers the 2010 RB6). In particular, the 'Anatomy' chapter, which includes details of developments introduced since the original book was published in June 2011, including KERS, DRS, developments due to rule changes concerning 'blown' diffusers, and the switch from Bridgestone to Pirelli tyres, as well as the change to 1.6-litre V6 turbocharged engines and the hybrid ERS (Energy Recovery System) introduced for the 2014 season.

The Viper stunned Americans by showing that Dodge, whose cars were all front-wheel drive (and mostly powered by four-cylinder engines), could make a raw, brutal, V-10-powered car that could run with the best. Team Viper went a step further at Le Mans, proving that an American car could handle turns, too - so well

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that it won its class, repeatedly, at a fraction of the cost of the cars it beat. Dodge Viper covers the transition from a concept to a rough and brutal rocket to a world-class supercar, and includes every generation. The story also tells of the rough times when the entire Viper business could have been sold to the highest bidder, and considers alternative paths the 2013-17 Viper might have taken. This is not just a gushing tribute to the Dodge Viper, the author provides an objective view of the full story, using business, historical, and enthusiast perspectives. The book looks at the business case for each generation, the development stories and their outcomes, and describes some of the issues owners may have to watch out for, particularly in the early models.

The cars that disputed the 2019 World Championship are the protagonists of this annual, the first authored by Paolo Filisetti, an authoritative technical commentator and a contributor to leading Italian and international specialist magazines. Through a rich series of colour drawings, the author reveals all the secrets concealed beneath the bodywork of the various cars, while presenting, in parallel, race by race, the principal technical and racing facts and episodes to characterise the Formula 1 season. Aerodynamic configurations - such as the various modifications to the front wings - cockpits and steering wheels, engines, suspension components, brakes, air flows above and below the cars, everything is meticulously described and illustrated in a book indispensable for all those wanting to get beneath the skin of the fascinating world of Formula 1, as well as a useful reference work for

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specialists.

Enigmatic American Don Nichols, D-Day paratrooper, Army counter-intelligence officer and controversial entrepreneur, went on to create a racing marque that seems as cloaked as the man himself. Shadow was the only US-based team to win a Can-Am championship, and one of only three to score a victory in Formula 1. Yet history lavishly celebrates his nominal rivals Dan Gurney and Roger Penske, while Nichols has long remained, yes, a shadowy figure -- despite staying the difficult international course far longer, for 11 racing seasons, 1970 to 1980. But at last Pete Lyons, who was there in the day, lifts the veil from this secretive man and the innovative, extraordinary, magnificent racing cars and world-class team he created.

Following up on his first two books, *Inside Racing Technology* and *Inside Racing: A Season with the PacWest CART Team*, Paul Haney presents a new book revealing the complexities of tires, how the influence vehicle dynamics, and how to use tires in the engineering of racing and high-performance cars. More than 150 photos and drawings help the reader learn the colourful history and unique characteristics that make the pneumatic tire one

Immerse yourself in this complete guide on Lamborghini's ultimate performance cars. Nearly 50 years ago, upstart high-end sports car manufacturer Lamborghini

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set the performance car world on its ear with its stunning supercar, the Miura. Wrapped in a svelte Marcello Gandini - designed body and powered by a 350-horsepower V-12, the Miura instantly made every other car look antiquated. In 1974, Lamborghini again shocked the automotive world with the mad Countach (an Italian expression one might utter at the sight of a beautiful woman), another Gandini masterpiece. Wide, low, and menacing, the original Countach completely recalibrated the supercar template. The Diablo replaced the Countach in 1990 and was the last of the Lamborghini supercars under the auspices of the "original" company. Audi acquired the company in 1997 and would bring significant German efficiency to bear, turning out supercars to a new template: the Murcielago in 2001, the Gallardo in 2003, the Reventon in 2008, the Aventador in 2011, and, most recently, the appropriately named Huracan. Each one is an ultimate car. Many were collector vehicles from the moment they rolled off the production line. Beneath their stunning bodywork lie chassis and powerplants bristling with the best technology of their respective eras. Lamborghini's latest supercars zip from 0 to 60 miles per hour in under 3 seconds and hit top speeds in excess of 220 miles per hour. Their prices are equally staggering. Lamborghini Supercars 50 Years is devoted exclusively to all of Lamborghini's ultimate performance cars. No enthusiast of these world-class sports cars will want to miss it!

This book tells the amazing story of the Lamborghini Urraco. It describes the problems that beset this little supercar, and why it never got the chance it truly

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deserved. After its demise, the Urraco lived on in the form of the Silhouette and the Jalpa, and both these models are also covered in detail in the pages of this book. The unique Bravo and Athon concept cars are also described. Featuring detailed advice for potential buyers, as well as over 300 photos and illustrations, this is a fascinating and practical account of a future supercar classic.

The Grand Prix Bugatti has a strong claim to a book all of its own, with its enviable record of racing successes, its superb craftsmanship and, for the more mechanically minded, the great variety of its ingenious design features unique to the creations of the great artist designer, Ettore Bugatti. This book is devoted to the racing Types 35, 37, 43 and 51, in their various forms, and describes their anatomy in detail and their racing achievements. A schedule of individual models, in chassis number order, gives type number, factory date, brief history and, where known, the present owner; the appendices include tabulated specifications of the types. Bugatti owners will also find much practical information to help them maintain their historic racing cars.

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