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Even before the 20th century dawned, motor racing had a reputation as an arena where almost gladiatorial battles were set before a public only recently accustomed to seeing a motor car of any kind. As motor sport developed from the great days of the inter-city road races to closed road circuits and eventually to purpose-built tracks, it became visually one of the most sensational sports in the world.

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The race, which became better known as the Gordon Bennett Trophy Race, became the first great racing series in automotive history. The race ran only six years, from 1900 to 1905, yet it set the tone for what would become Grand Prix racing. In 1904, William K. Vanderbilt, Jr. inaugurated the first road racing series in America.

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Racing & MOTOR The Early Years

The Paris – Bordeaux – Paris race of June 1895 has sometimes been described as the "first motor race", despite the 1894 event being decided by speed and finishing order of the eligible racers. [dubious – discuss] The first to arrive was É mile Levassor in his Panhard-Levassor 1205cc model. He completed the course (1,178 km or 732 miles) in 48 hours and 47 minutes, finishing nearly six hours before the runner-up.

History of auto racing - Wikipedia

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Bill Mason while working for the Shell Motor Company's film unit assembled an impressive series of documentaries that trace the history of motor racing. The ...

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The racing year is 1956, with Mercedes' withdrawal from motorsport, world champion Juan Manuel Fangio thought of retiring and returning to his motor business and interests in Argentina. In view of the political uncertainties in Argentina, Fangio decided to continue racing. He had fallen out with Maserati and decided his future lay with Ferrari.

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A detailed look at the first ten years of drag racing in Britain from 1960-1969, complemented by 100 color pictures. It includes the visits by American dragsters, and the running of drag races on RAF airstrips by a growing band of enthusiasts with home-built machines. 1966 saw the opening of Santa Pod Raceway, Britain's first permanent drag strip; this book takes a look at the first four ...

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The first single cylinder race, run on the 15.85-mile St Johns Course, was won by Charles Collier riding a Matchless while Rem Fowler on a Norton took the twin cylinder honours. In 1911 Isle of Man Tourist Trophy races moved to the 'Snaefell Mountain Course', and today's motorcycles race are held over largely the same course.

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British Drag Racing: The Early Years: Pettitt, Nicholas ...

MOTOR RACING THE EARLY YEARS. by Brian Laban . Published by Konemann. 1st. 2001 . Nearly fine condition in a very good dustwrapper. English, German and French text. The story of motor racing as it once was, from the early days to the Fifties; the story of those Olympians who bestrode the track - from Jenatzy and Boillot, Campbell and Caracciola ...

This is a year-by-year narrative account of motor racing from the first road race, run in France in 1894, to 1995. The book charts the technical development of the

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car over 100 years, and of the sport itself, from road racing to international sport.

Not only the birthplace of motor racing, France also nurtured the sport in its early years. Blue became the French racing colour when the marques Mors and Panhard contested the early town-to-town races. France created Grand Prix racing in 1906 when a triumphant Renault prevailed. In the years leading to World War 1, Peugeot dominated Grand Prix racing and joined Delage as a sensational winner of the Indianapolis 500. David Venables tells the exciting story of the early years of blue racing cars, taking the tale into the 1920s when first Delage and then the famous cars of Ettore Bugatti dominated Europe's circuits. When Bugatti was eclipsed by the German teams in the 1930s, France turned to sports-car racing with a new generation of spectacular cars. Although Delahaye and Talbot-Lago dominated the sports-car scene, Bugatti made a sensational comeback with two Le Mans wins. After World War 2, Talbot-Lago and Gordini carried the blue proudly in the new era of World Championship Grand Prix racing. Matra, a new name, put France on top again in the 1960s and 1970s. Ligier and Rondeau flew the tricolour in sports-car racing. Then the sleeping giant, Renault, awoke and entered the fray with radical turbocharged cars that brought France fresh glory, carrying their success into the 21st Century. Peugeot too returned to gain success at Le Mans. The saga of over 100 years of French blue in motor racing, the cars and the men who drove them is told in this study. The story is supported by rare illustrations from the world-renowned Ludvigsen Library and striking colour artwork of great racing cars specially commissioned for this book.

This book tells the story of the globally successful FIA Formula 1 World Championship from its roots before the Second World War to the present day. Early chapters cover the growth of motor sport from the first recorded race in 1894 through the 1990s. Despite the credit crunch and worldwide recession Formula 1 has still managed to retain its position as a powerful global sport as the calendar heads towards a twenty race season.

Originally published in 1935, Motor Racing and Record Breaking tells the story of the sport from its earliest years. The glamour and excitement of racing reached new heights in the 1930s, as a succession of daredevil drivers in sleek, powerful cars pushed the frontiers of speed and skill. But it was still a dangerous sport, and many of its brightest stars died young in horrific accidents. Written with an insider's eye, Motor Racing and Record Breaking paints a vivid picture of the triumphs, the tragedies and the personalities of the time. Captain George Eyston rose to become one of the world's top racing drivers after World War I. In his Rolls Royce Thunderbolt, he was the first man to break the 300mph barrier, setting a land speed record of 312mph in 1937 and on two later occasions.

100 heroes from almost 100 years of motor sport are covered in this book. Revealing the determination, heroism, raw courage, skill at the wheel – and just plain humanity – that has elevated men and women into the special, rarified atmosphere of heroism.

Oulton Park is one of the UK's favorite race circuits. This book is the only high quality period photographic record of racing at the popular Cheshire circuit. With 100 color and black and white photos, many previously unpublished.

Featuring many previously unpublished photographs from the author's personal collection, this is an insightful account of '80s racing at one of the fastest motor racing circuits in the UK.

Stunning photographs from motor racing history, most previously unpublished, in a book that examines the many facets of Grand Prix racing before the

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dominance of television.

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 steamrolled 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).

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