

Autodelta L'ala Veloce Dell'Alfa Romeo Ediz Illustrata

For the first time, one of the major names in Italian car design tells his story from the beginning; from when he made his first sketches on paper, unbeknown to his parents and not only of cars, to reaching a point at which his name became synonymous with some of the best known and most important cars on the international front. In his 23-year career at Pininfarina, Leonardo Fioravanti, who was first a designer and architect, then managing director and director general of 'Studi & Ricerche' department, created some of the most beautiful Ferraris of all time; they ranged from the 1965 250 LM sports coupe Speciale to the immortal 1968 Daytona through to the 1975 308 GTB and GTS and the 1984 288 GTO, as well as the P5 and P6 of 1968. While continuing his Ferrari essay during his Pininfarina career, Fioravanti also guided the creation of numerous other projects, among them the Dino road car, the 1980 Pinin four-door prototype and went on to the 1984 Testarossa and the 1987 F40. He worked for the Fiat Group from 1988 until 1991, during which time he took on the roles of deputy director general of Ferrari, later became responsible for advanced design CRF and then head of the Fiat Styling Centre. In 1987, he founded Fioravanti srl, an architectural studio, and in 1991 he extended his services to industry, in particular the design of means of transport. Images of an epoch, designs from his own personal archive never previously seen and, above all, a passionate first person account. Those are the key elements of this outstanding book which, through the creations of Leonardo Fioravanti, covers over 50 years of the history of automobile style and culture.

An event as significant for Alfa Romeo enthusiasts as the reopening of the marque's historic museum at Arese - held on 24 June 2015, the day on which Alfa celebrates its 105th anniversary - could hardly not be celebrated with a book. The official catalogue of the new museum represents an opportunity to review the history of the marque and above all to accompany the reader/visitor around the new exhibition layout in which the cars have been thematically grouped and subdivided. The glorious racing cars (from the P2 to the 33 in all their variants, through to the less successful cars that competed in F1) are brought together under the section VELOCITA' introduced by Alfa Romeo driver Nino Vaccarella, while cars such as the 1759, 8C 2900, 6C 2500, 1900, Giulietta and Alfetta, along with the most recent production models, illustrate the most important episodes in the Biscione's industrial history in the TIMELINE section - introduced by American journalist Nick Czap. The section BELLEZZA - introduced by designer Lorenzo Ramaciotti, head of Style for the Fiat Group for years - focuses on the undisputed protagonists being cars such as the 33 Stradale, the Carabo and the Nuvola, milestones in the evolution of automotive styling. A specific chapter also features all those models that do not appear in the exhibition. The catalogue is therefore an indispensable instrument for all those visiting this authentic temple of history, technology and culture.

Whether you want to go racing or have maximum street performance, the expert advice in this book will help you to build a powerful and reliable engine first time-without wasting money on incompatible components or modifications that don't work. Covers 1300, 1600, 1750, 1800 and 2000 dohc engines (not Twin Spark). Also offers advice on suspension, brakes, steering and gearing.

Alfa Romeo From 1910 to 2010

Technical documentation

Le corse della dolce vita

An English Car Designer Abroad

Alfa Romeo GTA

ATA

Autobiography of a designer

Ten years have passed since the original edition of this book was published, but Alfa Romeo enthusiasts everywhere are more active today than ever in preserving, modifying and racing these excellent cars. Throughout this time, the author in true Alfista fashion, never stopped looking for and trying new techniques to increase the power, overall performance and reliability of Alfas and their engines. This book is the result of much research, and also first-hand experience gained through many Alfa rear wheel drive model projects, from the 105 series to the last of the 75 models. There is a lot of completely new information regarding TwinSpark Cylinder head mods, big-brake mods, LSD adjustment procedure, electrical system improvements, plus many flow-bench diagrams, dyno plots, and much more.

High Performance Two-Stroke Engines analyses the technology of spark ignition two-stroke engines. The presentation is simple and comprehensive. The description of the operating cycle, the fluid dynamics, the lubrication and the cooling systems is followed by painstaking analysis of the mechanical organs, with the materials and the manufacturing processes employed to produce them. The book is completed by an overview of the history and evolution of these engines and by an examination of the principal types and the diverse fields in which they are employed. A section of the work is dedicated to an in-depth analysis of the ignition and combustion phases and the formation of the air-fuel mixture, with particular attention paid to the most recent injection systems.

A limited-edition book about cars designed by Raymond Loewy. Book focuses on his design of a "one-off" Lancia called the Loramyo that he had built for himself. It then follows an intriguing trail of how it changed hands, then disappeared for a time only to be reappear in a junkyard twenty years later. The wrecked car was later gifted to Lancia in Italy by the US Lancia Club

for their collection in Turin Italy. Today it is fully restored. A fascinating tale about American car design since 1930!

Since 1899

Vespa

Il Mondo

Approaches in Practice

Alfa Romeo Giulia Coupe GT & GTA

Alleggerita

Designing for GM, Audi, Porsche and Mazda

Autodelta. L'ala veloce dell'Alfa Romeo Le corse della dolce vita Quando si sognava a bordopista Giunti

Dal 1950 al 1970 l'auto diventa simbolo di libertà e successo. Un vortice che trascina i più temerari a correre e la gente a sognare. Il futuro sorride, l'economia da agricola diventa industriale, i giovani vogliono cambiare il mondo e tutto sembra possibile. All'improvviso il sogno diventa incubo e tutto cambia. Nelle corse come nella vita. Protagonisti di quell'epoca d'oro sono piloti professionisti, gentlemen drivers, uomini d'affari, industriali, direttori tecnici e sportivi, nobili, attori e attrici, le cui storie si intrecciano e si rincorrono in questo libro. Gianni Agnelli, Enzo Ferrari, Giannino e Paolo Marzotto, Stirling Moss, Gianni Lancia, Giovanni Volpi, Giotto Bizzarrini, Gianni Bulgari, Henry Ford II, Porfirio Rubirosa, Pedro e Ricardo Rodríguez, Wolfgang von Trips, Fiamma Breschi, Ira Fürstenberg, Romolo Tavoni, Ingrid Bergman, Delia Scala, Sergio Scaglietti, Franco Gozzi, Jo Ramírez, John Surtees, Lorenzo Bandini, Giancarlo Baghetti, Mike Parkes, Carroll Shelby, Lodovico Scarfiotti, Nino Vaccarella, Bruno Deserti, Giulio Borsari, Jackie Stewart, Mike Hailwood, sono solo alcuni dei loro nomi. «Le competizioni di quell'epoca emanavano un alone affascinante e tragico. Erano spettacolari e sinistre, rischiose e mortali e la velocità, in un mondo che andava ancora molto piano, era vissuta come una sfida misteriosa, con l'ombra della morte stesa sull'asfalto, tra le curve, i fossati, i pali del telegrafo, gli alberi a sfiorare le auto. Tutto questo ne accresceva il fascino». Edizione digitale solo testo

FIAT in Motorsport is an in-depth look at Fiat's historical and prestigious involvement in all forms of motorsport from the earliest days of racing right up to the present day. The achievements of the cars and drivers are described in detail, along with many original photographs, sourced from the official Fiat archives. In the early days, before the First World War, Fiat was a major contender in Grand Prix racing, and employed many of the leading drivers of the era. Although it withdrew from Grand Prix racing in 1927, Fiat cars were still to be seen participating in high-profile races, such as the Mille Miglia. In these events most Fiat models were sports editions of the highly successful 'Balilla' range. In 1952 the introduction of the sensational 8V coupé resulted in many racing successes in private owners' hands, while the late 1950s saw the introduction of 'Formula Junior' class of racing and Fiat-engined cars were very successful in the early years. In the 1970s, Abarth, then owned by Fiat, successfully ran the rally team, which resulted in three World Championships. Speed record attempts over the years are also detailed in this fascinating history of Fiat's sporting achievements.

Alfa Romeo Production Cars from 1910

How to Power Tune Alfa Romeo Twin-Cam Engines

FIAT in Motorsport

Pininfarina

Motorcycle Heroes, Trailblazers & Record-Breakers

037- Delta S4 - Ecv - Ecv2

Great Small Fiats

Emphasizing the practical side of Technology and Innovation Management, this book includes significant contributions to the practice of strategizing, management of competences and innovation management. While the findings are research-based, each contribution has 'managerial implications' which cover the recommended implementation.

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.

The Autodelta story, Alfa Romeo's more or less official racing department between 1963 and 1983. A tale of unforgettable victories, of two titles conquered in the World Championship for Marques, but also one of scalding defeats. Great names in the history of motorsport raced in the colours of the team born in the province of Udine and nurtured at Settimo Milanese including Ignazio Giunti, Nino Vaccarella, Andrea de Adamich and Toine Hezemans. All drivers who competed - under the aegis of the incomparable Carlo Chiti - at the wheel of unforgettable cars such as the Giulia TZ, the GTA, the 33 in its various guises, the Alfetta GT rally cars and naturally the less successful Formula 1 machines. All this is revived in a book constructed around painstaking research and illustrated with hundreds of photographs, many of which previously unpublished

Lancia Loraymo

Ferrari Engines Enthusiasts' Manual

Epoca

Alfa Romeo

Il Cavallino Nel Cuore

Lancia Rally Group B

Alicia Mariah Elfving, founder of TheMotoLady.com and the Women's Motorcycle Show, dishes profiles of more than 70 women past and present who ride and wrench as well as anyone, and in the process have proven every bit as indispensable to maintaining and growing a positive motorcycling culture.

engineering and design history of Lancia, an Italian automotive company through the papers of one of their leading engineers, Francesco De Virgilio. A look at the design process from inside the company; also includes detailed Lancia family history as owners of the company; a look at post-war Italian industrial processes, from a broad based cultural perspective.

Here is a fact and picture-packed book dedicated solely to the Giulia GT in all its forms including the fabulous lightweight GTA racer. Packed with illustrations, the book tells the story of the Giulia from Giugiaro's drawing board to the roads and racetracks of the world. Also included is practical advice from leading experts on buying, restoring and caring for Alfa's classic Coupe. About The Author: John Tipler is a professional motoring journalist who has contributed to a number of leading magazines and has several automotive books in print. John has been Press Officer for John Player Motorsport and also worked in the Press Office at the famous British motor racing circuit Brands Hatch.

Modo

Alfa Romeo TZ-TZ2

Born to win

Ferrari 1000 GP

At the Center

Autodelta. L'ala veloce dell'Alfa Romeo

Alfa Romeo All the Cars

Having left motor racing in the early 1950s - at least officially - Alfa Romeo returned to the sport once again at the start of the following decade due to the commitment and enthusiasm of Autodelta. This Alfa offshoot distinguished itself by preparing and racing about 30 of the manufacturer's different cars that really did make history. Among them, the Giulia TZ holds a place at the head of the crowd. It had a 1.5-litre, 113 hp engine from the Giulia SS, front and rear suspension of modern conception, disc brakes and an especially bold body shaped by Zagato on a modern tubular chassis. Those were the strong points of this car, which scored results of absolute prestige in its brief career at Sebring, in the Targa Florio, the 24 Hours of Le Mans and the Tour de France. Vito Witting da Prato, already the author of a meticulously written book on the Alfa Romeo SZ, covers the winning, human, technical and sporting factors of this unforgettable car in a monumental work. A book which, to the precise text and painstaking historical reconstruction, has been added illustrations of previously unpublished pictures and technical designs by Autodelta.

This heavily illustrated book describes for the first time the technical development of the Maserati A6G 2000. In 1950, Maserati replaced its first production car, the two-door A6 1500, with a second series: the A6G 2000. Customers could choose from several designs: a bulky design by Pininfarina, a muscular one from Allemano, the glamorous Coupés and Spyder versions by Frua, and the eccentric Coupé by Vignale. All of these versions were slightly different and were among the rarest and most expensive cars of their time. This heavily illustrated book describes for the first time the technical development of the A6G 2000, while also telling the individual histories of each of the versions, chassis by chassis.

Revised and updated to 2007, "Alfa Romeo - Production Cars" was first published in 1996, written by two experts: Stefano d'Amico (President of RIAR, the Alfa Romeo Italian Register) and Maurizio Tabucchi (consultant at both RIAR and ASI, the Italian Vintage Automobile Association). This fascinating story of Alfa Romeo's cars is told model by model by a text that results from precise reconstruction of the facts, enriched with detailed technical specifications (chassis numbering included) and rare archive illustrative material. All of Alfa's recent production can also be found in the book, starting with the 155, the last car in the previous edition, the following 156, 145, 146, 147, 166, 159, up to the last "Brera" and "Spider"; A long-awaited new edition that no Alfa Romeo fan should miss. Written in English and Italian.

Gulf 917

Giornale ed atti della Associazione tecnica dell'automobile

90 Anni / 90 Years

The Complete Book of Moto Guzzi

Alfa Romeo DOHC Engine High-Performance Manual

Maserati A6g 2000: Frua - Pininfarina - Vignale - Allemano

100th Anniversary Edition Every Model Since 1921

A unique Ferrari book, Ferrari Engines Enthusiasts' Manual offers a rare insight inside 15 iconic Ferrari engines. Featuring never-seen-before photographs of the engine internal components, this book provides a chronological tour of Ferrari's engine-building heritage.

Ferrari Engines Enthusiasts' Manual is a 'must-have' for Ferrari 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 indispensable 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.

In deciding which models to choose for inclusion in this book selected from Fiat's huge inventory, the author concentrated on three

criteria - greatness, size and emotion. Where size is an easy parameter to qualify, greatness is more complicated because it is a combination of both the manufacturer's and the public's opinion. A car that is highly regarded by the public may not have been a commercial success and vice versa. A truly great car is one that works well for both parties. Emotion may be considered to be an element of greatness in that the public's 'love' for a car is a fantastic benefit for a manufacturer and must be treasured. Fiat have made the mistake of 'improving' an icon on several occasions only to find that public opinion went against them. Fortunately Fiat has been magnanimous enough to respond by giving the car buying public more of what it wants. As long as they continue to do so then Fiat's reputation as the world's greatest small car manufacturer is set to continue. The author chose the Topolino as the starting point as the car fulfils all the criteria and it was the first Fiat built in the late 1930s to satisfy the Italian public's new-found desire for mobilisation. The old conventions of car production were turned upside down with the arrival of the 600 which revolutionised car production techniques and maximised on passenger space and performance at minimal cost. These principals continued via a succession of models which include the 500, 850, 126, 127 through to more recent models like the Cinquecento and Seicento. Running in parallel with these 'cheeky' Fiats, this book covers a range of slightly larger cars that were built in huge numbers. Though rather staid in appearance, the 1950s Millecento was family transport for millions of Italians covering three decades, four when the Indian-built cars are included. Similarly the 128, Panda and Uno were 'the' Italian small cars of the '70s, '80s and '90s. Nuova Panda carries the banner to the present day.

Ford GT

The Alfa Romeo Tradition

Alboreto. Gasoline in the Veins

Alfa Romeo Racing 1963-1983

Quando si sognava a bordopista

Museo Storico Alfa Romeo

The MotoLady's Book of Women Who Ride

The Group B cars marked one of the most thrilling yet most tragic periods in the history of world rallying and beyond. The 037, the S4, the EVC and the ECV2, "ephemeral player" of a still-born Group S, were the unforgettable protagonists of the 1982-1986 seasons that for the Lancia marque were constellated by a series of World, European and Italian titles, but also by terrible accidents that cost the lives of Attilio Bettega, Henri Toivonen and Sergio Cresto. Sergio Remondino, a historic journalist and great expert in the multifaceted field of rallying, traces that unforgettable era, year by year, through a text rich in anecdotes and thanks to the contribution of the engineer Sergio Limone, one of the artificers of the Group B cars. This invaluable book is completed by the evocative images of Reinhard Klein, one of the most successful rallying photographers. On the occasion of the 90th anniversary of Pininfarina, a marque synonymous with style and elegance applied to car design, Pininfarina is a book that surveys, for the first time, the entire output of the Turin coachbuilder, model by model. Produced in close collaboration with the company, it draws on invaluable photographic material accompanying brief contextualising texts. Tracing the history of Pininfarina from its origins to the present day entails reviewing some of the most iconic models in automotive history: from the numerous Ferraris bodied by the historic partner of the Maranello firm to cars such as the Cisitalia 202, the Lancia Aurelia, the Alfa Romeo Duetto and 164, the Maserati GranTurismo through to the current models born under the aegis of the Indian firm Mahindra. The book also covers the numerous Pininfarina concept cars that have written glorious pages in the history of design, raising the bar every time in terms of the excellence of the car product.

The Complete Book of Moto Guzzi: 100th Anniversary Edition, Every Model Since 1921, written by respected motorcycle expert Ian Falloon, offers enthusiasts a thorough review of Guzzi's storied 100-year history via all of its production models. The oldest European motorcycle manufacturer in continuous production, Italy's Moto Guzzi has built some of the most iconic motorcycles ever produced. Established in 1921, the company is one of the most traditional motorcycle makers and also one of the most innovative. Carlo Guzzi's first engine design, a horizontal single, defined Moto Guzzi's road-going motorcycles for the company's first 45 years. In the 1950s, Moto Guzzi experienced tremendous success in Grand Prix motorcycle racing. Today, Moto Guzzi has a higher profile than ever, thanks to its popularity among enthusiast celebrities like Ewan McGregor. This new edition of The Complete Book of Moto Guzzi includes a 100th anniversary introduction, new photography, and additional pages to cover the newest models from 2018 to 2020. All of Moto Guzzi's production models are covered in detail, including the groundbreaking Falcone, the V-8 Grand Prix racers, the V7 Sport, the Ambassador, the Eldorado, the Le Mans, the Daytona, right up to today's the complete range of modern bikes including the V7, Griso, Stelvio, and V9. Celebrate a century of iconic Moto Guzzi machines, model by stunning model.

Alfa Romeo. Una favola moderna. Un breve viaggio nei cento anni di storia che ci hanno restituito la leggenda dell'Alfa Romeo. Con CD-ROM

High Performance Two-Stroke Engines

How Ford Silenced the Critics, Humbled Ferrari and Conquered Le Mans

Carrozzeria Touring Superleggera. Ediz. Inglese

The Catalogue

*Managing Innovation Driven Companies**Autodelta*

The most comprehensive and up-to-date catalogue of the Vespa ever compiled, featuring all the models and versions produced to date, listed year by year through a series of files illustrated with invaluable archive materials and accompanied by detailed technical information. Vespa is an overview unique in its completeness and wealth of data, a resource of particular interest to those who still ride Vespas today, to collectors and to all those who have a place in their heart for the Vespa. The celebrated scooter, born at Pontedera in the immediate post-war years inaugurated a new era of personal mobility, taking on diverse roles with the passing of the years: from a vehicle for out-of-town trips to a symbol of aggregations, from an emblem of freedom to a design icon, from the queen of calendars to a star of competition, without ever losing sight of its primary function, that of the "urban" vehicle par excellence. Over the course of the years, Piaggio has produced dozens of models, from the overtly utilitarian to the most sporting and through to the Vespa Elettrica of today.

An English Car Designer Abroad is the humorous and personal account of a life spent working on the design of some of the world's best known cars. Commencing his career as a designer at Vauxhall Motors, Luton in 1973, Peter Birtwhistle then left the UK in 1977 to take a position abroad, at Audi in Germany, where he lived for the rest of his working life. From Audi, his career took him to Porsche in Stuttgart, and eventually, in 1988, to the Japanese company Mazda, with whom he would help develop a Design Centre close to Frankfurt, eventually becoming Chief Designer for Mazda Motor Europe. During his career, Birtwhistle was involved in the design of some very significant cars and in his work and travels, crossed the paths of many significant personalities from the car industry. Car design has changed enormously since the time he commenced his career, and for Birtwhistle it was clear, his story needed to be documented before it was lost in time. Featuring original photographs and illustrations from the author's own collection, this highly humorous and very personal story creates a fascinating collage of anecdotes and historical facts, not only from the secretive world of car design, but also his private life.

The story of Alfa Romeo, the prestigious Italian marque which created some of the most memorable cars of all time during its 100 year-plus history, is told by specification after specification in a "virtual gallery" of many of the models produced by the company, both road-goers and racers. The 1750 GS of the 1930s, the 8C 2900 B, the Giulietta, the Giulia, the 33s, the Alfettas right up to the most modern 8C Competizione are just some of the cars that find a place in this long catalog in which the illustrations of Michele Leonello, the authoritative car designer, come together with the words of Lorenzo Ardizio, the expert on the history of Alfa Romeo.

Lancia and de Virgilio

Il Libro Ufficiale/the Official Book

And the Loewy Logic of Industrial Design

cuore sportivo : la storia, lo sport, le granturismo

All the Models

Exactly 100 years ago in 1910 at Portello on the outskirts of Milan, a new company was established in the still young world of motoring of the period: Alfa Romeo. A name which, in those 100 years, has become synonymous with cars, so important has its presence been both on the industrial and sports fronts as well as culturally. In this long period of time, the celebrated Italian marque brought to life cars that have entered by right into the history of the automobile and not only that of Italy, like the 1900, the Giulietta and the Giulia. Yet at the same time the company was able to write its own unrepeatable pages in the annuals of motor sport, winning all the most important races: from the Mille Miglia to Le Mans, from the Tourist Trophy to the World Sports Car Championship. An epic about which just almost everything has been written; but this volume by a great authority on the subject in Maurizio Tabucchi aims to be a tribute to this tremendous story, told above all by pictures, many of them previously unpublished, and supported by brief but exhaustive texts.