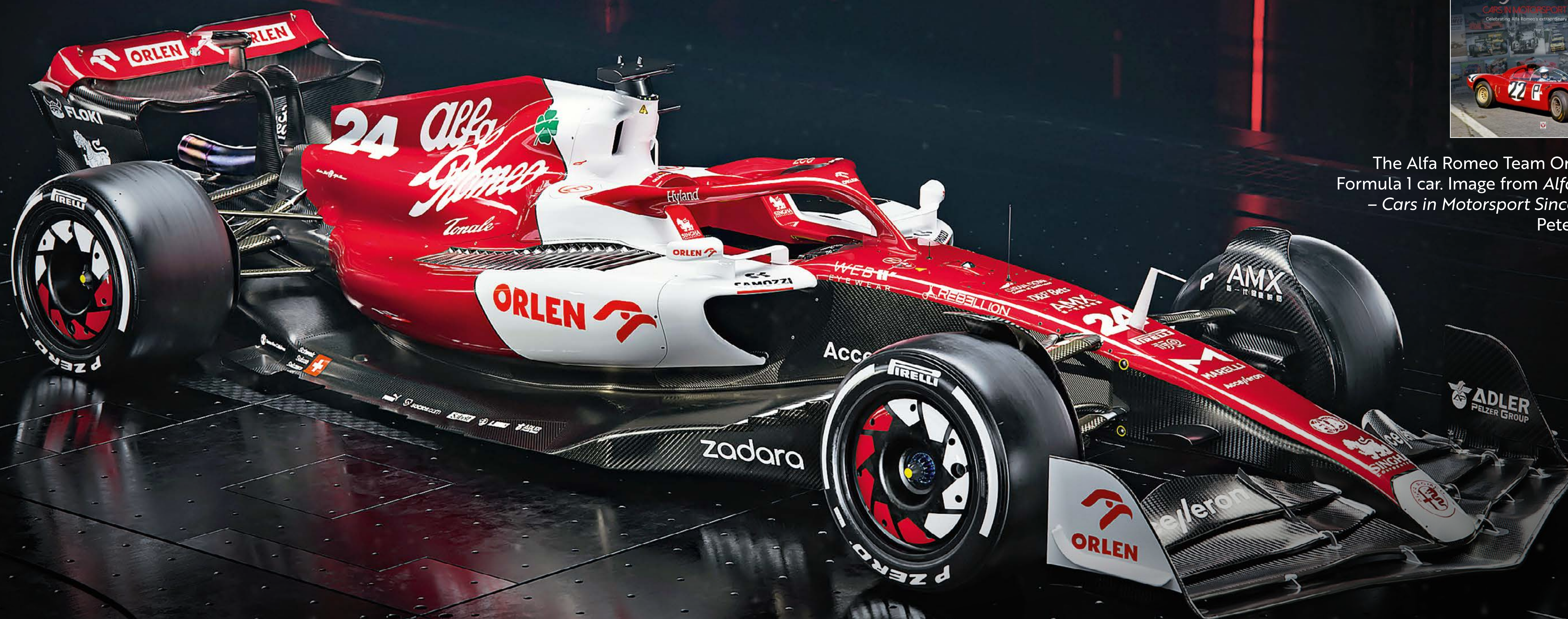




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The Alfa Romeo Team Orlen 2022
Formula 1 car. Image from *Alfa Romeo
– Cars in Motorsport Since 1945* by
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Volvo Cars

1945-1995

A Pictorial History

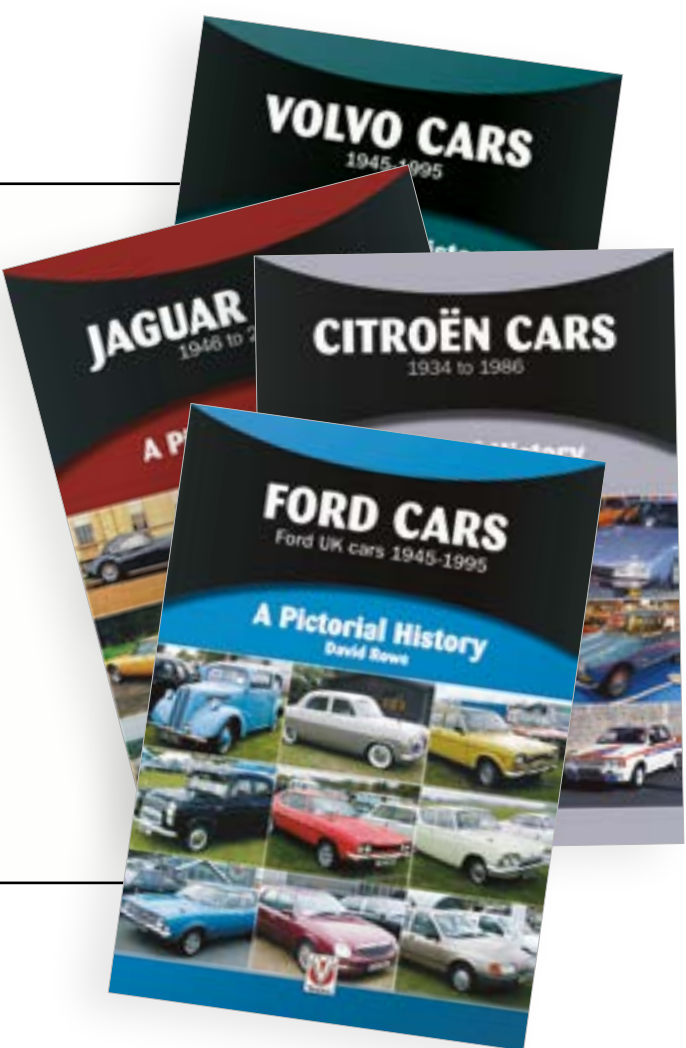
By Trevor Alder

Each Volvo model (1945-1995) has been painstakingly researched for this book detailing body derivatives, production changes, technical information and hundreds of photos and diagrams, plus how the ever-changing advertising was used to promote each model. Profusely illustrated throughout, this is a worthy addition to the *Veloce Pictorial History* series.

A comprehensive pictorial history of Volvo cars produced from 1945 up to and including models in production in 1995, this really is the 'go-to' publication if you need to compare specific models.

This book is a trip down memory lane for any post-war car enthusiast with fantastic illustrations from several sources, including line drawings, black & white and colour period photos, including interior detail. All models are covered including saloons, sports derivatives, limited editions, estates and coupes. A section on motor sport achievements and TV/movie appearances is included, along with contemporary advertising headlines, complementing the historical content, technical specifications, key production changes and build figures.

The *A Pictorial History* series is a range of lavishly illustrated, highly detailed guides covering auto makers from the 19th and 20th century. Every guide includes extensively illustrated full model-by-model comparisons, and features model histories, highly detailed descriptions including dimensions, engine specifications, colour and trim options – even feature gear-shift gate patterns and dashboard layouts in some guides, making for a great visual reference.



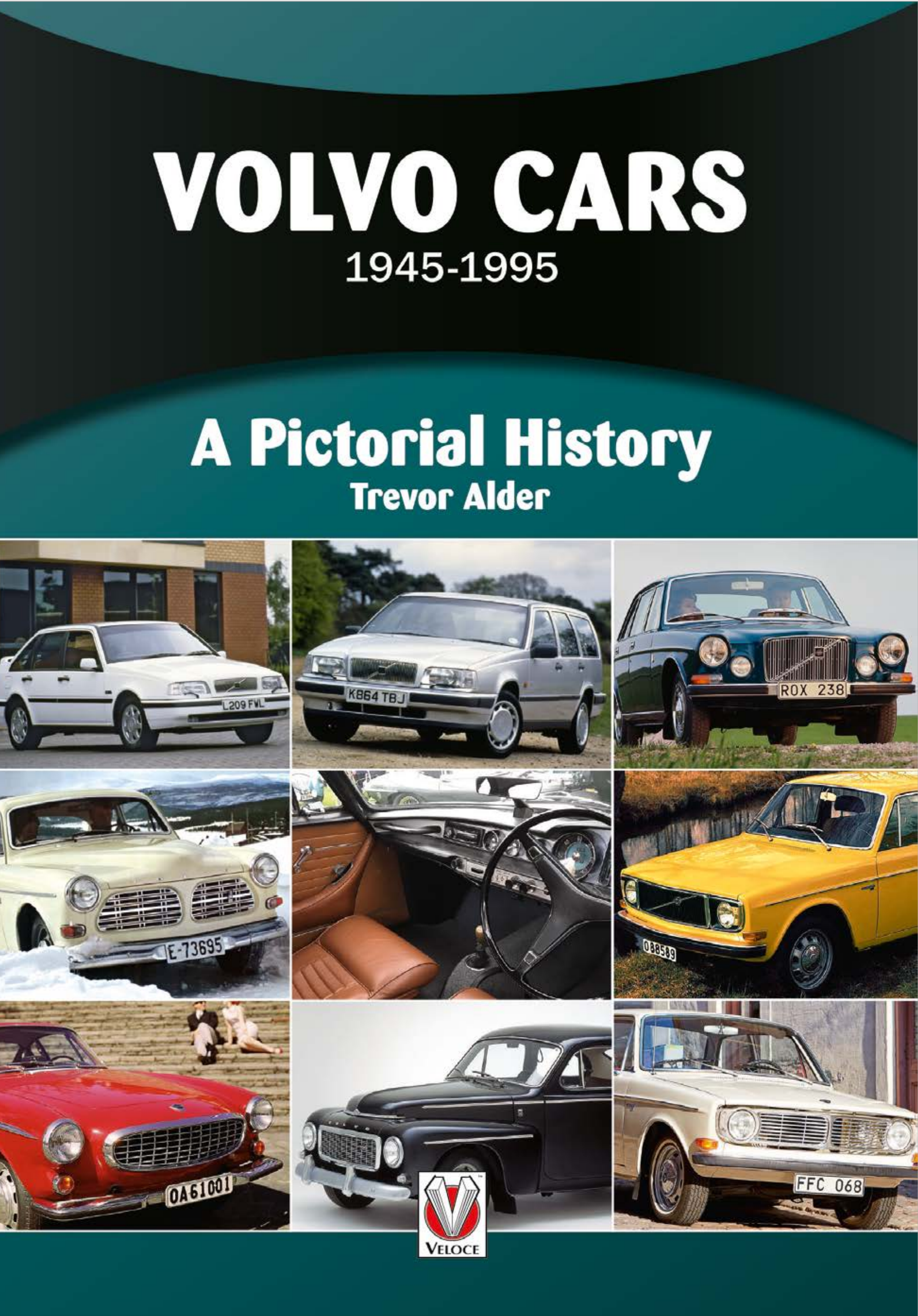
Trevor Alder learned to drive and passed his driving test in a 145E, and has previously written and compiled several motoring publications from his massive self-indexed magazine archive. This is a bookshelf-must for anyone interested in a slice of Volvo motoring heritage.



- Illustrated history of all Volvo cars produced between 1945 and 1995
- Brief history of each specific model with key production changes
- Each model fully described with several annotated illustrations
- Comprehensive technical specification for each model, dimensions, weights, engines, performance
- Military applications
- Key achievements in motor sport
- TV show and movie appearances described
- Both interior and exterior diagrams and photographs
- Media advertising slogans for each model
- Comprehensive index



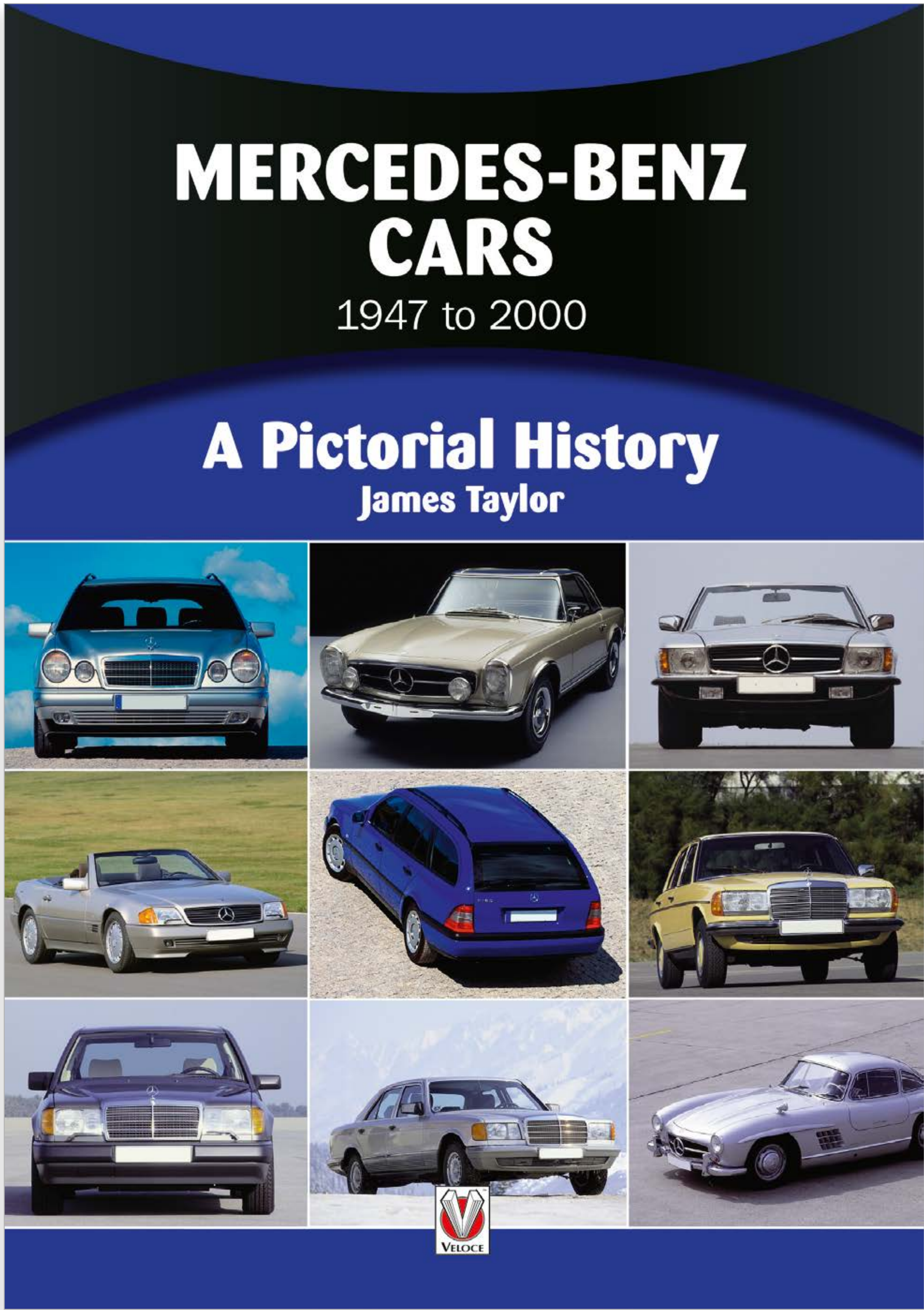
ABOUT THE AUTHOR

Trevor Alder was born in the 1960s, raised and educated in Essex, England, and was eagerly involved in the family horticultural business from a young age. He moved on to become a technical author in the data communications business, first with Marconi then BT. He now works in the electricity distribution industry. Trevor has been an eager collector of historical printed material from a young age, which has led on to the publication of several books. His collection includes full runs of several UK motoring, as well as a collection of early Range Rovers. In 2006 he and his father self built a six-wheel Land Rover which they drove to the Sahara desert and back. Trevor was also responsible for the Transport Source Books road-test reprint book series back in the 1990s. He is married with grown up children, and enjoys photography, cycling and a new hobby: driving his electric cars.



PRICE £19.99 UK  \$30 USA 
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Mercedes-Benz Cars

1947 to 2000

A Pictorial History

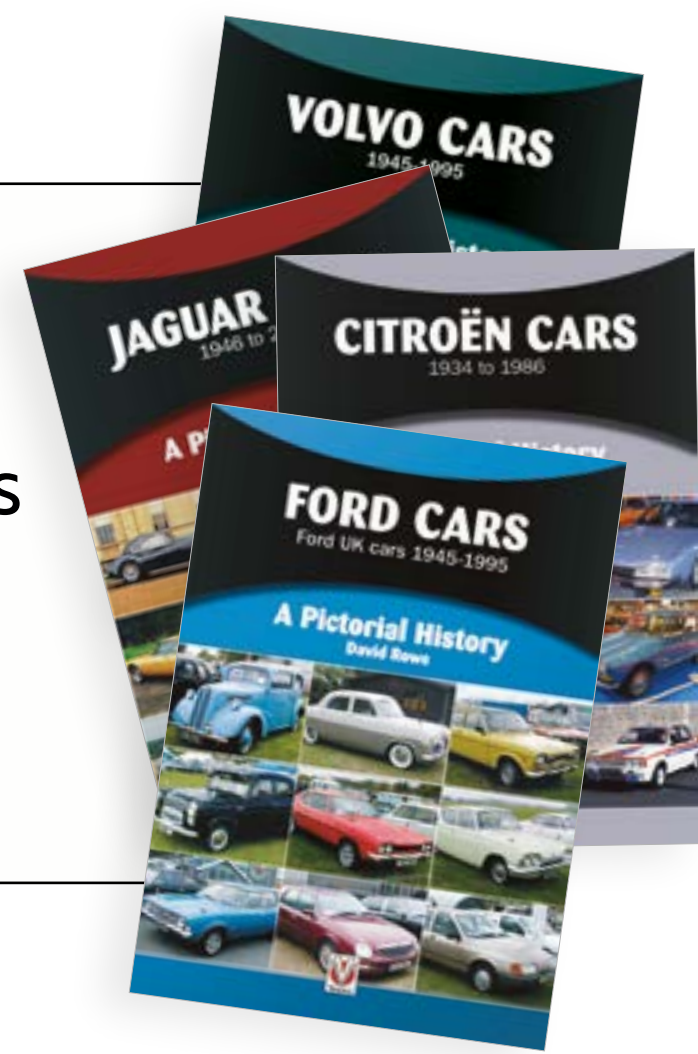
By James Taylor

This latest addition to Veloce's *Pictorial History* series provides full model specifications for all Mercedes-Benz models from 1947 to 2000. An essential reference book and authenticity guide for all Mercedes-Benz enthusiasts.

Beginning with Mercedes' revived pre-war cars in 1947, *Mercedes-Benz Cars* divides the model ranges into different types – saloons, luxury models, coupés, roadsters and so on – and examines them in chronological order, right up to 2000, by which time Mercedes had embarked on a different course.

With model-by-model descriptions and detailed technical information, this book will be a great resource for all Mercedes-Benz enthusiasts. It features over 200 photographs, and delves into

The *A Pictorial History* series is a range of lavishly illustrated, highly detailed guides covering auto makers from the 19th and 20th century. Every guide includes extensively illustrated full model-by-model comparisons, and features model histories, highly detailed descriptions including dimensions, engine specifications, colour and trim options – even feature gear-shift gate patterns and dashboard layouts in some guides, making for a great visual reference.



the histories and specifications of nearly 40 different model ranges, explaining their origins, outlining their production changes, and providing production figures for individual models where these are available.

- Photographs of each model, showing variations and comparisons
- Detailed technical specifications for each Mercedes-Benz model from 1947 to 2000
- Background information on model designs and development
- Details of colour options and special features
- Styling and design notes
- A one-stop guide for identification and authenticity checks
- Production numbers stated where available
- A comprehensive reference book for Mercedes-Benz enthusiasts

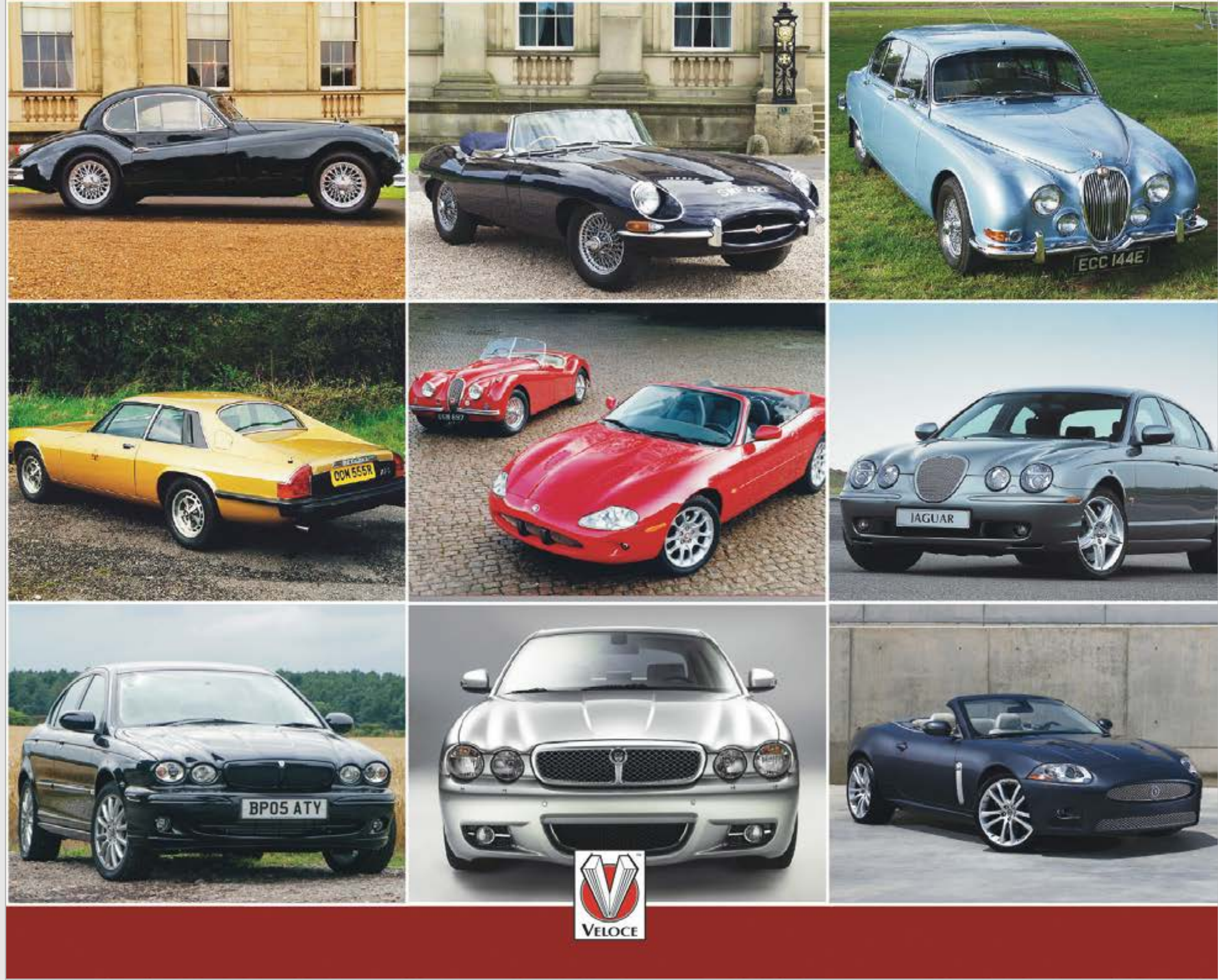
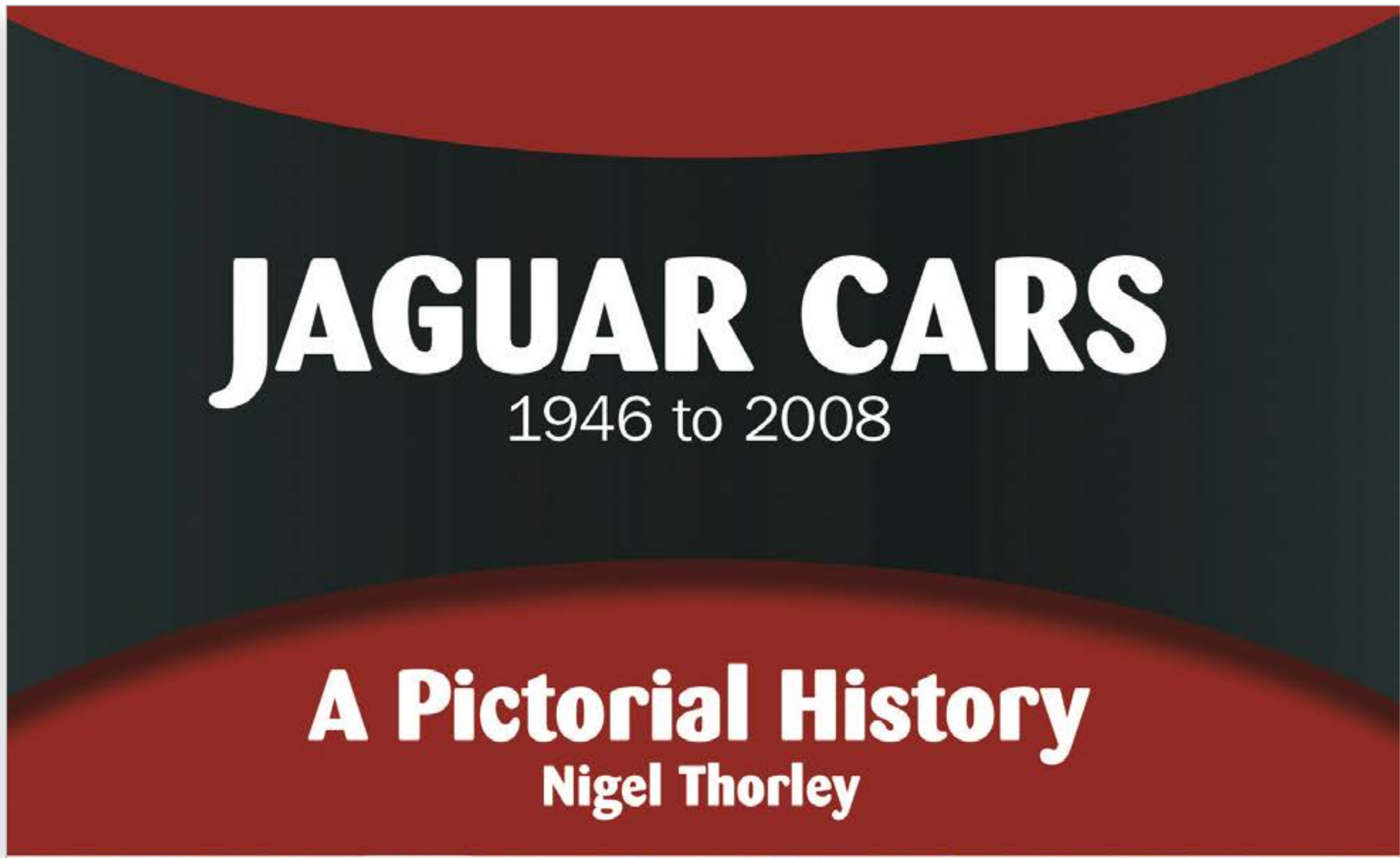


ABOUT THE AUTHOR

James Taylor graduated from Oxford and pursued further academic studies at Reading, before spending 12 years working in central government. But the lure of writing about cars – which he was doing in his spare time – proved too great and he decided to turn it into a career. James has written well over 100 books and spent ten years as the editor of *Land Rover Enthusiast* magazine. He has written very widely for both magazines and books on motoring subjects, but has specialised in the history of Rover cars and Land Rovers ; he continues to write for the motoring press both at home and abroad. He has several automotive books published by Veloce, including: *Rover V8 – The Story of the Engine* ; *Land Rovers in British Military Service* ; *Land Rover Emergency Vehicles* ; *Rover Cars - A Pictorial History* ; and some *Essential Buyer's Guides* for the Range Rover and Land Rover Discovery.

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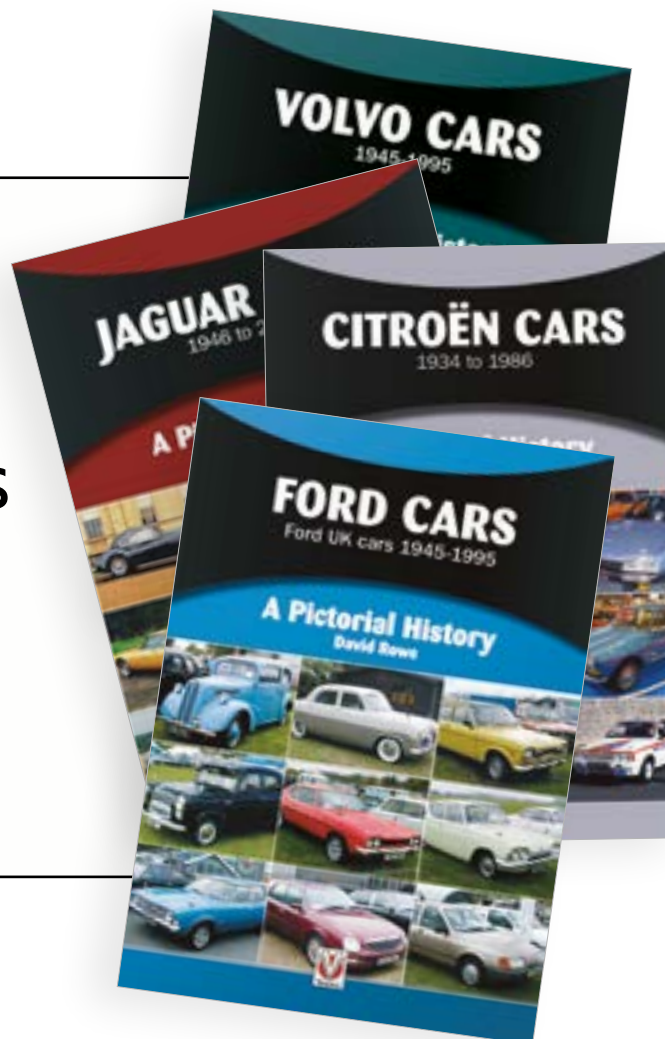
Jaguar Cars

1946 to 2008

A Pictorial History

By Nigel Thorley

The *A Pictorial History* series is a range of lavishly illustrated, highly detailed guides covering auto makers from the 19th and 20th century. Every guide includes extensively illustrated full model-by-model comparisons, and features model histories, highly detailed descriptions including dimensions, engine specifications, colour and trim options – even feature gear-shift gate patterns and dashboard layouts in some guides, making for a great visual reference.



An on-the-spot information resource for Jaguar cars from 1946 through to 2008. General model information, specifications and other production details for each model are given in chronological order, making the information you are looking for easy to find.

With model-by-model descriptions and detailed technical information, this is a great resource for all Jaguar and automotive enthusiasts. This *Pictorial History* contains hundreds of photographs, obtained by the author during his years involved in the Jaguar Drivers Club and Jaguar Enthusiasts Club as well as those provided by the Jaguar Heritage archives.

Included in this guide are detailed model-by-model comparisons, including changes in model production; extensive illustrations, both

colour and black & white photographs; body and interior styling identification and differences, along with colour schemes; detailed technical information and specifications; standard and optional equipment details; dashboard instrument layout drawings and photographs; roduction figures as a total or individual model where available

- An illustrated guide to all cars made by Jaguar from 1946 to 2008
- Full model specs for each vehicle
- A useful identification and authenticity reference for all Jaguar models
- A nostalgic look at the Jaguars of the past
- Colour photographs of each model
- A thorough delve into the world of Jaguar's classic luxury cars

ABOUT THE AUTHOR

Nigel Thorley is a well-regarded motoring historian with a particular interest in the Jaguar marque. Brought up on the marque through Jaguar ownership in his family, Nigel got his first Jaguar at 18 years of age, and to date has owned 70 Jaguars, including 16 MkIIs. His knowledge and expertise of these cars is widely recognised, and he has written over twenty titles on the marque, has contributed to TV and radio programmes, and regularly provides talks and seminars on the cars and the company. A founder member and Director of the Jaguar Enthusiast's Club, Nigel was also Editor of the Club's prestigious *Jaguar Enthusiasts* magazine for nearly 40 years.



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ABOUT THE AUTHOR

Peter Collins was born in London and has been a motoring writer and photographer for over fifteen years. He has a lifelong interest in motorsport and racing history, and has been attending events worldwide since 1965. Co-founder and now editor-at-large of magazine Auto Italia, he also contributes to other European and American publications and websites, and has recently become European editor of website Retrospeed. Peter lives in south London with his partner, Liz, and cat, Darcy. He travels extensively throughout the year, covering motoring events of all disciplines and maintaining his close ties. This book is a continuation of his previous volumes, which display his long-held passion for motorsport..

Alfa Romeo Cars in Motorsport since 1945

Celebrating Alfa Romeo's extraordinary sporting legacy

By Peter Collins

This book celebrates the extraordinary sporting legacy behind the name Alfa Romeo, and is a unique record of every model of Alfa Romeo associated with official and, at times, not so official Alfa sporting achievements from 1945 to the present day. A photographic journey, featuring many rare period photographs.

This book celebrates the extraordinary sporting legacy behind the name Alfa Romeo, and is a unique record of every type of Alfa Romeo associated with official and, at times, not so official Alfa sporting achievements from 1945 to the present day.

This photographic album and record consists entirely of period photographs, many previously unpublished, with a full

description of each car's sporting achievement, and is the result of many years of research.

- A unique and comprehensive overview of every Alfa Romeo used in motorsport
- Covers the period from WW2 to the present day
- The definitive work on Alfa Romeo in motorsport
- Sets out the importance of Alfa Romeo as a marque
- A thorough examination of the history and heritage of Alfa Romeo
- Illustrated only with period photographs, many extremely rare



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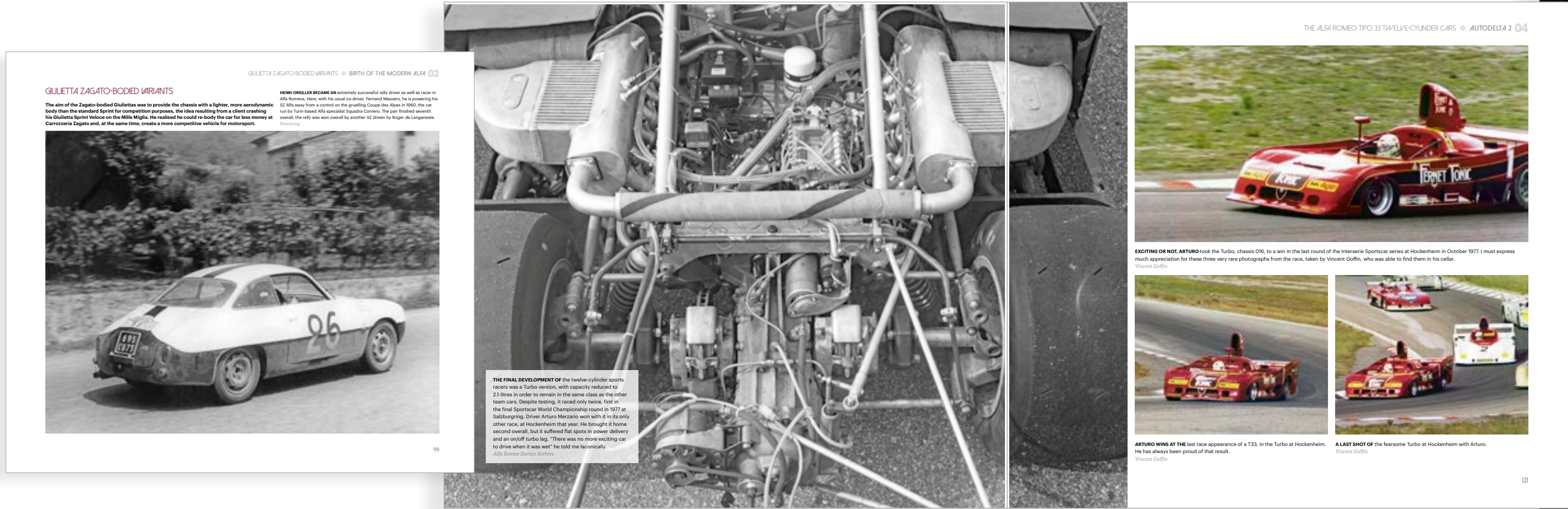
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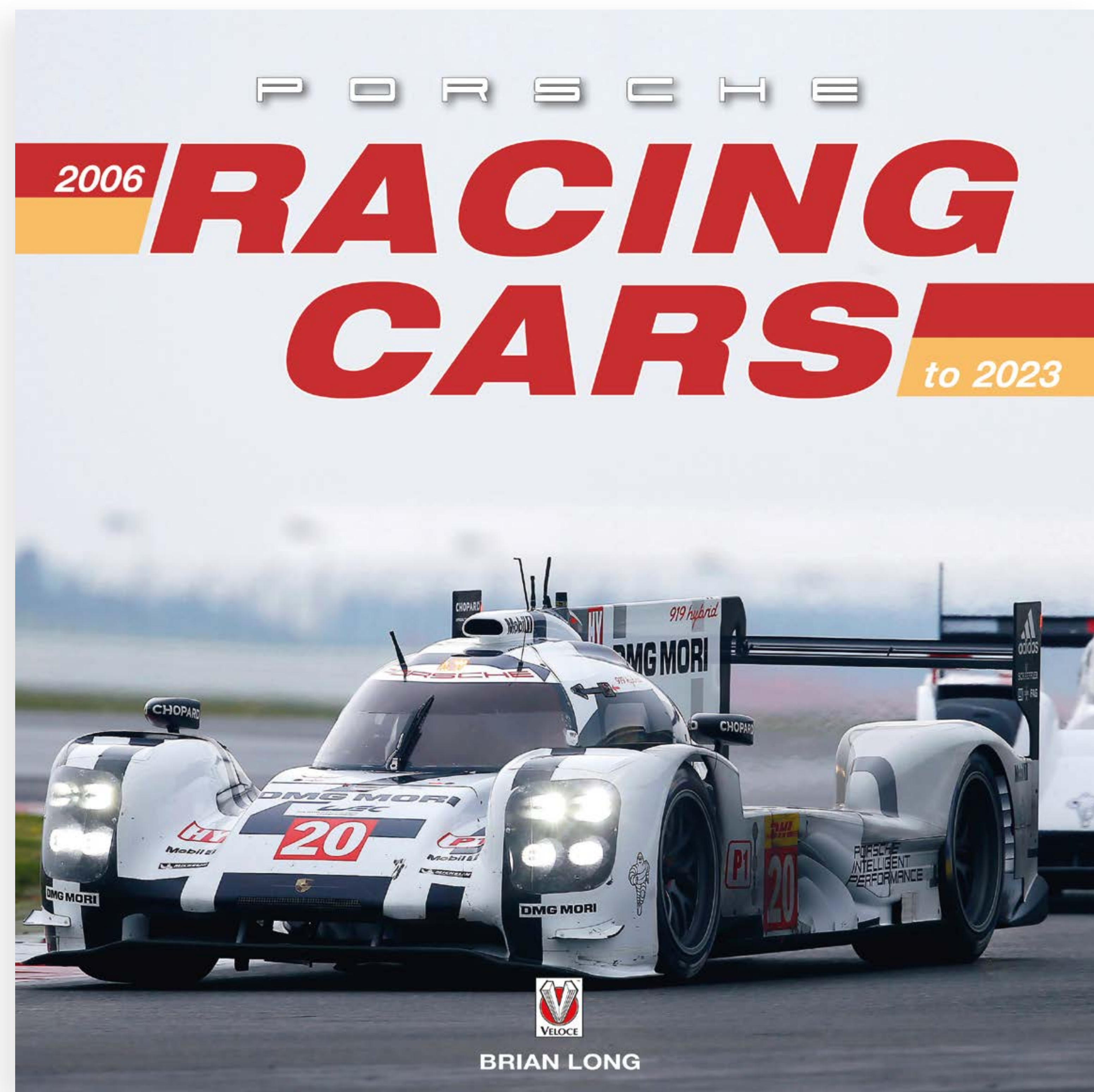
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Porsche Racing Cars

2006 to 2023

By Brian Long

PORSCHE – RACING INTO MOTORSPORT HISTORY!

The full history of Porsche's racing cars from 2006 onwards, this is the third book in the series, bringing the story right up-to-date.

This the third volume in a definitive history of Porsche's racing cars, brings the Porsche racing story up to 2022 and the present. Illustrated throughout with contemporary photography sourced from the factory, this book serves as the perfect record of Porsche's motorsport exploits from 2006 onwards.

Written by an acknowledged Porsche expert, with the full co-operation of the factory.

- Written by an acknowledged expert on the marque
- Written with the full co-operation of the factory
- A third volume in the acclaimed Veloce *Porsche Racing Cars* series
- Another important building block in Veloce's Porsche reference library
- Each racing car from 2006 onwards looked at in detail
- Covers customer cars as well as the works machines
- Stunning contemporary photography throughout
- Handy reference sections, season by season
- All major races covered worldwide
- The perfect book for all Porsche and motorsport enthusiasts



ABOUT THE AUTHOR

Born in Coventry, once the heart of Britain's motor industry, Brian comes from a family with a proud heritage in the automotive and aviation fields. He trained as a mechanical engineer, and worked for a time at his father's garage. Brian became heavily involved in the classic car scene at 19, and says he turned to writing by accident. He now writes full-time and, since 1990, when his first book was released, he has had over 80 titles published. Brian and his wife, Miho, have two children, and currently live in Chiba, close to Tokyo. His main interests outside of cars include old cameras and bicycles, and the family's love of Thoroughbred horses.



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[www.veloce.co.uk/store/
BMC-1100-1300-ADO16-p635132254](http://www.veloce.co.uk/store/BMC-1100-1300-ADO16-p635132254)



Veloce's *Great British Cars* series is a nostalgic look at everyday cars fondly remembered by the British public, and were once were a common sight on UK roads. Each book brings back to life, in words and pictures, a favourite car from the past, the series ultimately building into an essential library recording Britain's motoring heritage.

BMC 1100/1300 (ADO16)

Austin, Morris, MG, Riley, Wolseley & Vanden Plas models

Great British Cars

By Matthew Vale

ADO16 was the code name of the Austin Morris 1100/1300 range of cars. This book details the complete range of main models and their MG, Riley and Vanden Plas derivatives. It looks at the mechanical design and development, as well as placing them in context within both BMC and the market.e.

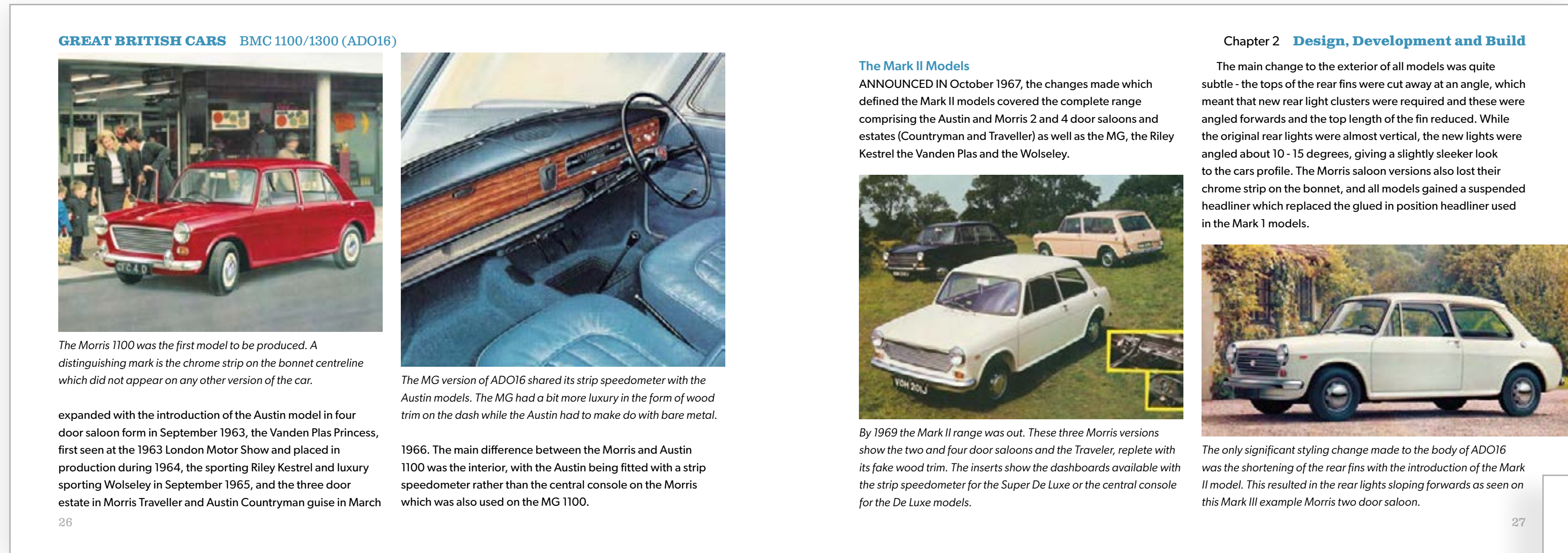
This book is something of a celebration of the ADO16. Back in the day these cars were best sellers: they gave lots of British families their first truly modern, stylish and practical car, and were reliable, economical and roomy all-rounders.

With over a million cars sold in the UK between 1962 and 1973 the ADO16s were pretty much the 'Universal British Cars' of the time and were present in every city, town, and village, and on every country road and trunk route in the '60s.

So let us and this book celebrate one of the British Motor

Industry's forgotten successes, the car that built on the success of the Mini to provide Britain and the rest of the world with a little gem of a motor, which was the perfect family saloon car of the time.

- An enthusiast's guide to the ADO16 range, covering:
- The BMC range in 1962
- Badge engineering and model positioning
- ADO16 development teams
- Model developments - the Mark II and Mark III models
- Technical description of the body shell
- Technical description of the 'A' Series engine and transmission
- Technical description of the Hydrolastic suspension system
- Model by model descriptions: Austin, Morris, MG, Riley, Wolseley, and Vanden Plas
- Owning and running ADO16, including owners' impressions



GREAT BRITISH CARS BMC 1100/1300 (ADO16)

luxury Vanden Plas Princess model was introduced in 1964, and the sporting and luxury (but not as luxurious as the Vanden Plas Riley and Wolseley models were added in 1965. The six model range neatly covered all the bases, providing a wide choice of trim levels, ranging from utilitarian through sporty and up to luxurious, as well as appealing to the small number of die hard marque fanatics.

ADO16 Development Teams

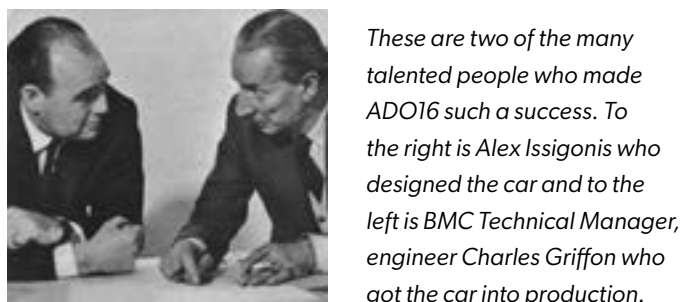
THERE WERE two men behind the initial design of ADO16 - Alex Isgronius, BMC's chief designer who designed the car layout and body shell with its extremely spacious interior and Alex Moulton, who was responsible for the interconnected fluid and rubber sprung suspension which gave ADO16 its superb ride. The third person behind the success of ADO16 was BMC engineer and Technical Manager Charles Griffin, who led the team that bought ADO16 to production reality. Design of ADO16 began in 1958, as one element of the BMC plan to update its model range with ADO16 the Mini ADO16 (the 1100) and ADO17 (the 1800 'Landcrab'). In order to achieve this plan, BMC also embarked on an expansion plan of the physical infrastructure of BMC to provide new or refurbished factory space for the production of the three new cars.

Key to the design of all three cars was the aim to have a transverse engine with its gearbox in the sump, front wheel drive and a wheel at each corner to achieve the maximum



When the MG version of ADO16 was announced it was justifiably touted as the most advanced MG ever. Its performance and practicality was probably unique at the time. Initially only the export markets (mainly the US) got the two-door model hence the left hand drive shown on this early brochure.

amount of interior space for a given size of car. In order to get the car to production there were two teams under Griffin, one taking on the body design the other the chassis. Chassis design was done by Alan Webb and Bob Shirley and covered the installation of the engine, gearbox, cooling system and



With teal Blue paintwork John Morris's 1300GT a lovely example of the last model introduced. Only in production for a few years the 1300GT was a fitting swansong for the performance versions of ADO16.

By the introduction of the Mark II models the range had

ABOUT THE AUTHOR

Matthew Vale has been writing books on classic British motorcycles and cars since 2004. Now retired from day-to-day work in the IT industry, in which he was a Chartered IT professional specialising in computer security, he now devotes his free time to classic car and bike restoration, writing classic motoring books and articles, and spending time with his wife and family. In the past he has run such diverse classic cars as a Triumph Spitfire Mark III, MGB, Triumph Stag and a Lotus Elite, as well as restoring and riding classic bikes including the Triumph Bonneville, Norton Commando and BSA Lightning. With a lifelong fascination for glass fibre bodied cars (stemming from early holiday jobs at various glass fibre factories), and ownership of many rusty cars, he is currently carrying out a nut and bolt (and glass fibre) restoration of two Lotus Elan Plus 2s.





ABOUT THE AUTHOR

Roy Smith’s keen eye for detail was developed during a 40-year career in sales and marketing. Having written for club magazines during the 1960s, interviewing notables of the time, when Roy retired from business in 2003, he decided to turn his attention to writing about motor sport, and now has six previous works to his name, as well as continuing to contribute specialist articles for websites and magazines worldwide. As with Roy’s previous titles, his aim with this book is to provide a good read to newcomers and hardened enthusiasts alike. Previous titles by Roy Smith include: *Alpine & Renault - the sports prototypes* (two volumes), *Alpine & Renault- the development of the first Turbo Formula 1 cars*, and *Amedee Gordini - a true racing legend*.

PORSCHE
THE RACING 914S

By Roy Smith

Forewords by Hurley Haywood, three-time winner of the Le Mans 24 Hours, twice IMSA GT Champion, and Günter Steckkönig, test driver and multiple GT class winner with the 914/6 in Europe in the 1970s

The first comprehensive study of the 914 Porsche in competition Covers the complete development of the factory GT cars Demonstrates the development of the 914 privateer cars Includes many constructor and driver details from interviews Brings new information, new images, and many surprises from behind the scenes Shows the true, little known performance of the 914 Reveals the sheer volume of podium positions achieved Raises the awareness of a forgotten model, that was thought out-of-step with Porsche thinking Explores the myths, bad vibes, politics, and what might have been, had the car been properly developed Shows how the American racers truly made the 914 perform – well enough to be a championship winner!

The first hard cover limited edition of Porsche - The racing 914s,

was found to be more popular than ever imagined. A complete sell out has meant that there are a lot of fans of this remarkable and perhaps unlikely racing car that missed out, hence the decision to create this revised soft cover edition.

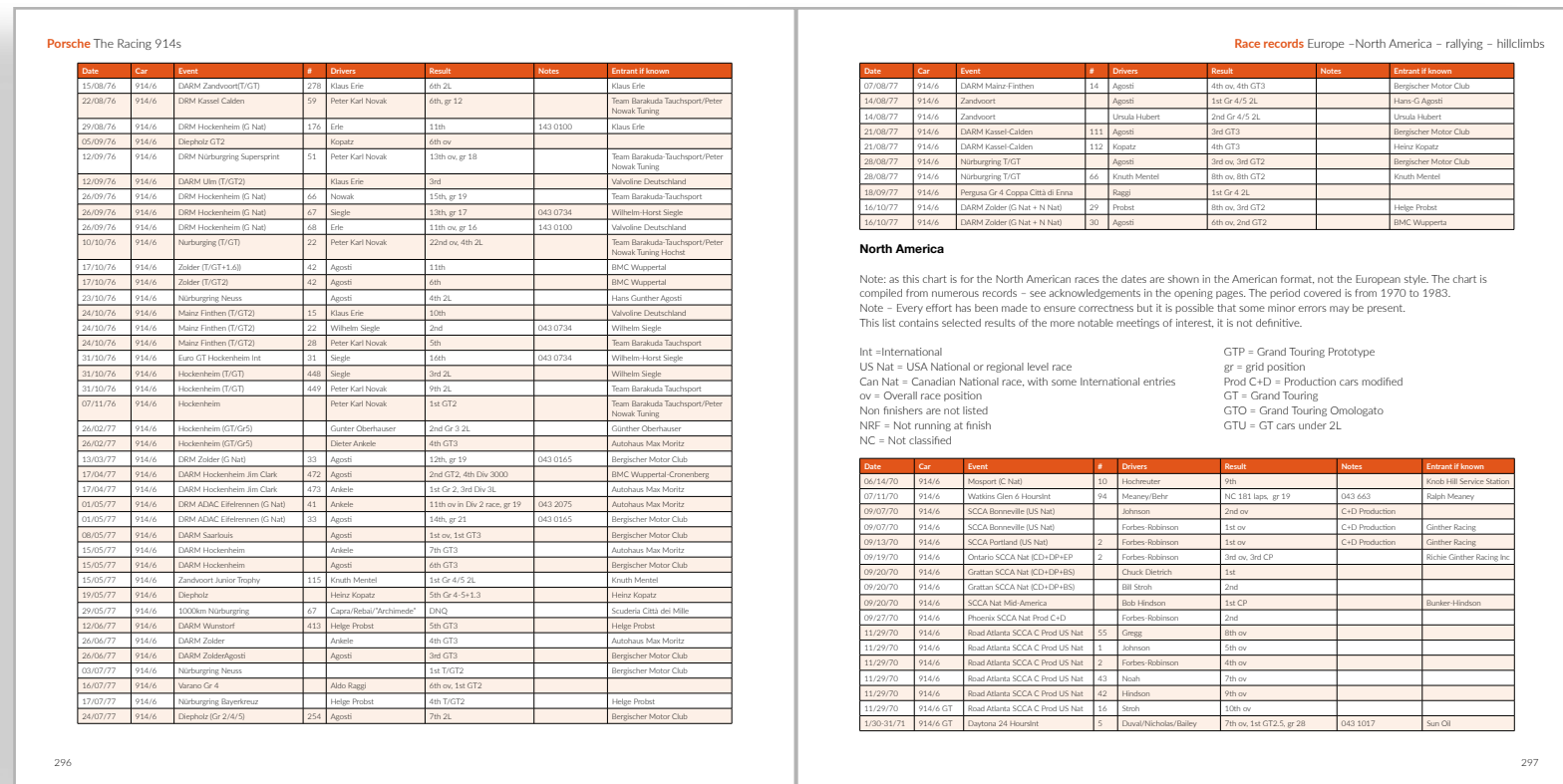
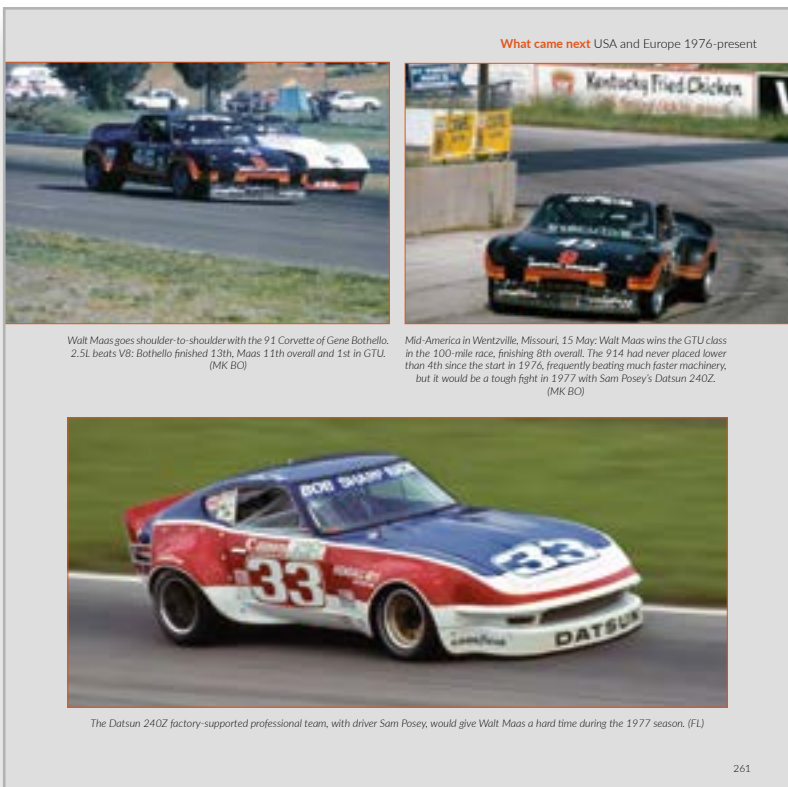
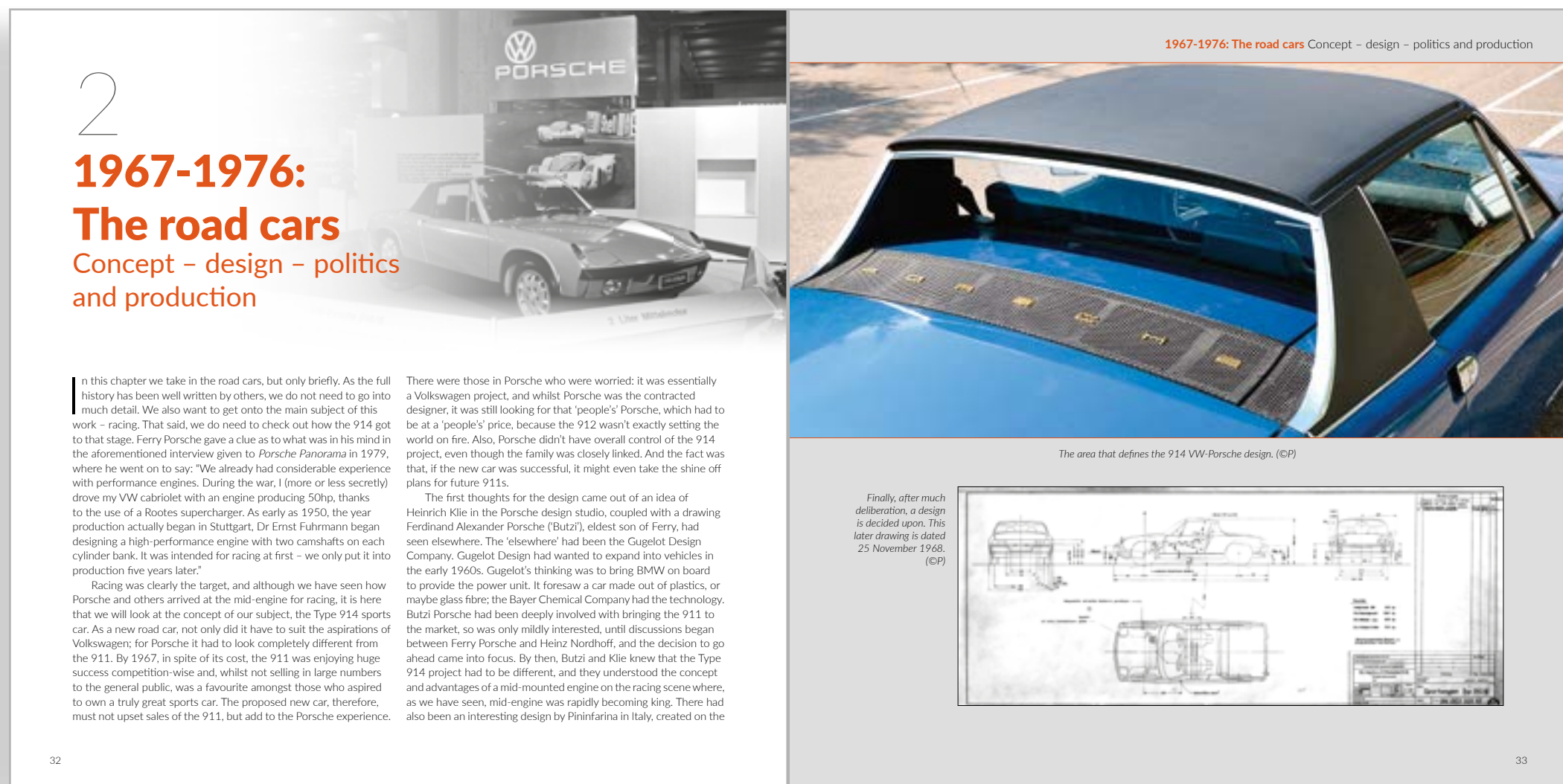
- The first comprehensive study of the 914 Porsche in competition
- Covers the complete development of the factory GT cars
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ABOUT THE AUTHOR

After a varied career in the automotive industry the late Graham Robson gained a worldwide reputation as a motoring historian, and has more than 160 books to his credit. Born in 1936, and educated at Ermysteds Grammar School in Yorkshire, Graham then went on to study Engineering at Oxford University. He joined Jaguar Cars as a graduate trainee, becoming involved in design work on the Mk II, E-Type and Mark X. Beginning as a hobby, he became a rally co-driver, eventually joining the Sunbeam 'works' team in 1961, and took part in rallies up to International level (once with Roger Clark), but stopped rallying by 1968. During this time he joined Standard-Triumph in Coventry, in 1961, as a Development Engineer, mainly on sports car projects. He then ran the re-opened 'works' motorsport department from 1962 to 1965, this being the period of the birth of Spitfire Le Mans cars, TR4, Vitesse, Spitfire and 2000 rally car developments. Graham Robson's writing began with rally reports for magazines which evolved into a job with Autocar from 1965-1969. He was recruited back to industry at Rootes to run the Product Proving department, then after a brief period in 1972 as technical director of a safety belt company, became an independent motoring writer. Graham has lived 'by the pen' and 'by the voice', not only writing but commenting, presenting and organising events of all types.

The Rover Story

A Veloce Classic Reprint

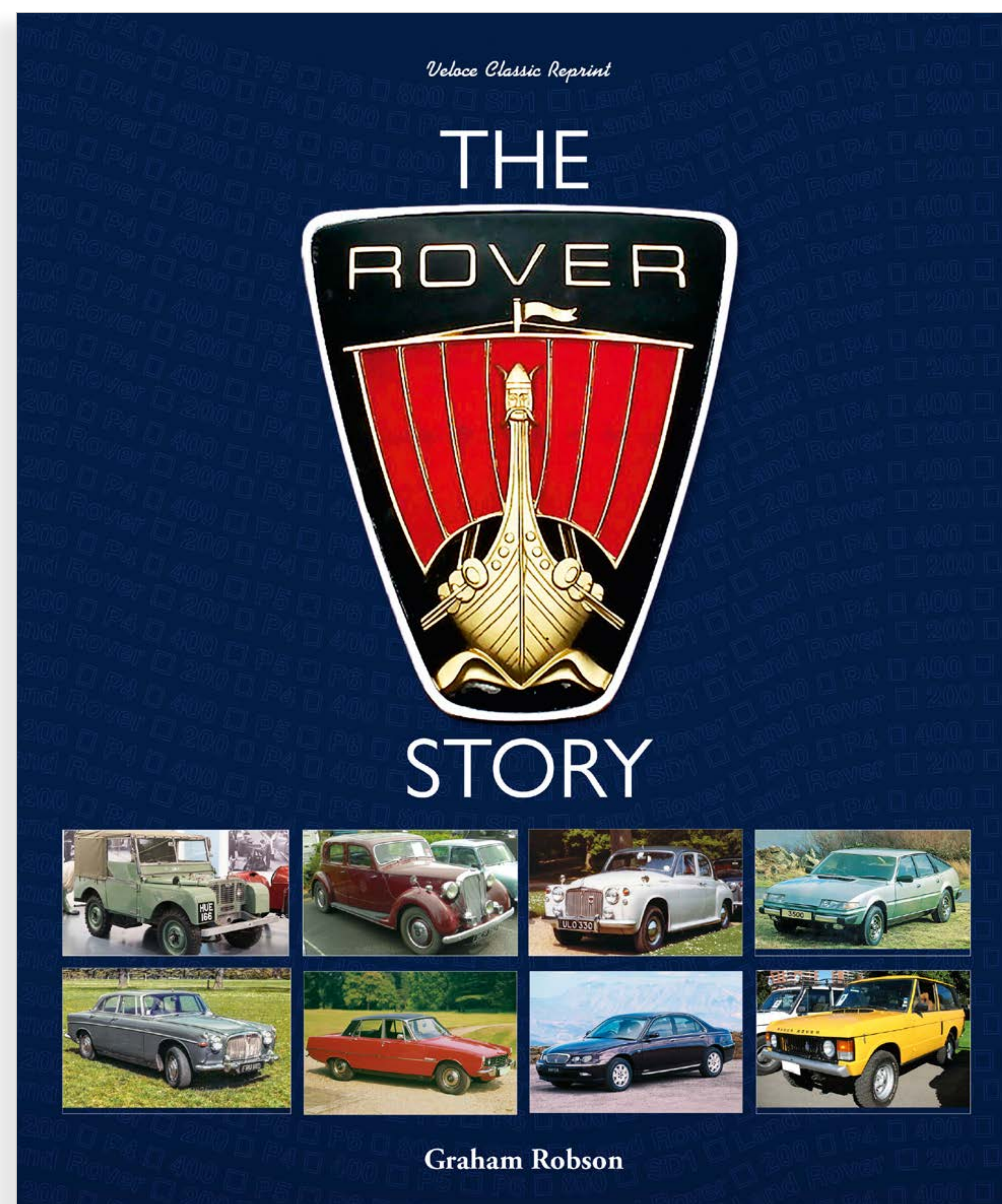
By Graham Robson

Graham Robson traces the history of the Rover company right back to the Starley family's Coventry-made bicycles of the 1870s. The definitive history of the Rover Company and its products.

Delving deeply into the records and talking to many people who have been connected with Rover cars since the 1930s, he unfolds a fascinating account of the men who directed the company's fortunes, of their vision and of their occasional lapses. The company's impressive record is analysed here in this probing, truthful yet affectionate look at one of the greatest names in the British motor

industry. The definitive history of the Rover Company.

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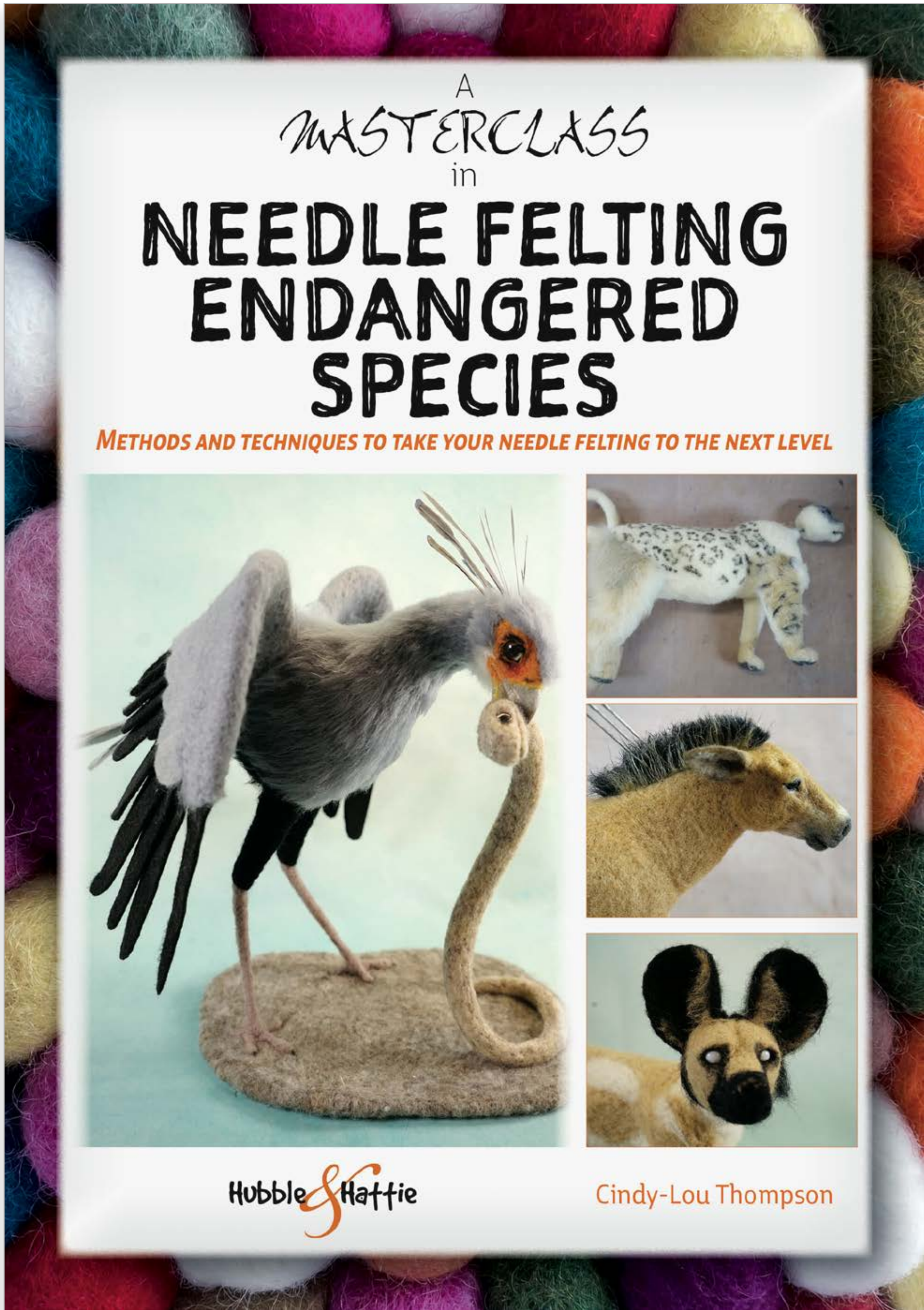
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A Masterclass in needle felting endangered species

Methods and techniques to take your needle felting to the next level
By Cindy-Lou Thompson

THE SECRETS OF A WORLD CLASS NEEDLE FELTER REVEALED!

Learn to create four hyper-realistic wild animals, with step-by-step instructions and photos from start to finish, written by a world-class needle felting artist. This book shows you how to create a range of armatures, coats, textures, shapes and finishing touches for a professional-looking model.

Take your needle felting to a whole new level to create a range of lifelike endangered wild animal species: this book, by world-class felting master Cindy-Lou Thompson of Chicktin Creations, will take you through the steps.

Covering four different endangered wild animals, with step-by-step instructions and photos, Cindy takes you through the process of creating different body shapes, proportions, armatures, coats and blending, as well as realistic finishing touches such as eyes, nails, ears,

feathers and detailing.

Learn how to achieve a professional finish you will be proud of with different textured coats: blending, clipping and adding shape to give the animals a realistic finishing touch. Some of the variety of mediums and methods detailed here have been designed and developed by Cindy herself.

- Step-by-step instructions showing how to create your own needle felted masterpiece
- Includes more new techniques from a master of needle felting
- Focusing on four of our most popular endangered wild animals
- Learn the secrets of needle felting wild animals
- Recreate four highly realistic endangered wild animals

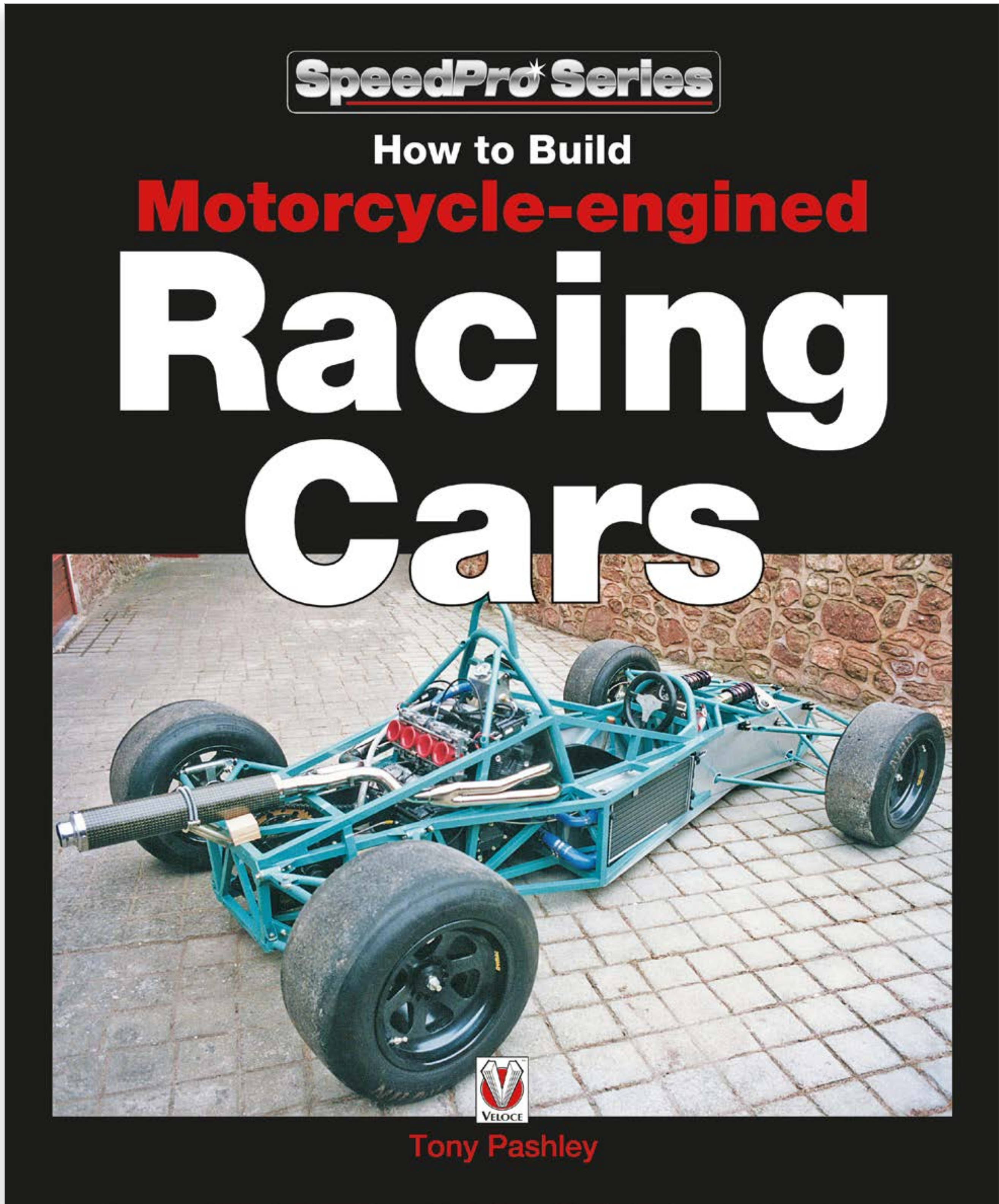
The A Masterclass in Needle Felting series by expert crafter Cindy-Lou Thompson features expert step-by-step guides for creating hyper-realistic needle felted animals, packed with tips, techniques and advice.



ABOUT THE AUTHOR

Cindy was raised by her grandmother, who had a very successful business boarding, training and breeding dogs, knowledge of which Cindy used during her working life, training dogs for security in Barbados and later as a Dog Warden in the UK. Little did she know that her childhood pipe-cleaner dog shows and talent at art and crafts would be the basis of her work today. Serious illness and sepsis set Cindy on her needle felting journey, when she needed something to occupy herself during her slow recovery. Self-taught Cindy has become a world-class master in this addictive craft, naturally specialising in breeds of dog.





How To Build Motorcycle-Engined Racing Cars

By Tony Pashley

This book takes the reader from the conception of a budget racing car to its appearance on the racetrack in easily comprehensible steps. It also gives advice about design and construction, procurement of engines, and potential pitfalls. A vital addition to any would-be kitcar builder's library.

If you are aspiring to build a racing car, this could be the book that you've been waiting for! Tony Pashley revisits the path that he took in the Pashley Project articles in Race Tech magazine during the design and construction of two successful hillclimb cars, but this time in great detail, with a view to enabling the reader to carry out a similar exercise for themselves. Although hillclimb and sprint cars are the focal topic, a lot of the book is applicable to race cars in general. The cars under discussion in the book are powered by motorcycle engines, which are meeting with great success in the smaller racing car classes. The total process of building a car is described, beginning with the selection and procurement of the engine. Chassis and suspension design is covered in a simplistic but adequate manner as the author's aim is to minimise the inclusion of involved calculations.

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- THE home workshop Bible
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Chapter 1 Selecting your engine

CLASSES
If you are in the first of purchasing a new project, the first step is to decide on the class of engine you want to build. The classes are defined by the engine's displacement, which is the volume of the cylinder(s) in litres. The classes are: 1000cc, 1250cc, 1500cc, 1750cc, 2000cc, 2500cc, 3000cc, 3500cc, 4000cc, 4500cc, 5000cc, 5500cc, 6000cc, 6500cc, 7000cc, 7500cc, 8000cc, 8500cc, 9000cc, 9500cc, 10000cc, 10500cc, 11000cc, 11500cc, 12000cc, 12500cc, 13000cc, 13500cc, 14000cc, 14500cc, 15000cc, 15500cc, 16000cc, 16500cc, 17000cc, 17500cc, 18000cc, 18500cc, 19000cc, 19500cc, 20000cc, 20500cc, 21000cc, 21500cc, 22000cc, 22500cc, 23000cc, 23500cc, 24000cc, 24500cc, 25000cc, 25500cc, 26000cc, 26500cc, 27000cc, 27500cc, 28000cc, 28500cc, 29000cc, 29500cc, 30000cc, 30500cc, 31000cc, 31500cc, 32000cc, 32500cc, 33000cc, 33500cc, 34000cc, 34500cc, 35000cc, 35500cc, 36000cc, 36500cc, 37000cc, 37500cc, 38000cc, 38500cc, 39000cc, 39500cc, 40000cc, 40500cc, 41000cc, 41500cc, 42000cc, 42500cc, 43000cc, 43500cc, 44000cc, 44500cc, 45000cc, 45500cc, 46000cc, 46500cc, 47000cc, 47500cc, 48000cc, 48500cc, 49000cc, 49500cc, 50000cc, 50500cc, 51000cc, 51500cc, 52000cc, 52500cc, 53000cc, 53500cc, 54000cc, 54500cc, 55000cc, 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ABOUT THE AUTHOR

Ian Falloon was born in New Zealand in 1952 and studied engineering and music at Victoria University, Wellington. After a career as a symphony orchestra oboist was brought to an end by a motorcycle accident he began writing articles on motorcycles for magazines. His first book, the Ducati Story, has run to several editions and has been published in three languages. The success of the Ducati Story led to a series of Ducati books and histories of Honda, Kawasaki, BMW, and Moto Guzzi motorcycles. He has now written many books on motorcycles, mostly historical but also restoration guides. With an interest and passion spanning decades he now concentrates on collecting and restoring older Italian motorcycles, particularly Ducati, MV Agusta, Laverda, and Moto Guzzi. Ian Falloon lives in Australia, and is ably supported in his projects by his wife Miriam and sons Ben and Tim.

MV AGUSTA SINCE 1945

Birth, death and resurrection: the story of one of the world's most famous motorcycle marques

By Ian Falloon

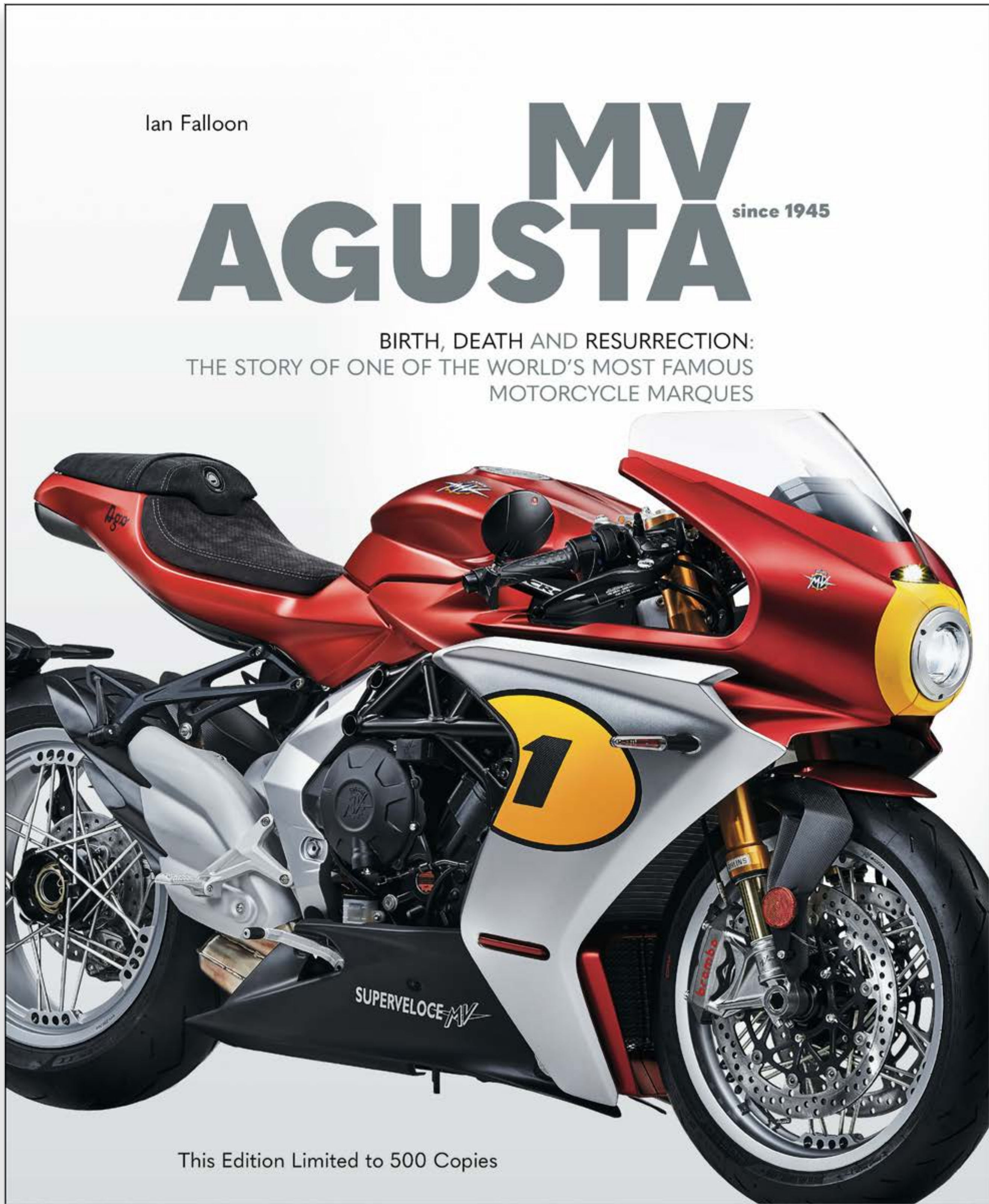
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The complete story of MV Agusta from its first motorcycle, a 98cc two- stroke, in 1945. The company expanded to include larger singles, twins, fours and sixes and for over 20 years MV dominated Grand Prix racing. Under the ownership of Cagiva a new era commenced in the 1980s.

Alongside the magnificent racing bikes, MV produced a wide range of street models, including the exotic four-cylinder bikes based on the Grand Prix racers of the 1950s and early 1960s. After closing in 1977, MV Agusta was resurrected by Cagiva in 1997, and released the Massimo Tamburini-designed four-cylinder F4. Initially 750cc, this evolved into 1000cc and the Brutale series. In 2012 the three-cylinder F3 joined the F4, and a large range of models has grown from these two platforms.

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- The influence of Count Domenico Agusta on the racing success of the company



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The Dragster 800 RR was offered with the SCS smart iKey system for 2020. (Courtesy MV Agusta)



The F3 800 RC was the only Supersports RC model for 2020. The RC Project exhaust system was part of the range. (Courtesy MV Agusta)



Another limited-edition Dragster 800 RR was released in February 2020. This was dedicated to TheArtsale, one of the world's most exclusive online retail concepts and offering products ranging from pet planes to motorcycles along with accessories and luxury apparel. While the Dragster 800 RR's technical specification was unchanged, TheArtsale was presented in a fiery black and orange colour scheme. (Courtesy MV Agusta)



A RETURN TO THREE CYLINDERS – 2011-2022 263



ABOUT THE AUTHOR

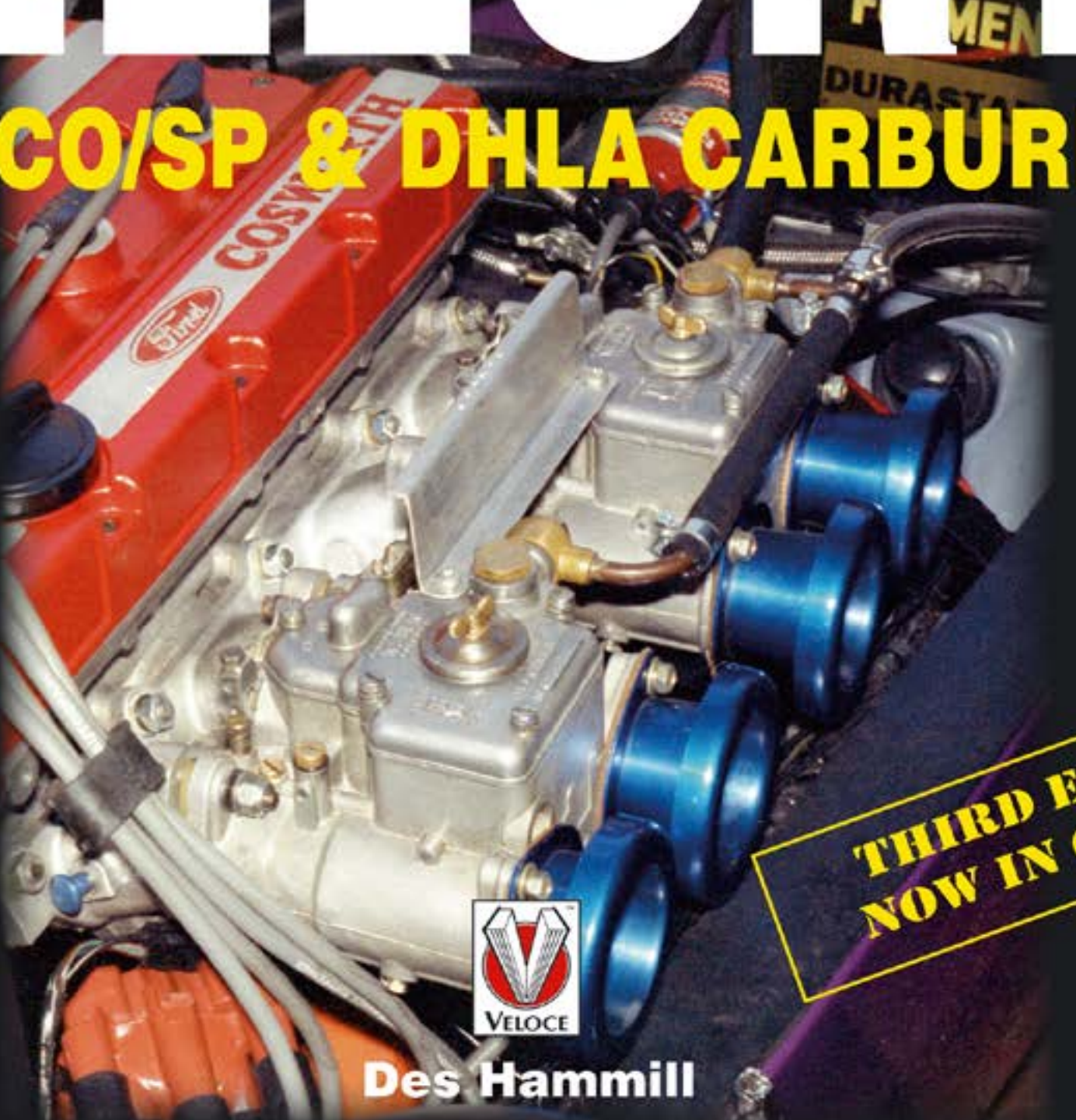
Des Hammill is a professional engineer with huge experience of building successful and reliable racing engines and solving the problems associated with all aspects of high performance applications. Des has written many of Veloce's SpeedPro series books.

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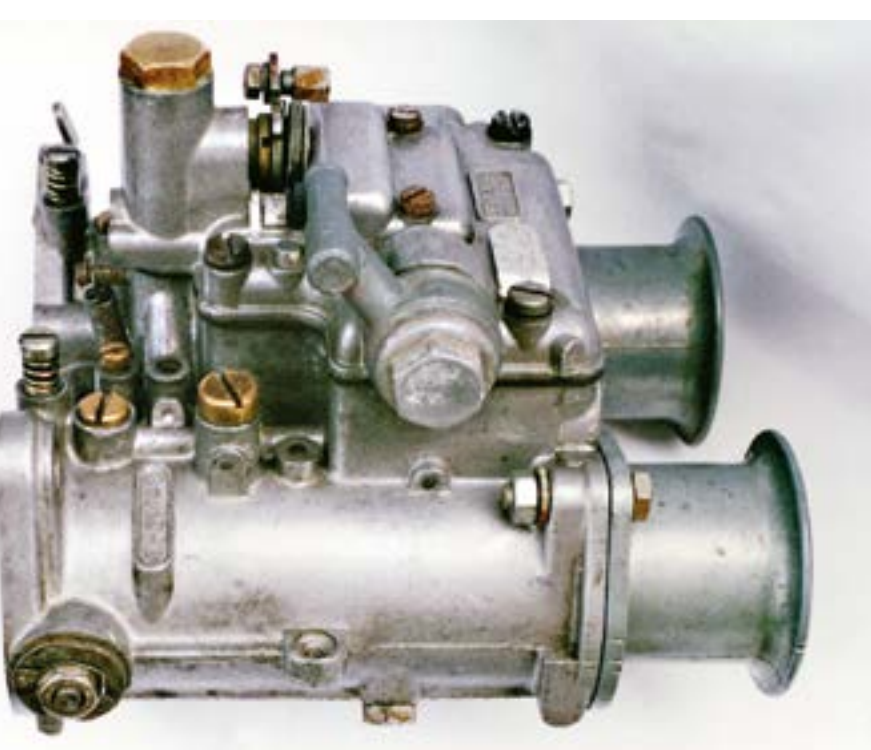
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40 DHLA Dellorto.



45 DCOE Weber.

technology there still is a place for 'simple' carburetors that give high performance while basically being bolt-on items. Webers and Dellortos meet these requirements and their future is assured. One thing is for sure, on a cost-for-cost basis, Webers and Dellortos (especially if good second-hand carburetors are purchased) can give unrivalled value for money.

There is an old adage "what looks right is right" and this certainly applies to Webers and Dellortos. They always "look the part" on an engine because they are the part and, no matter what the engine size or type, they can be made to go as well as they look.

Although it may appear that each and every type and model of engine, and degree of modification, will require unique carburetor settings, this is not the case. It's very often the case that similar engines require quite similar jetting, and very good approximations can be made by experienced mechanics without even seeing the engine. It is a fact that engines can be categorized to quite a large degree, which is why it's been possible to narrow down the Weber and Dellorto components listed in this book to those you are likely to need and use. This will save you time and money.

I hope that you find this book informative and a practical help in the quest to tune these carburetors to get the best possible performance from your car, with reasonable economy.


Weber DCOE versus Dellorto DHLA

Argument has raged for years about whether Weber or Dellorto carbs are better. No comparison is possible, however, unless all of the available adjustments have been optimized on each carburetor and engine.

Fortunately, both carburetors are so good it doesn't really matter

Chapter 3

Fuel management, air filters & ram tubes



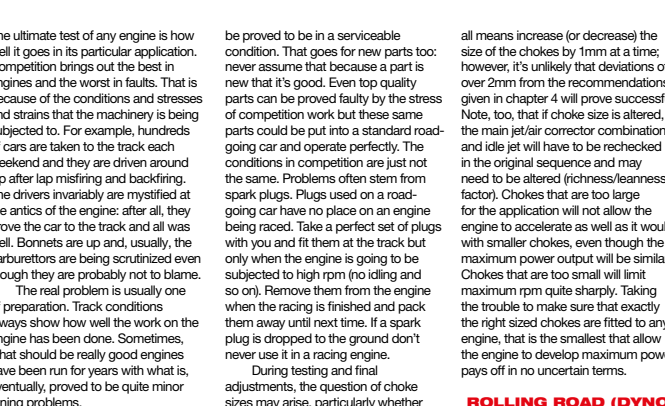
A selection of fuel filter types.



A range of fuel filters suitable for use with fuel pumps, from changes of the correct size.

Chapter 7

Rolling road tuning & problem solving

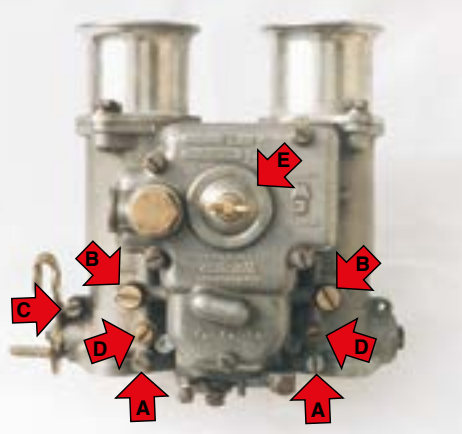


Rolling road setup for tuning.

Essential information & using this book

Chapter 1

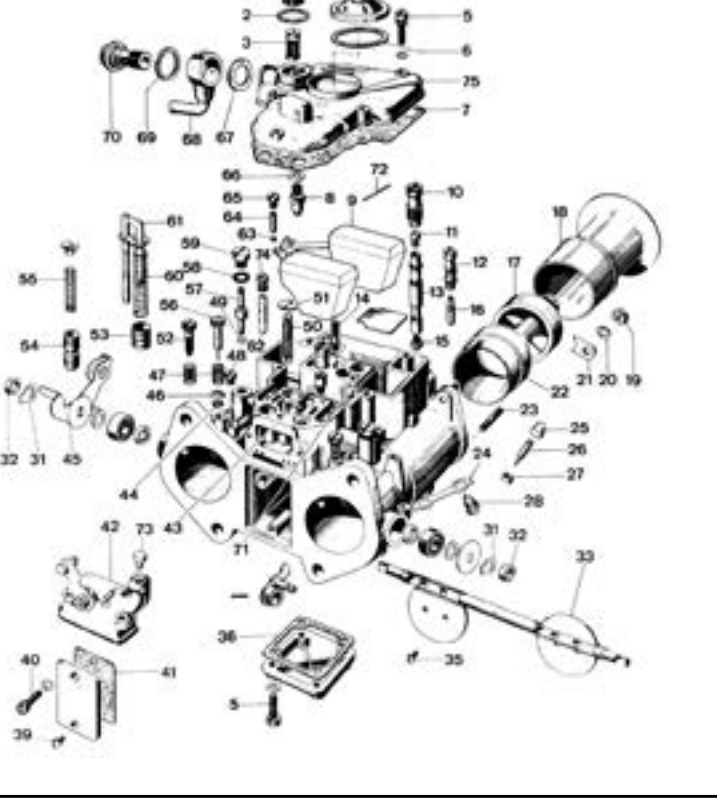
Know your carburettor: stripdown & inspection



Carburetor components.

SPEEDPRO SERIES

KNOW YOUR CARBURETTOR: STRIPDOWN & INSPECTION



Carburetor disassembly diagram.


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MANIFOLD PREPARATION & CARBURETTOR FITTING



Carburetor fitting diagram.

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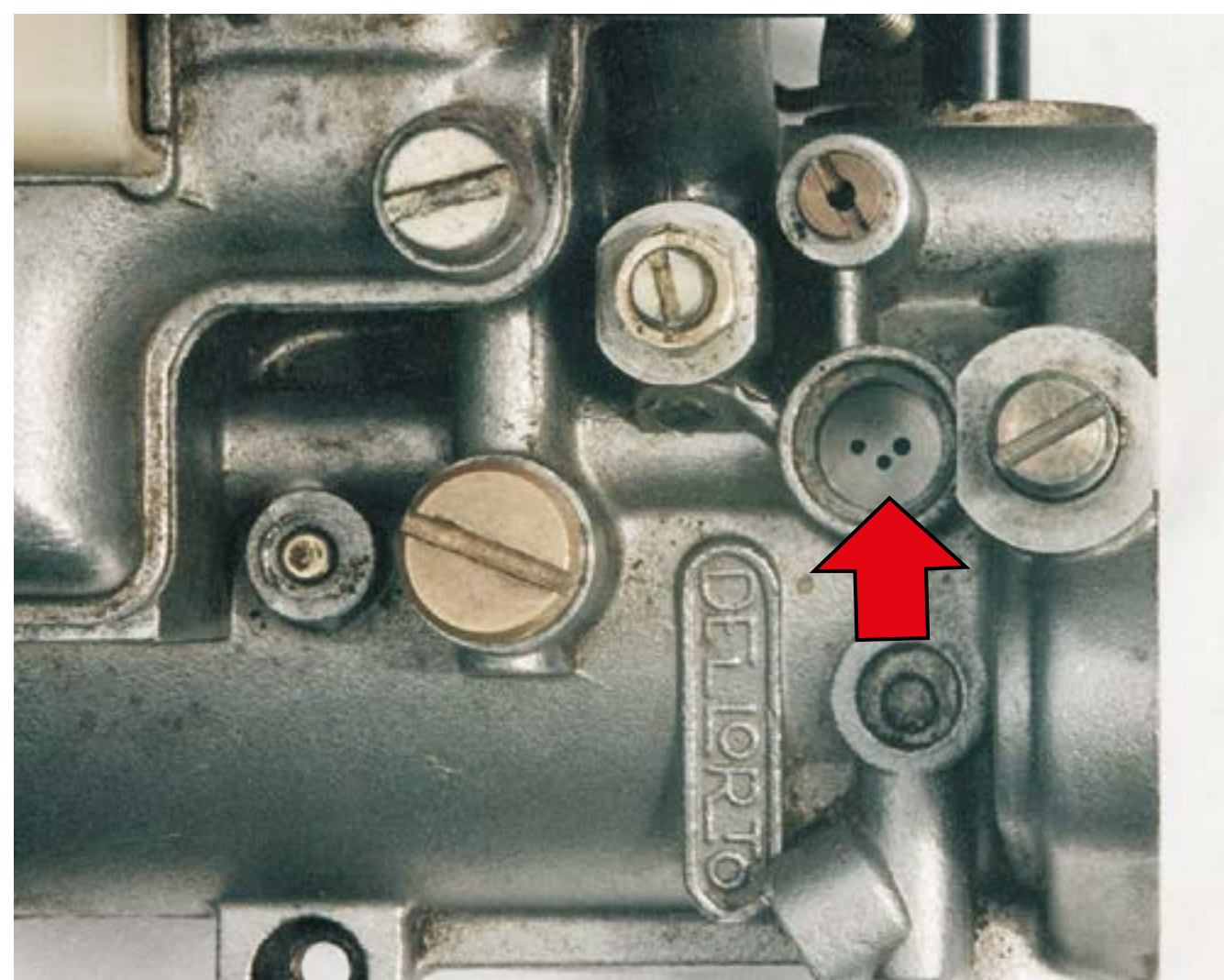


Dellorto carburetor.

Dellorto very fine threaded idle mixture adjusting screw which fits in lower model carburetors on the left. Weber tower type idle mixture adjusting screw on the right.

Top of a Dellorto with the jet inspection cover removed and showing the emulsion tube holders which, in turn, hold the actual emulsion tubes, main jet and air corrector.

Below – Progression holes in the body of a Dellorto carburettor. These holes must be clear for good progression, though it's unusual for them to become blocked.



Dellorto carburetor body showing progression holes.

18

KNOW YOUR CARBURETTOR: STRIPDOWN & INSPECTION

TESTING & SET-UP



Carburetor testing equipment.



ABOUT THE AUTHOR

A dedicated petrolhead, Mark Paxton has been addicted to two wheels since first wobbling unaccompanied on to the road over 35 years ago. His entire working life has revolved around vehicles, initially in transport management, then through running his own garage, and latterly writing for classic car and motorcycle magazines. Mark has now written several other books including a Large-frame Vespa restoration guide and some *Essential Buyer's Guides*, also published by Veloce.

How to Restore Classic Smallframe Vespa Scooters

2-stroke models 1963 -1986

Enthusiast's Restoration Manual™

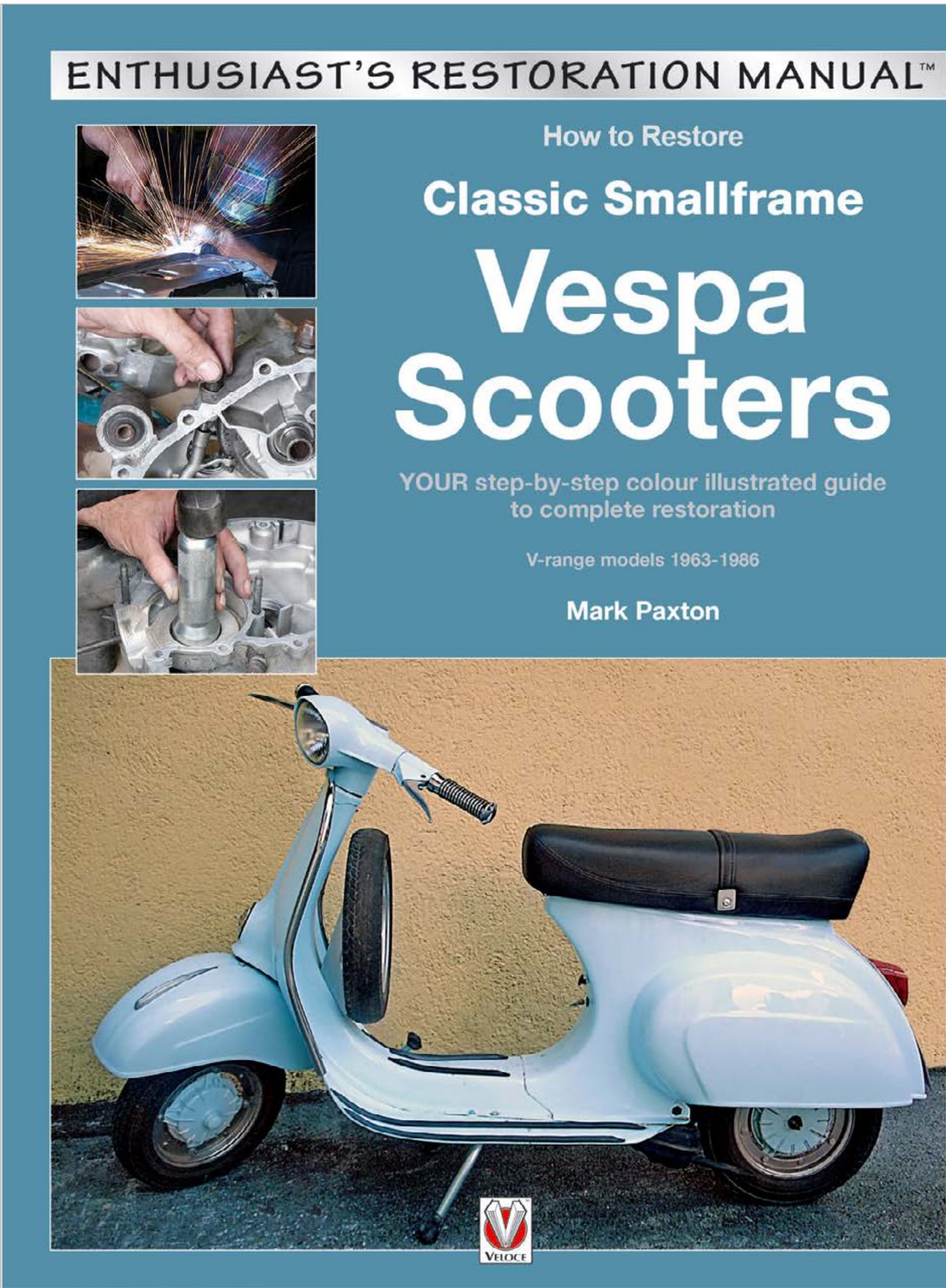
By Mark Paxton

THE ULTIMATE GUIDE TO RESTORING CLASSIC SMALLFRAME VESPAS

This book details the reality of Vespa restoration, as the author strips and rebuilds Smallframe models in his workshop, outlining common problems and how to address them. Aimed at the do-it-yourself enthusiast and featuring over 600 clear colour photographs, it is an essential step-by step-guide to the complete renovation of your beloved scooter.

- Real life restoration carried out by the author
- Covers areas not found in traditional workshop manuals

- Advice on whether to repair, renovate or replace components
- Clear, concise text
- Over 600 full colour photographs
- Step by step guidance for those tricky jobs
- Advice on parts
- Special tools, their purchase, use and alternatives
- Advice on what to leave to the professionals
- No Smallframe Vespa owner would want to be without this book



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The Essential Buyer's Guide

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MINI

All Mini Saloons, Estates, Vans and Pick-ups: 1959 to 1999



Your marque expert: Mark Paxton



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MINI

All Mini Saloons, Estates, Vans and Pick-ups: 1959 to 1999

The Essential Buyer's Guide

By Mark Paxton

STOP! DON'T BUY A CLASSIC MINI WITHOUT READING THIS BOOK.

This compact and practical book offers a step-by-step guide to help any prospective buyer avoid expensive mistakes and end up with the best Mini possible for their money. Using over 100 clear colour photographs and easy to follow, jargon-free text, the car's notorious rot spots, common bodes and mechanical defects are examined in detail, along with auction advice, relative values and the realities of living with this 20th century icon. A few pounds spent on this book could save you thousands!

The Mini is without doubt a motoring milestone, and has had many volumes dedicated to its design, history and development, but this is the only book to examine the tricky task of buying one used. Iconic

Helping people to buy their dream vehicles for over 15 years, our Essential Buyer's Guides are written by model experts and features all the info you need to get your dream car or bike. From where – and how – to buy, to which models to consider, what condition, and strengths and weaknesses of each model – it really is like having an expert in your pocket!



ABOUT THE AUTHOR

With a Mini being a permanent feature in the family for over 20 years, not to mention the dozens that passed through the doors of his garage during that time, Mark Paxton has experienced the highs and lows of owning, repairing and restoring these iconic little cars. A move away from the motor trade and into classic car and motorcycle journalism has allowed him to put some of that experience on paper in magazine articles and two previous books.

9 Serious evaluation

– 60 minutes for years of enjoyment



Score each section as follows: 4 = excellent; 3 = good; 2 = average; 1 = poor

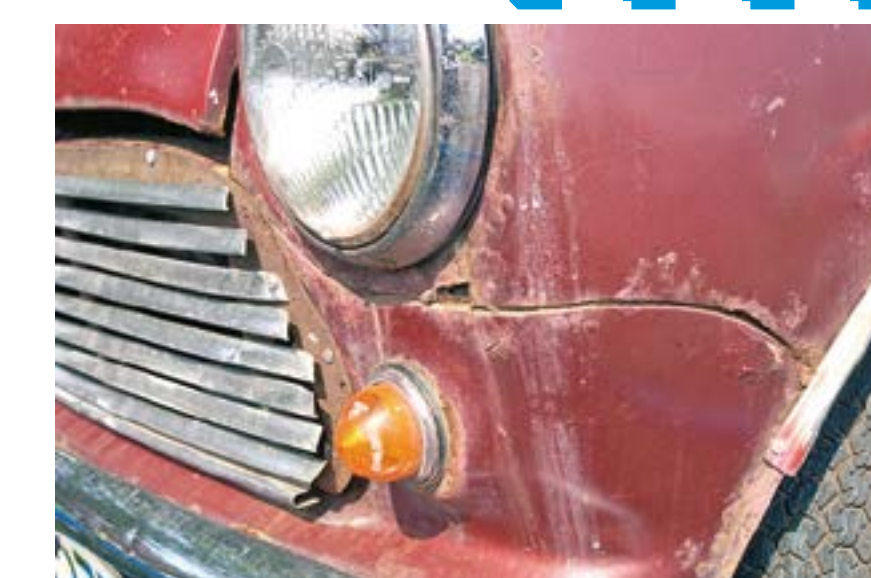
Exterior Paintwork

4 3 2 1

In the 15 minute examination shiny paint was deliberately ignored to concentrate on more gritty issues, but now is the time to assess just how good the paintwork really is. If the car has been resprayed very recently it may well have been done to cover up lots of bodged repairs so the owner can shift the car at a healthy profit. Look for signs of a rushed job; for example, overspray on the window rubbers and door seals, or an orange peel finish, or dull, flat sections where there's an inadequate depth of paint. If the finish looks original and carries normal battle scars and dents it may well have faded, and if the surface has gone 'milky' it could be beyond saving, no matter how much time and T-Cut you lavish on it. With resprays now costing very large sums of money it could be a budget buster if you need your Mini to be shiny.

Front panels

The whole of the front end must be re-examined more critically than during the 15 minute inspection. The wings blister and hole around the headlamps thanks to the poultice of road muck that lodges behind them, and the joint with the front panel also suffers. The backs of the wings rot out by the scuttle and down the trailing edge next to the seam. Hopefully the days of blatant bodes are over, thanks to tighter annual testing procedures, but just in case, make sure that if the wings have been replaced that they're securely welded on; rivets or self-tapping screws are not acceptable. Pop your head in the wheelarch and check the area around the shock absorber mountings on the inner wings. While you're in there have another prod around the front end of the sills and bulkhead and look for previous repairs. Even the bonnet is not immune, with the leading edge blistering



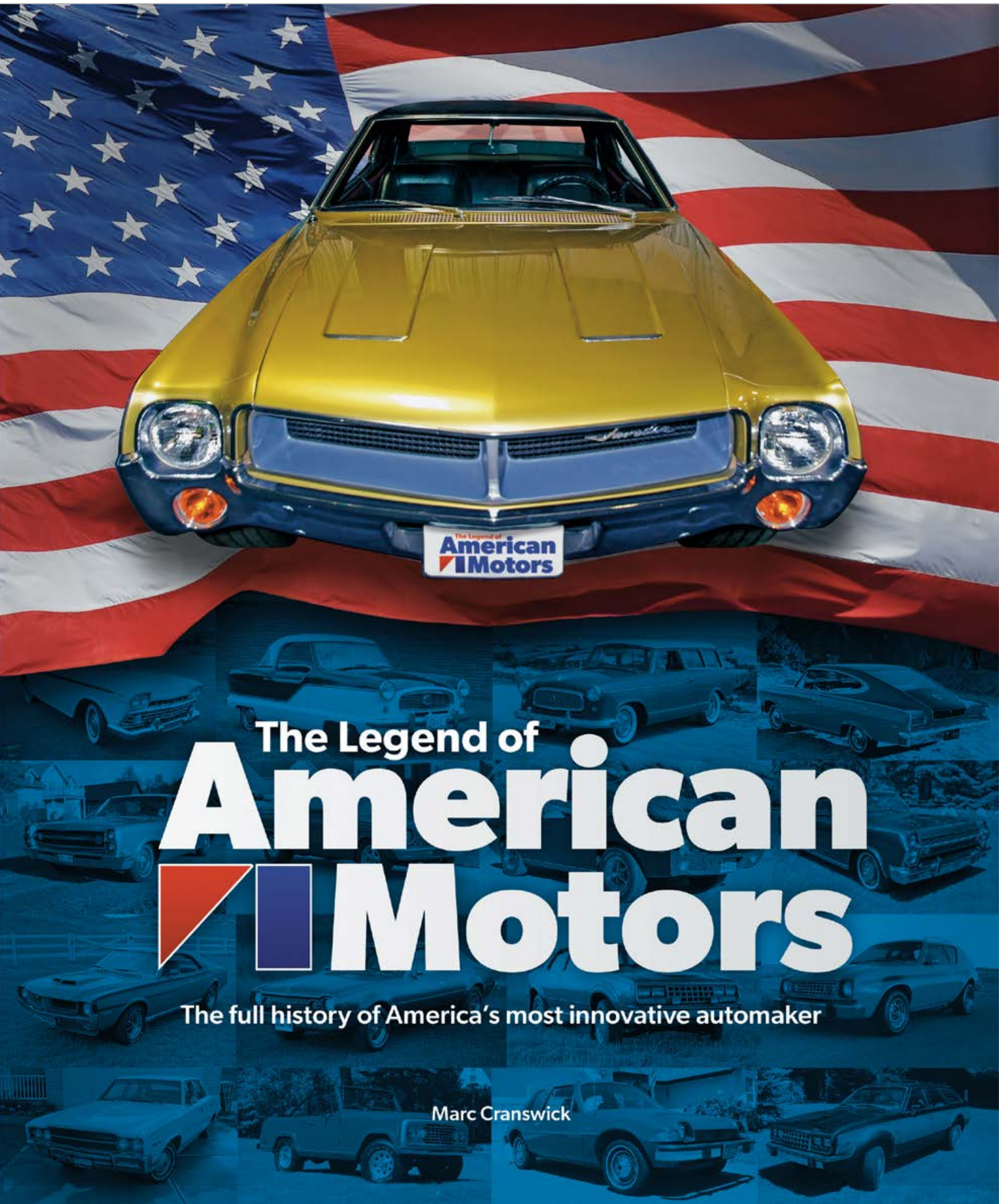
The wing-to-front panel area is a prime spot for rust.



The back of the wings are often filled.

Look under the bumper, too; you could be in for a surprise ...





The Legend of American Motors

The full history of America's most innovative automaker

Marc Cranswick

PRICE £60 UK \$80 USA

FORMAT Hardback SIZE 250mm H x 207mm W

EXTENT 352 pages IMAGES 422 images

ISBN 9781787118034 UPC 636847018030

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The-Legend-of-American-Motors-p437436266

The Legend of American Motors

The full history of America's most innovative automaker

By Marc Cranswick

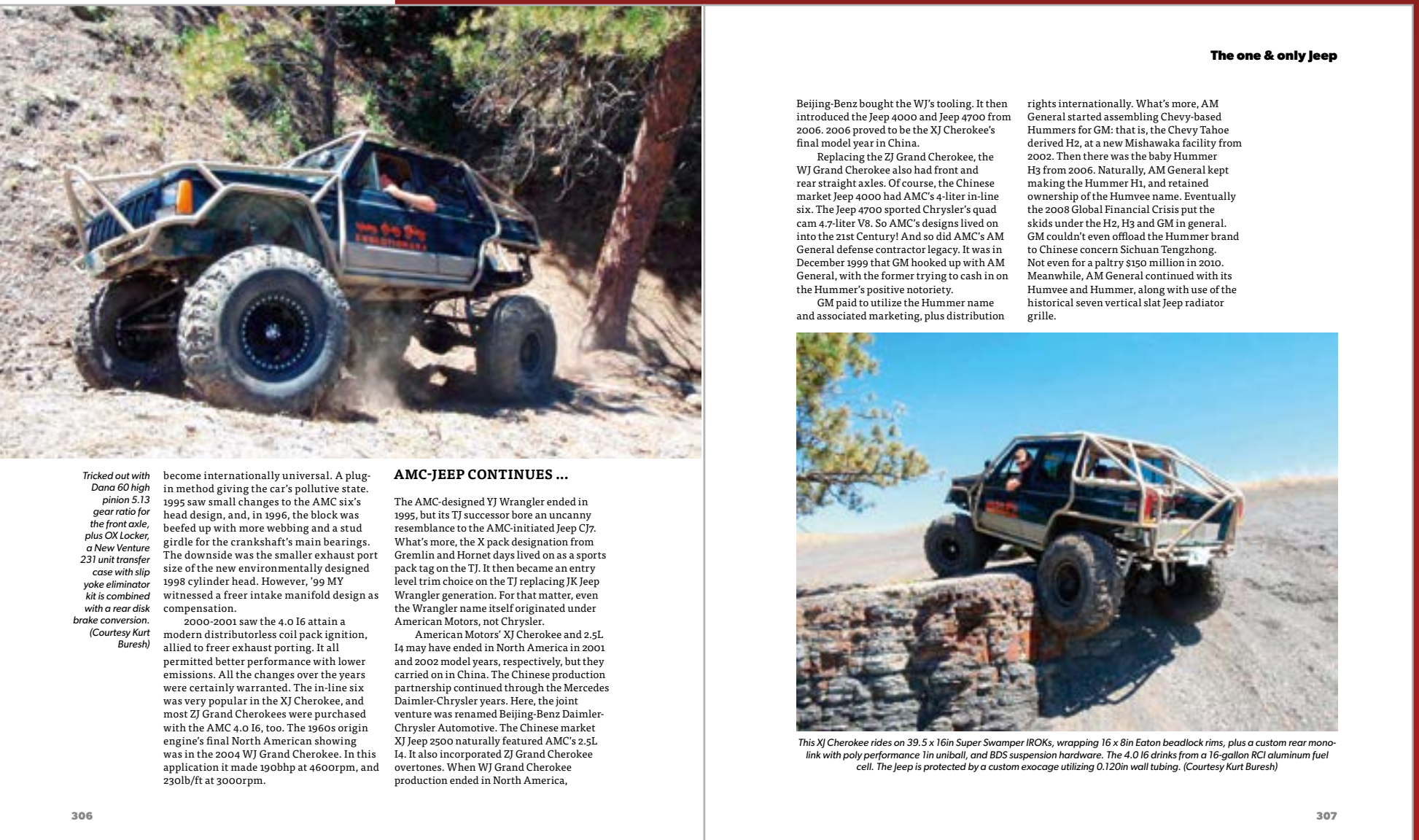
The economy, high performance and luxury exploits of American Motors. A colorfully illustrated account of an iconic company, that forged new styling and engineering paths, while bringing Jeep to a wider international audience. In the fashion and racing worlds, AMC was a winner!

American Motors was the little company that made a big impact. Maker of the Rambler family car, the Kenosha-based AMC offered an antidote to the excess of Detroit's Big 3. But when America decided it wanted sporty, rather than econocars, AMC got groovy with the Javelin, AMX, Scrambler and Rebel Machine.

American Motors was a proven performer in showrooms and on the track, with success in drag and road course racing. However, through it all came solid Rambler value, and a different approach from Detroit. An accent on consumer protection, along with brand label special editions. And when it came to blue sky thinking, AMC surpassed all with the Gremlin and Pacer small cars.

Off road, Kenosha truly made Jeep 'The One & Only,' popularizing the brand and making it the sales success it is today. Beyond that, AMC created America's first crossover, the Eagle. It all proved that America's smallest ... was its biggest surprise!

- The full history of American Motors, America's most innovative automaker
- A look at AMC in motorsport
- Original archive and collector car photos
- A study of the high performance models: AMX, Scrambler, Rebel Machine & Hornet SC/360
- The complete history of Jeep
- AMC's small car stars: American, Gremlin & Pacer
- A close look at AMC design and engineering
- Full road reports and industry commentary
- Fully illustrated throughout





ABOUT THE AUTHOR

David Twohig is an automotive industry veteran, having spent almost three decades in the business.

A native of Cork in Ireland, he started his career with Nissan in the UK in 1992.

During his time with Nissan, and later with Renault after the creation of the Renault-Nissan Alliance, David led the engineering teams responsible for three very different and highly significant vehicles – the first-generation Nissan Qashqai (2007), the Renault ZOE (2012), and finally the award-winning Alpine A110 lightweight sports car (2017).

David was named Engineer of the Year (the ‘Mundy Award’) by the UK’s Autocar magazine in 2018. He then spent three years in California’s Silicon Valley, as Chief Technology Officer and Chief Vehicle Engineer at BYTON, a US-Chinese EV start-up, before working at Waymo (the ex-“Google car” autonomous vehicle company).

Of dual Irish-French nationality, he currently lives in France, and works as an independent automotive engineering consultant.

Inside the machine

An engineer’s tale of the modern automotive industry

By David Twohig

Ever wondered what it takes to bring a successful modern car to market? This book gives a rare glimpse inside the automotive industry, through the development stories of three very different but highly significant vehicles - the Nissan Qashqai, the Renault ZOE, and the multi award-winning Alpine A110 sports car.

This book tells the story of the modern car industry from the inside. What is it really like to work for the carmakers – the industrial giants that influence the daily lives of millions? How are mass-production cars really designed, engineered, and manufactured? What does it take to engineer a successful vehicle?

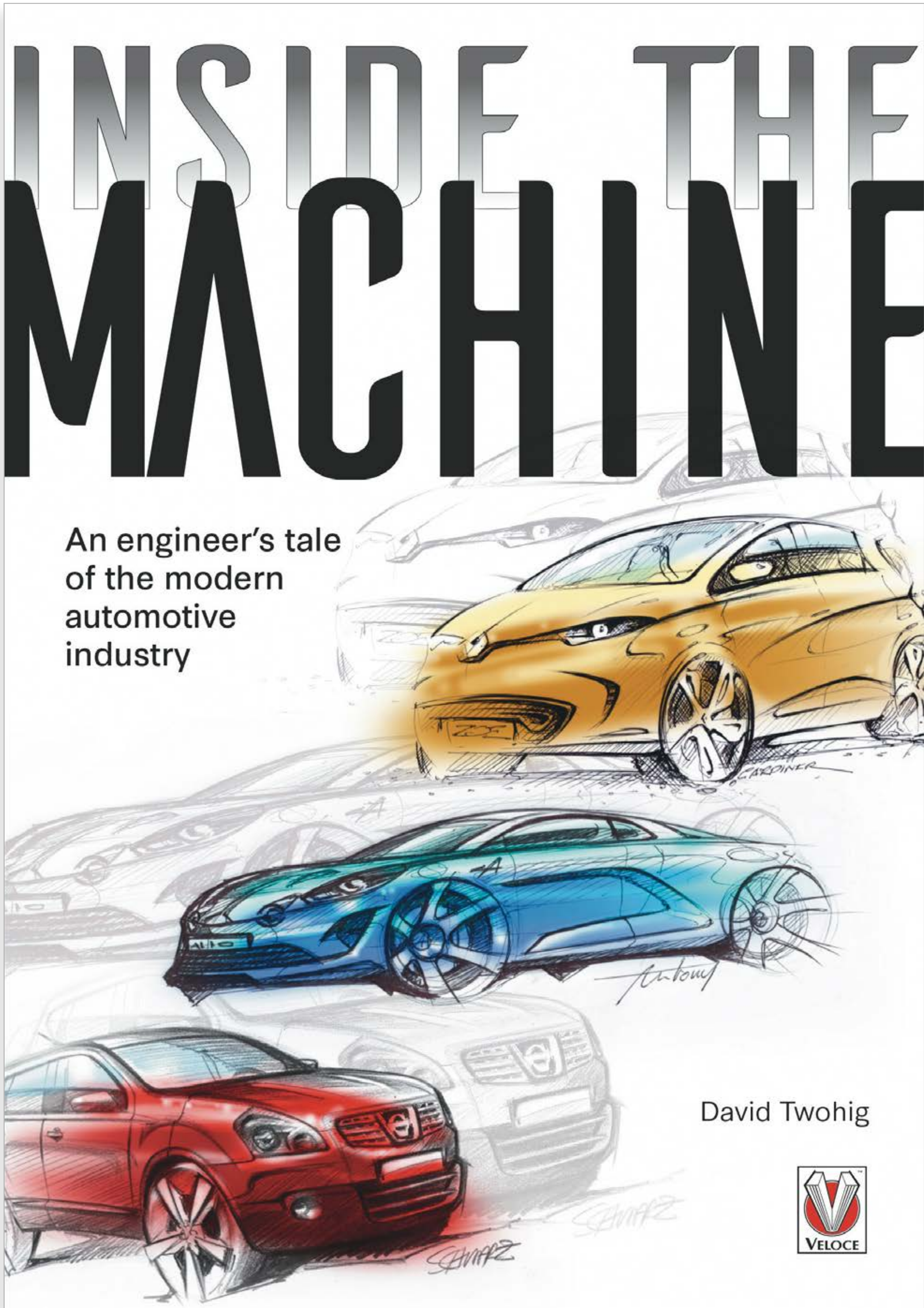
The story is told through the author’s own journey around the globe – starting as a young graduate engineer working for Nissan in the UK, to working for Nissan in Japan and, finally, for Renault in France as Chief Engineer of its ‘halo’ sports-car, designed to relaunch the Alpine brand.

It tells the behind-the-scenes story of three well-known vehicles, whose development teams were led by the author – the Nissan

Qashqai, the Renault ZOE, and the Alpine A110 – revealing some of the fascinating stories of how these vehicles came into being.

The book seeks to show the real work that goes on behind the glamour of the Motor Shows and the well-honed corporate press releases – work that is sometimes exciting, but often grindingly difficult.

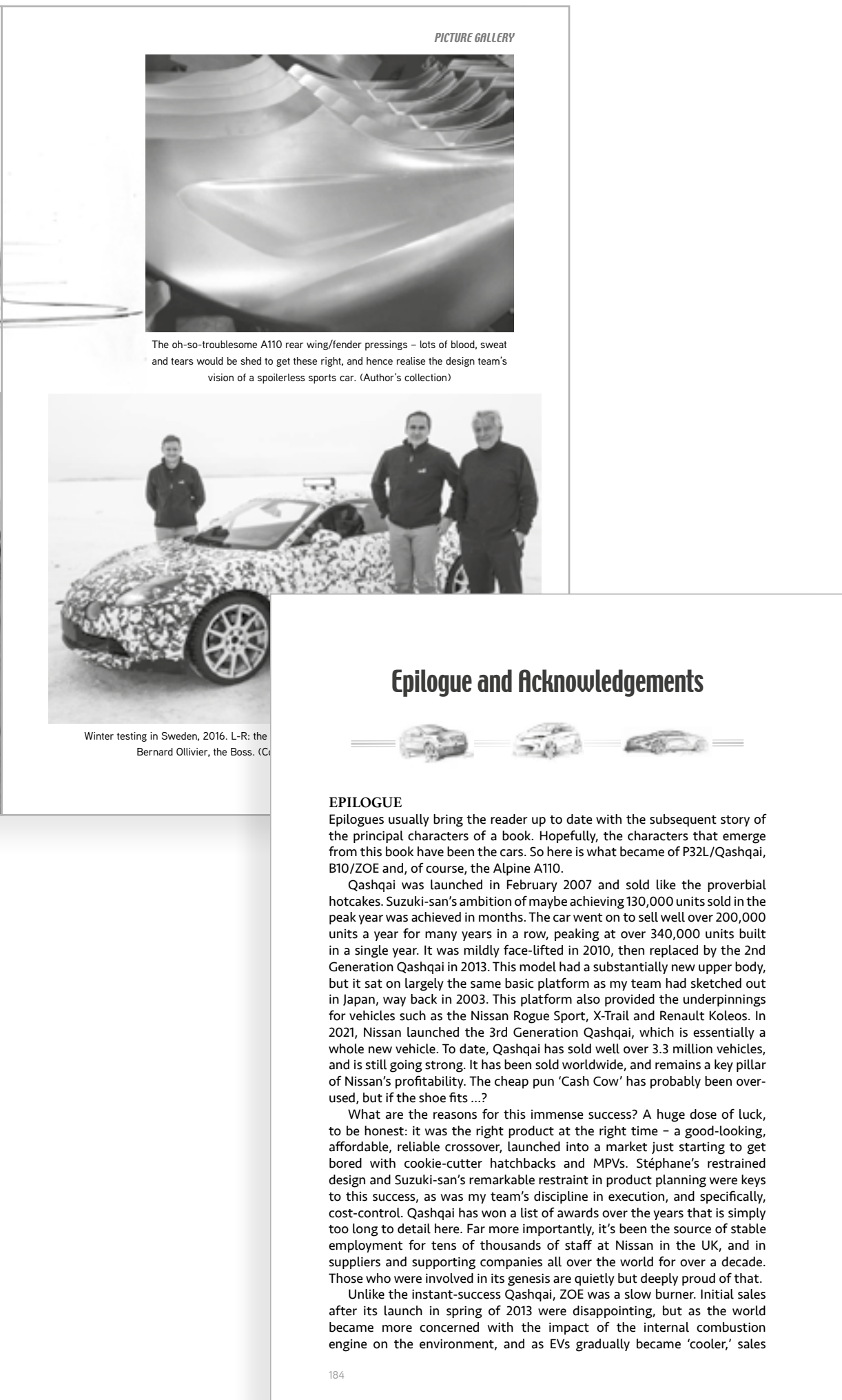
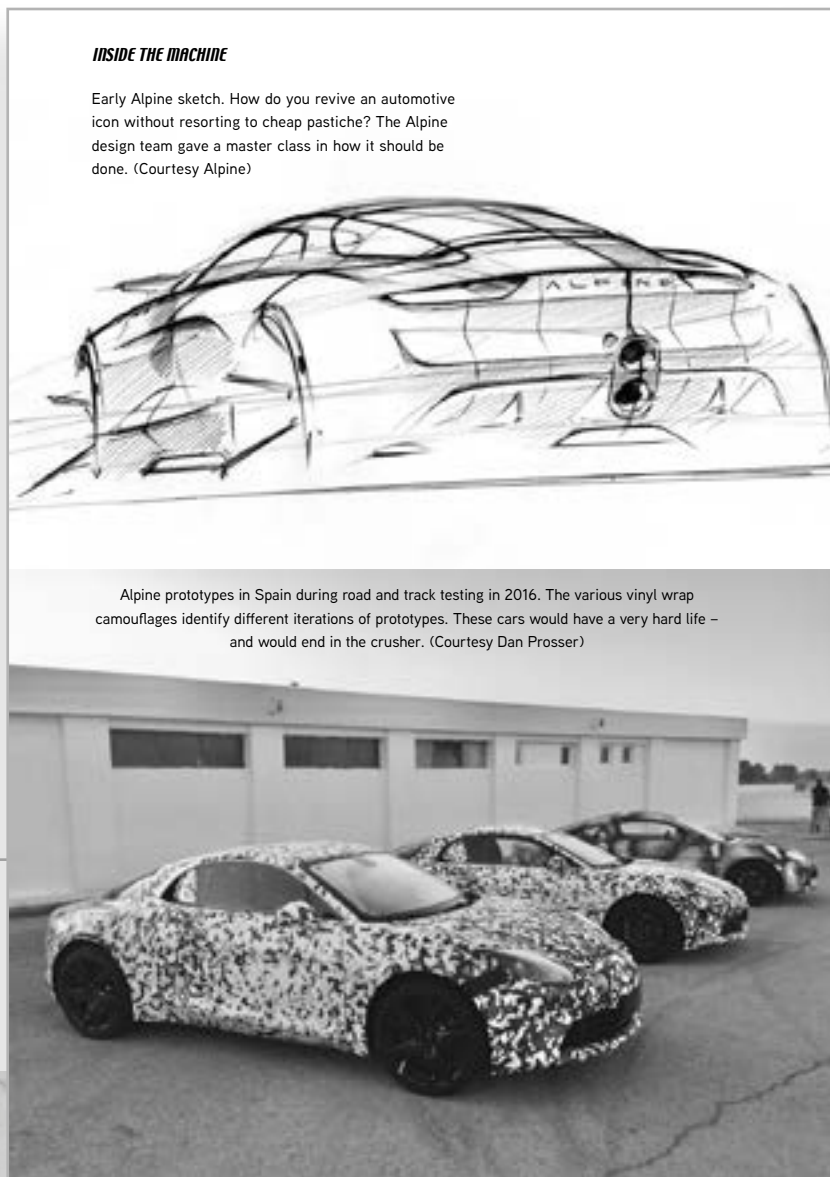
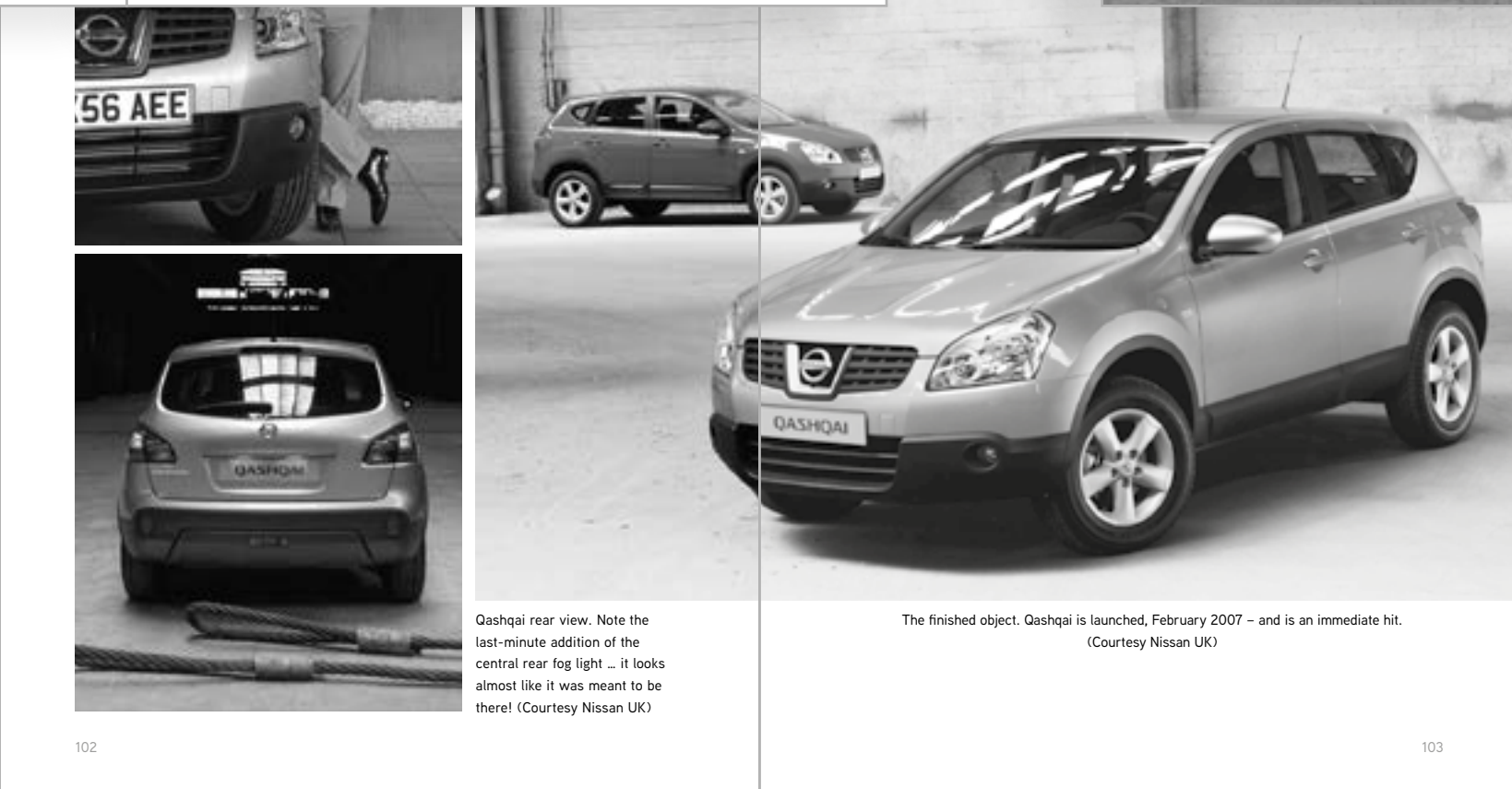
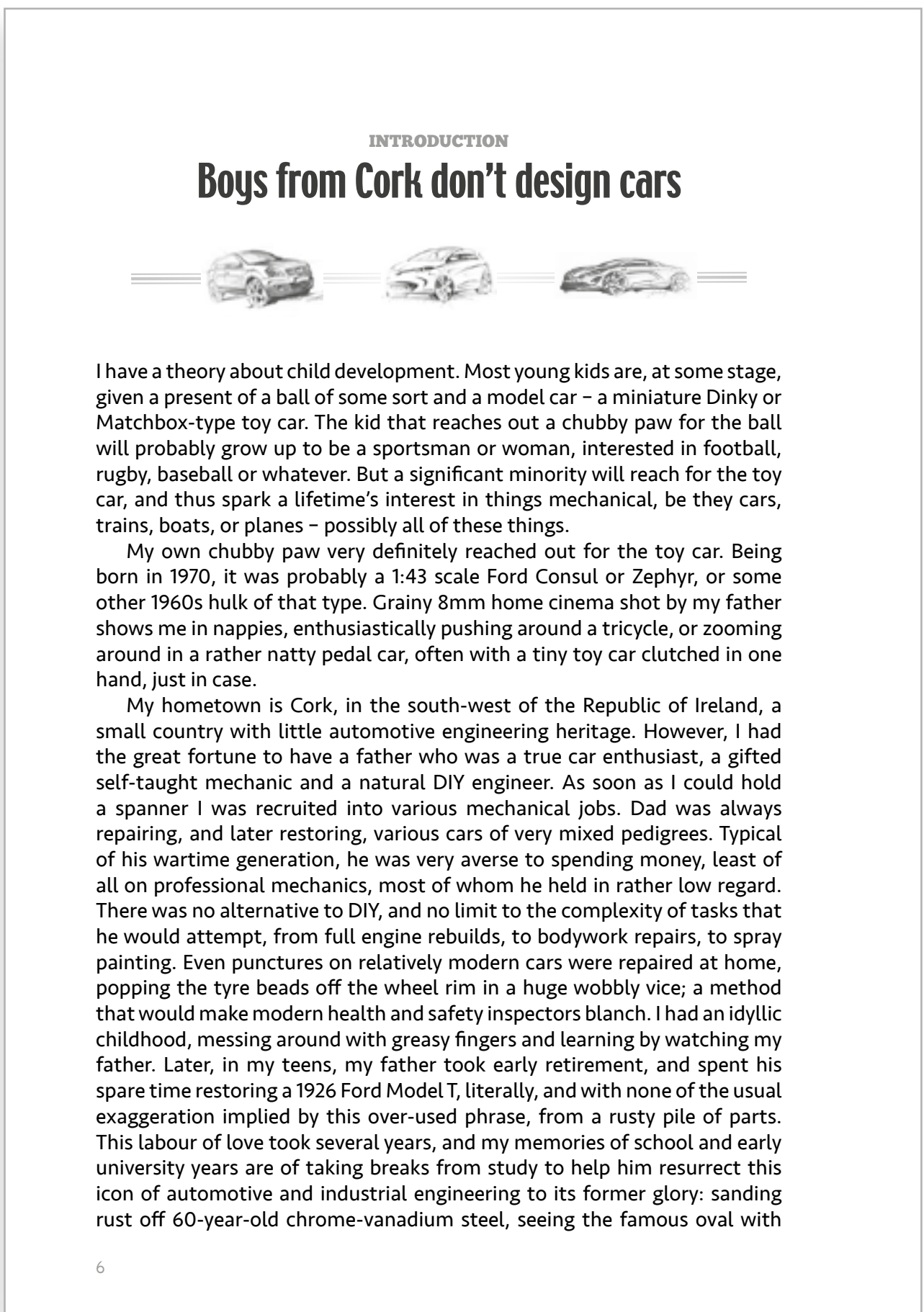
- A fascinating glimpse of the industry behind the glamour and glitz of the Motor Shows
- The grit and the passion of engineering modern cars
- The highs and lows of engineering a modern car
- Focus, pressure and risk-taking: how to engineer a successful car
- How to design a real car, by someone who’s been there and done it
- A unique insider’s take on the modern auto industry
- A tale of three sisters – the Nissan Qashqai, Renault ZOE and Alpine A110
- A guided tour of the highs and lows of car-making
- From backstage disasters to the pizzazz of car launches
- UK, Japan, France – a whirlwind tour of the global auto industry



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ABOUT THE AUTHOR

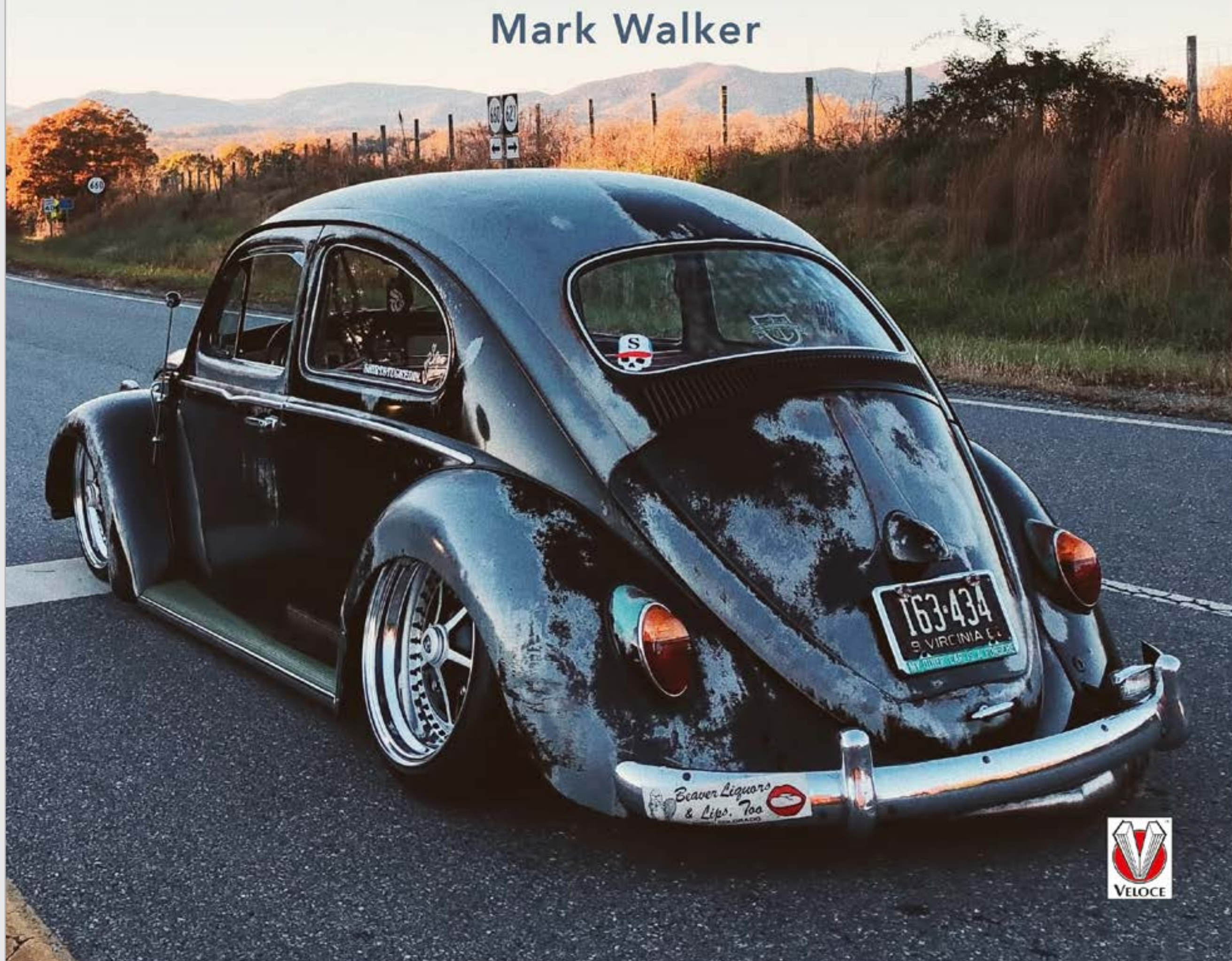
Mark Walker bought his first 1964 VW Beetle at age 16 before he could legally drive. Over 25 years of VW ownership and over 100 air-cooled Volkswagens have now passed by since that point. Mark was the owner and operator of The Bus Station (2002-2013) and Vintage Werks (2006-2007) – both companies heavily immersed in the VW scene that were known for importing classic Volkswagens from around the world, carrying out sympathetic restoration work. They also gained an international reputation for out of the box thinking, high-quality suspension modifications, and turning out magazine feature worthy cars. The success and popularity of his business earned him the nickname ‘Slam King’. Mark has written for *Volksworld* and *Camper & Bus* magazines since 2012.

– Updated and revised edition –

PATINA

VOLKSWAGENS

Mark Walker



PRICE £30 UK  \$50 USA 

FORMAT Paperback **SIZE** 250mm H x 207mm W

EXTENT 160 pages **IMAGES** 318 images

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Patina Volkswagens

Updated and revised edition

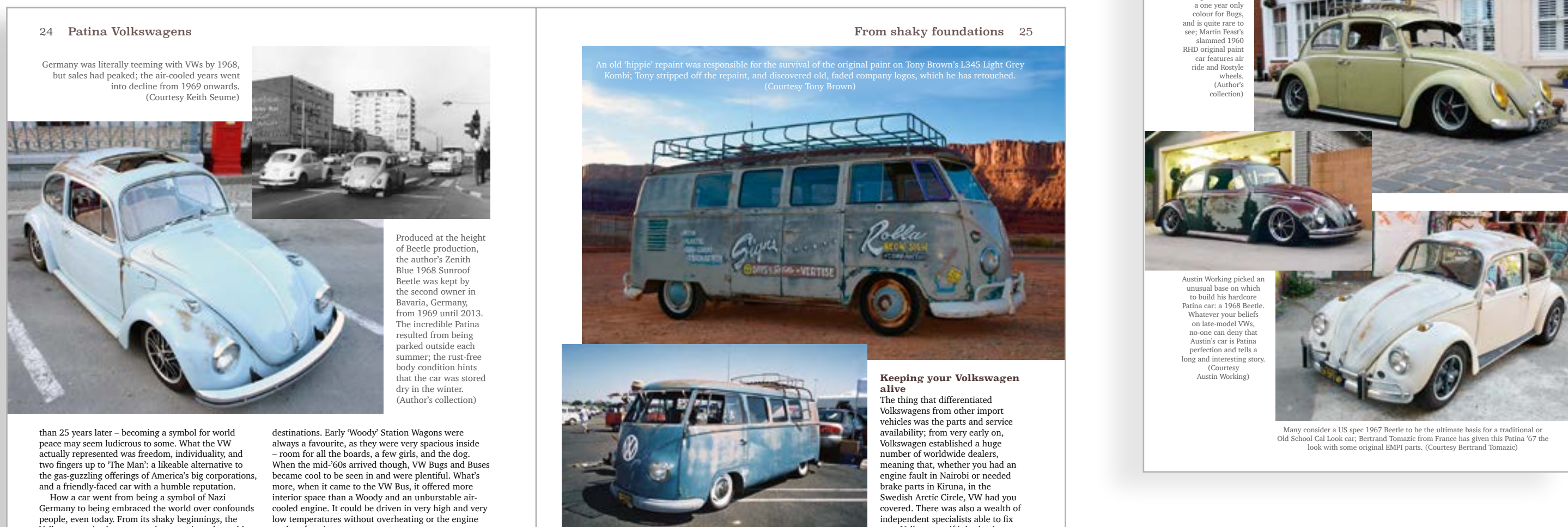
By Mark Walker

FOREWORD BY DREW PRITCHARD OF TV'S SALVAGE HUNTERS FAME

Patina Volkswagens is the first book to look at how and why Volkswagens with original paint and patina have become so popular. The book explores the many different facets of this trending hobby, from the cars themselves, to the owners and the global scene surrounding them.

This updated and revised edition includes 67 new images, with updated photos of builds from the first edition and cooler, fresh builds featuring more Volkswagen Beetles. Also included is a brand-new section on the builds of patina Volkswagen specialists HR Autoworks.

Since the early 2000s, the apparent explosion of interest in Volkswagens with original paint, rust and patina has inspired a generation of car fanatics, who might not be able to afford to restore a car to show condition, but still want a good looking, cool car that will stand out from the crowd.



Introduction

When are you going to paint it?

[illegible]

Si Medlicott's 1954 Sunbeam Roadster was one of the first 1000 cc cars produced at Malindi. VW Motors UK was founded in 1955, and for the first time it was possible for the British to order a new 1000 Volkswagen. Having owned a few lowered Fiat cars, Si now prefers stock height; this car was slotted with 10TR wheels, but has now been returned to original height. (Courtesy Si Medlicott)



Jake Rojas of the LuThHaus in Providence, Rhode Island, built this incredible '62 L380 Turbus Bus. Turbus has always been one of the author's favourite colours. Before Jake found it, he car lived its whole life in New Hampshire – an area not known for producing rust-free patina cars. Jake slammed the car on a 6 in narrowed front beam and 3 in rear drop spring plates. (Courtesy Moritz Schmid)



Origins & ownership 141

Jerry Lemieux's old 'Burnt Westy' was once next to a house that caught fire, giving it a unique Patina after being stored outside for decades. (Courtesy Shin Watanabe)



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Tom-Hartley-p153591782**

NOW IN PAPERBACK

The inspirational story of Tom Hartley 'The Dealmaker' – a boy who left school at 11, selling his first car at 12, and his extraordinary journey to become a supercar dealer and multi-millionaire. The story is expertly transcribed by Ken Gibson, award winning ex-motoring editor of The Sun newspaper.

The car world is full of fascinating characters, but few have a story to tell quite as remarkable and inspirational as Tom Hartley. Walking out of school at the age of 11, unable to read or write, Hartley set up his own business buying and selling cars. From that moment on he defied logic and ripped up the rule book on his way to the top. Today he runs one of the most successful independent family run luxury, performance and classic car businesses in the world, and has built up an unrivalled reputation as 'The Dealmaker.'

Hartley's inspirational story is about the unshakeable belief in his own abilities, from a precocious schoolboy who had a dream, and then through sheer hard work and a burning desire to make the dream come true. This is not just a book for car enthusiasts but for anyone who has dared to dream. It's a story that will inspire and motivate, and proves you can make the wildest dream come true if you want it badly enough.

Tom's remarkable story is written with the collaboration of Journalist Ken Gibson, for 24 years, award winning Motoring Editor of *The Sun* newspaper.

- The inspirational autobiography of Tom Hartley 'The Dealmaker'
- An extraordinary 'rags to riches' story
- How Tom left school unable to read or write, but started his own business by the age of 14
- How Tom made his first million by the age of 17 - and then lost it all
- Picking up the pieces and starting again
- The unorthodox methods of a true maverick - how Tom Hartley ripped up the rule book to achieve success
- Any time, any place, anywhere - the bizarre places where Tom has bought and sold cars
- The winning formula - Tom shares his winning formula and 'top tips'
- The importance of family support, from father and mentor, to wife and children
- How dreams can come true - with a burning desire to be the best and a lot of hard work

ABOUT THE AUTHOR

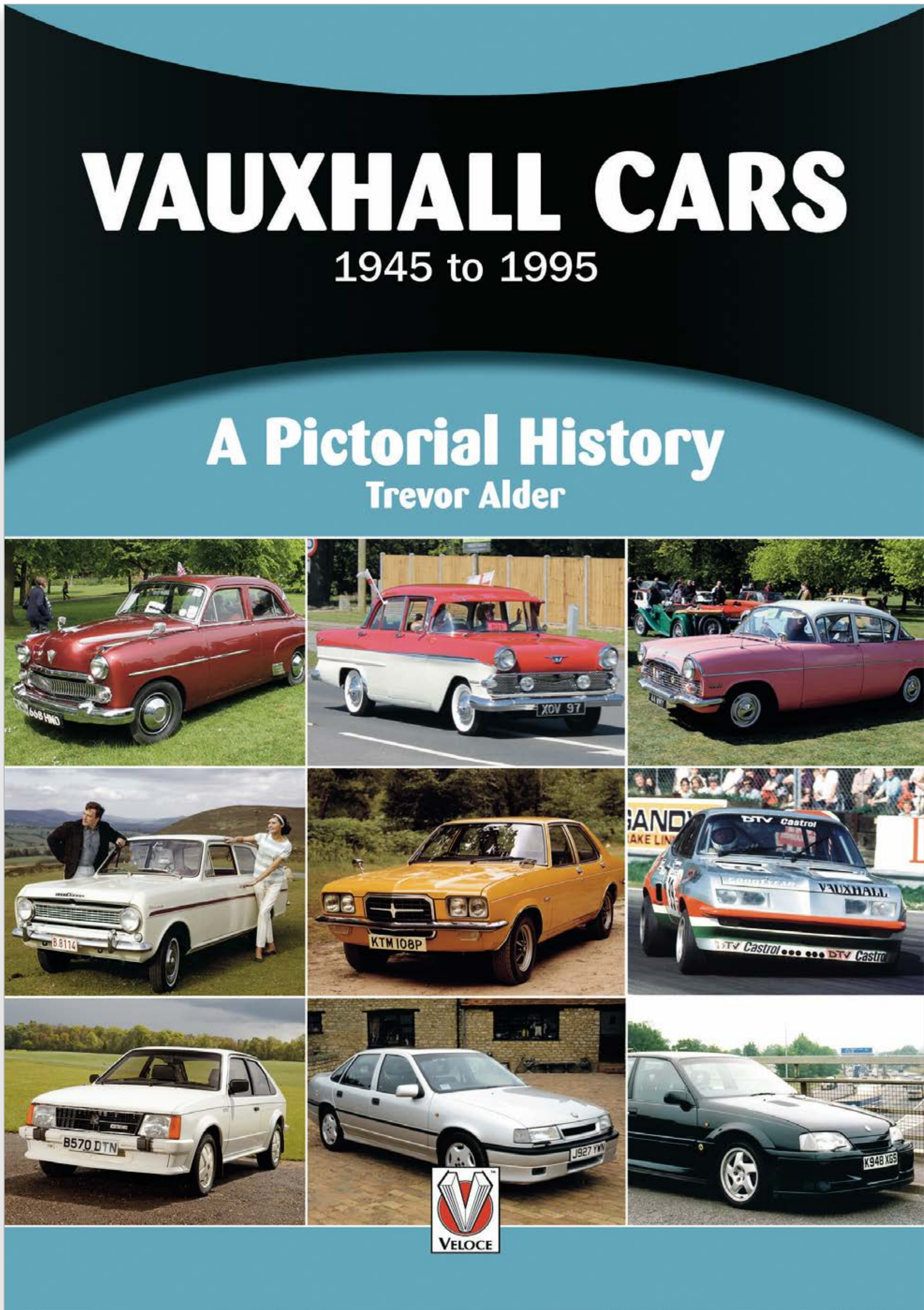
Tom Hartley was born in 1961, the second child of Tom and Helen Ann Hartley – Romany travellers who sold carpets across Scotland. Tom's early life as a child was spent travelling with his parents in their caravan.

The family moved into their first house in the late '60s, and set up a cash and carry carpet shop in Glasgow. Tom attended Hamilton Primary School, but left school when he was 11, unable to read or write, to start selling used cars – wheeling and dealing against established dealers as a schoolboy in the cut-throat world of the Glasgow car auctions.

Tom had made his first million by the age of 17, but soon ran into trouble – his business went bust and he needed an operation to save his sight. He spent the next few years rebuilding the business with his wife Priscilla, once again living in a caravan.

By 1982 he was back in business, his first child was born, and the family moved into their first home in Derbyshire. Within a year he had bought 40 acres of land next to his home and started to create his business empire dealing in luxury, performance, and supercars. He hasn't looked back since, having created a family business now valued at over £200 million.





Vauxhall Cars

1945 to 1995

A Pictorial History

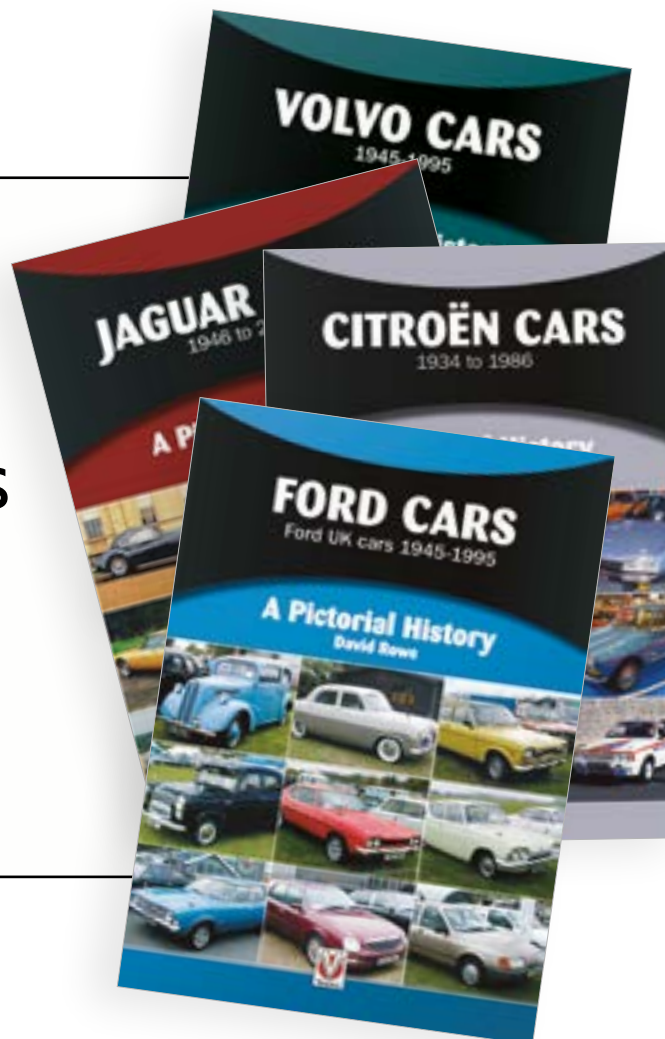
By Trevor Alder

Profusely illustrated throughout, a worthy addition to the **Veloce Pictorial History** series. Every Vauxhall model (1945-1995) has been painstakingly researched detailing body derivatives, production changes, technical information and hundreds of period photos and diagrams, plus how the ever-changing advertising was used to promote each model.

A comprehensive pictorial history of all Vauxhall cars produced from 1945 up to and including models in production in 1995. This really is the 'go-to' publication if you need to compare your Vivas, Victors, Ventoras or Viceroy's!

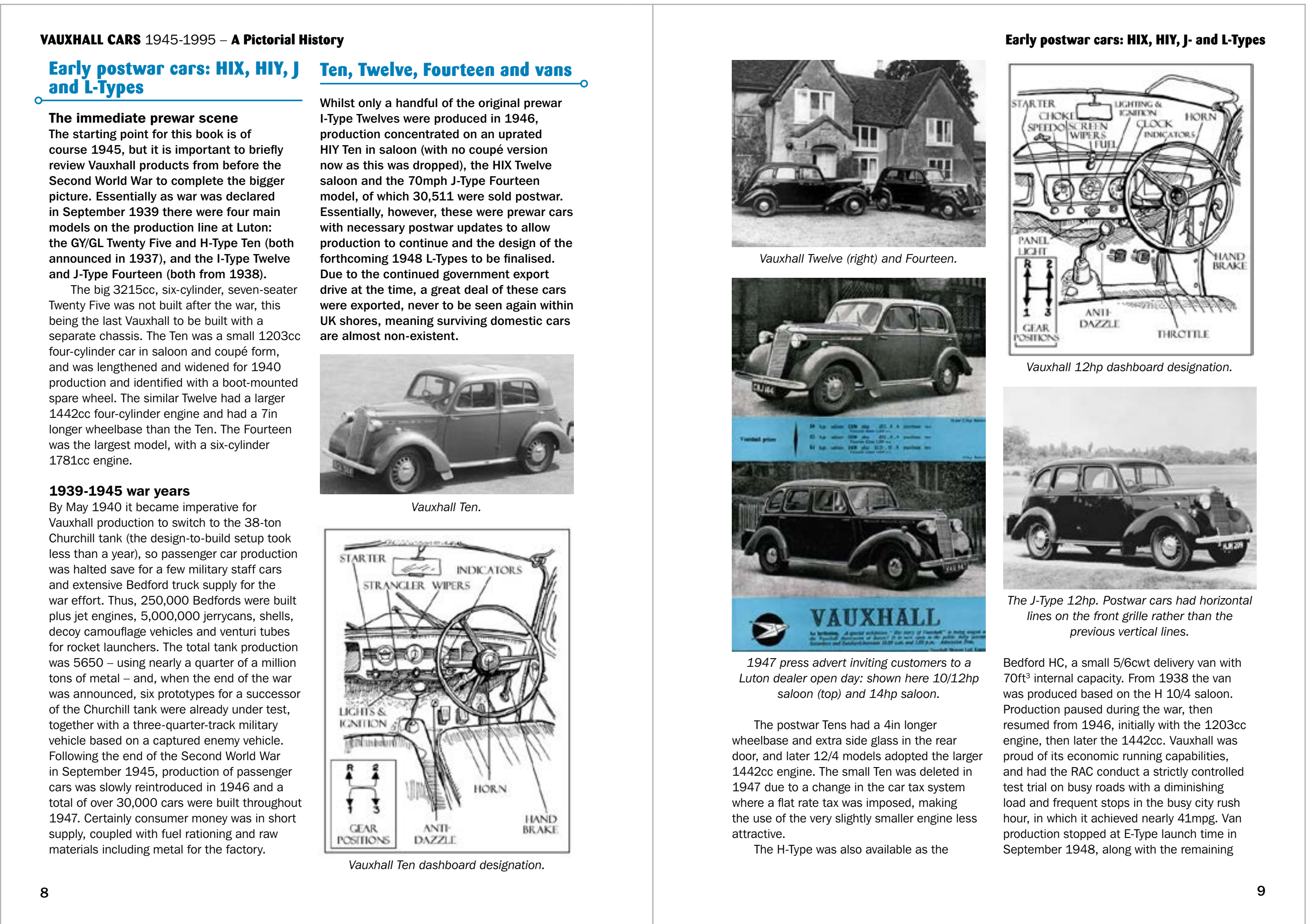
Breaking down the many models into several chapters, this is a trip down memory lane for any postwar car enthusiast. Comprehensively illustrated, the book includes line drawings, black & white plus colour period photographs, together with interior detail. All models are covered along with sports derivatives, limited editions, vans, estates, and coupés. It includes a section on motor sport achievements and

The *A Pictorial History* series is a range of lavishly illustrated, highly detailed guides covering auto makers from the 19th and 20th century. Every guide includes extensively illustrated full model-by-model comparisons, and features model histories, highly detailed descriptions including dimensions, engine specifications, colour and trim options – even feature gear-shift gate patterns and dashboard layouts in some guides, making for a great visual reference.



TV/movie appearances. Contemporary factory advertising slogans used is fascinating throughout. Complimenting the historical content, technical specifications, key production changes and build figures are also detailed.

- Illustrated history of all Vauxhall cars produced between 1945 and 1995
- Brief history of each specific model with key production changes
- Each model fully described with several annotated illustrations
- Comprehensive technical specification for each model: dimensions, weights, engines, performance
- Includes car-derived vans
- Key achievements in motorsport
- TV show and movie appearances described
- Both interior and exterior diagrams and photographs
- Media advertising slogans for each model
- Comprehensive index

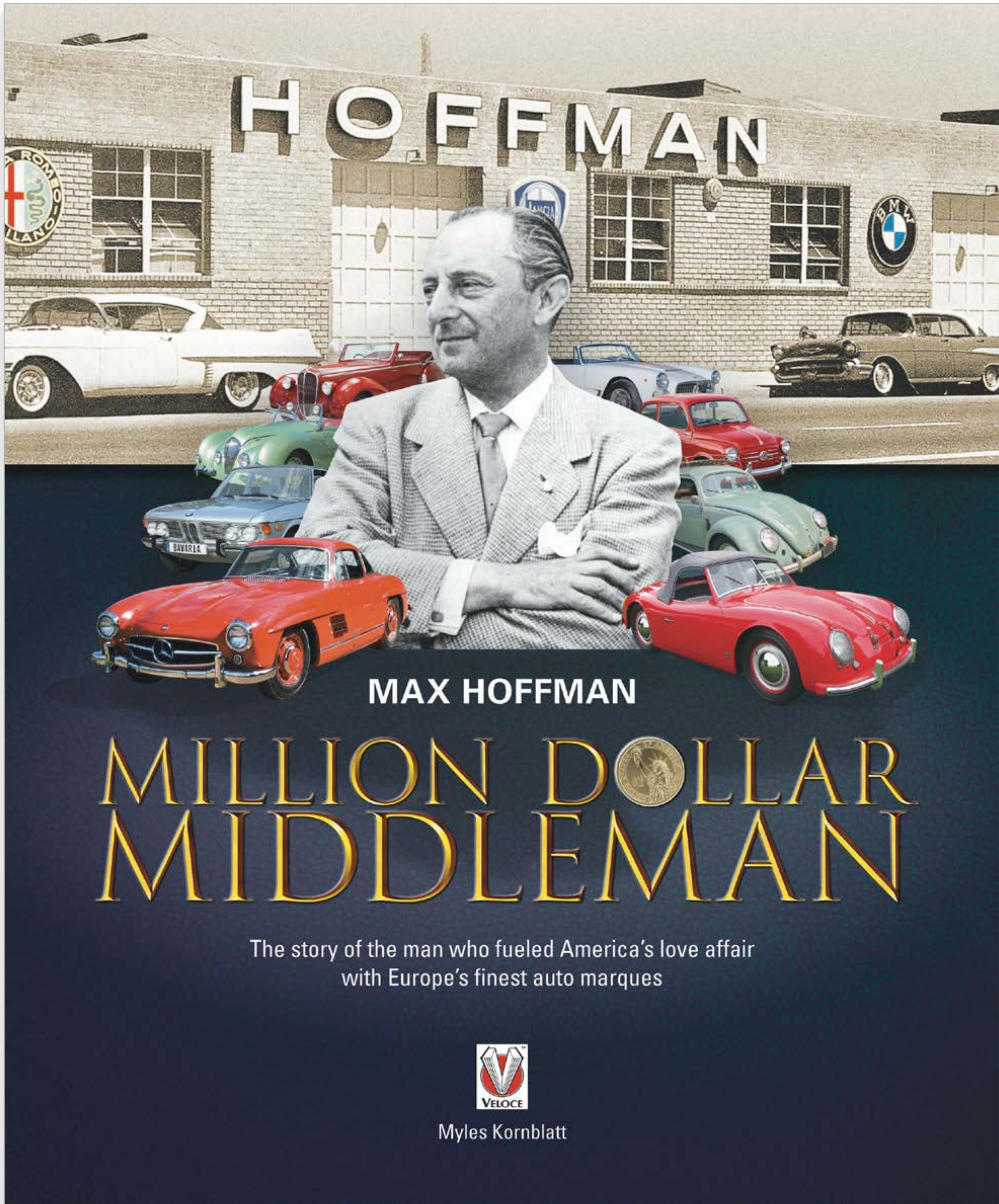


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Details subject to change



Max Hoffman

Million Dollar Middleman

By Myles Kornblatt

The story of Max Hoffman, who started his career as a racer in Europe, but became the catalyst for getting some of the most celebrated sports cars into the hands of the American public. His dealer network might have been based in North America, but his influence and impact were global.

This fascinating story charts the career of Max Hoffman, the US car dealer who represented Jaguar, Porsche, Mercedes, Volkswagen, Fiat, Lancia, BMW, and many other European car brands during the decades following WWII. He pushed for distinguished now-classics like the Mercedes 300 SL Gullwing, Porsche Speedster, BMW 507, and Alfa Romeo Giulietta Spider.

Hoffman built a reputation as an effective middleman, but as the car companies he represented became more successful under his watch, the less they needed their go-between. When it was inevitably time to say goodbye to Maxie, he showed his teeth with everything from lawsuits against his suppliers, to threatening executives with a mob hit.

However, Hoffman also had a very good reason to be defensive. He understood the American market, and he pushed manufacturers specifically for cars that would strike a chord and make everybody involved richer. Sometimes the hero, sometimes the villain, but more often than not, Max Hoffman was the unseen puppet master behind some of today's best classics.

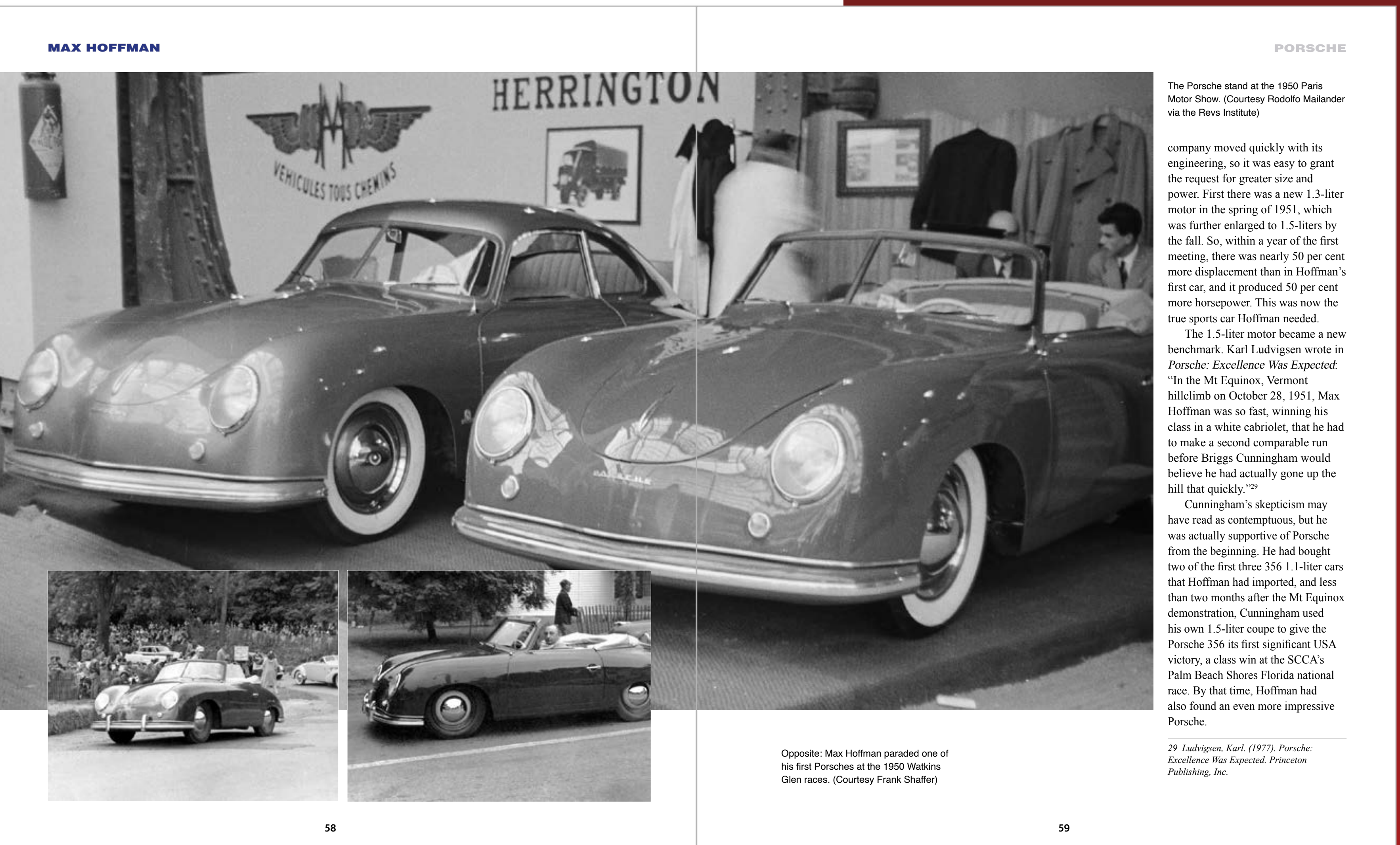
- The story of Max Hoffmann - the car dealer who introduced the USA to Jaguar, Mercedes, Volkswagen, Porsche, BMW, and more
- The man who helped shape the futures of major car companies ...
- ... and ignited a passion for sports cars in the USA
- His house and showroom were designed by Frank Lloyd Wright
- He persuaded dealers to take unloved Beetles to get popular Jaguars
- The master of cunning contracts that paid well without actually selling cars
- Max Hoffman: a true automotive puppet master

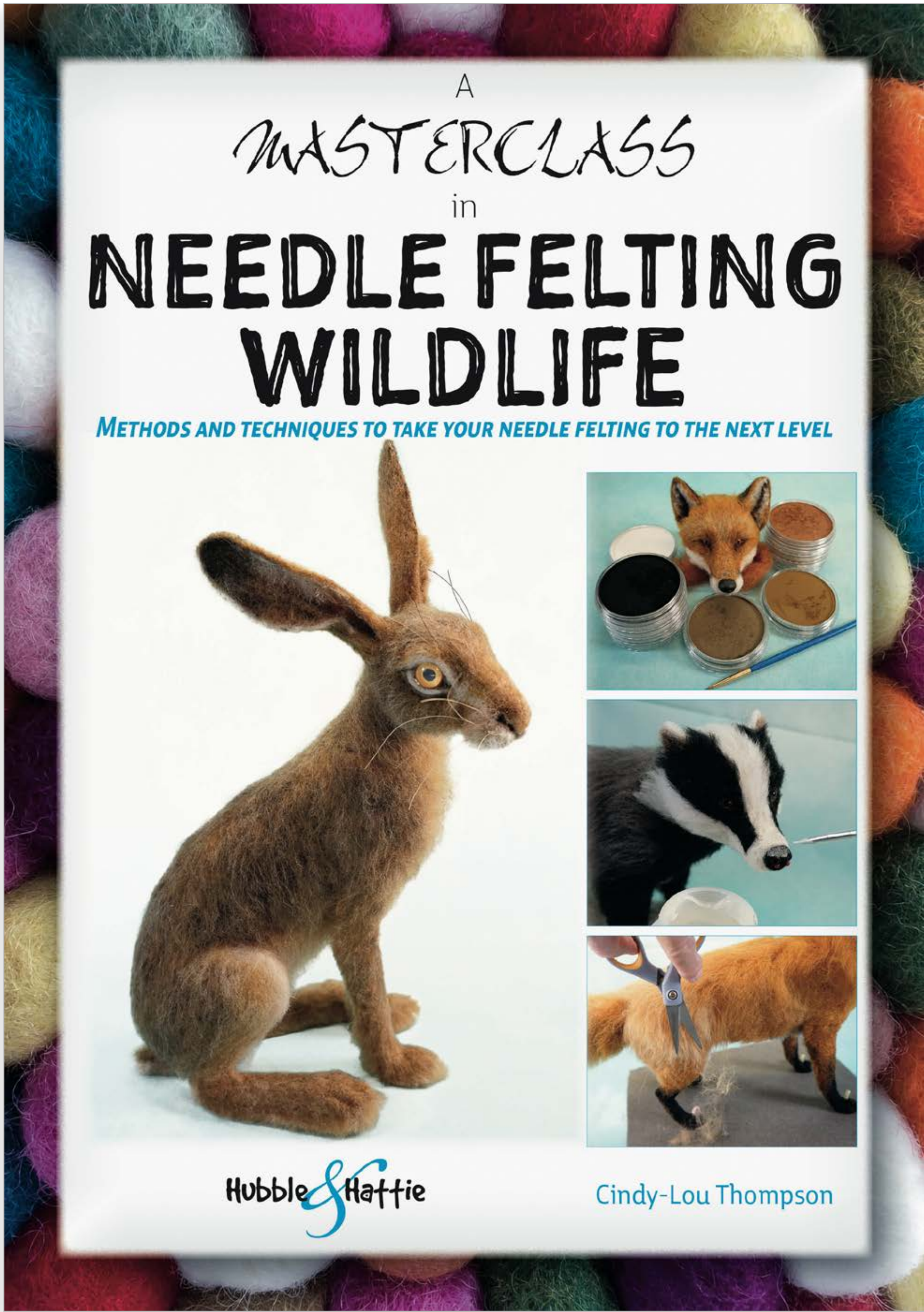
ABOUT THE AUTHOR

Myles Kornblatt's lifelong passion for automobiles has led him to search the globe for interesting cars. He has gained a reputation for rediscovering and writing the histories on vehicles that the automotive community had thought were long-lost or never even knew existed. He is an industry consultant and former museum curator. His work has appeared in publications such as *Top Gear*, *GQ*, *Classic Cars*, *Classic Cars Weekly*, *Hemmings Daily*, and *Octane*. Myles understands that a car is just metal, glass, and rubber, but when combined correctly, it creates something more: he finds the soul.

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A Masterclass in Needle Felting Wildlife

Methods and techniques to take your needle felting to the next level

By Cindy-Lou Thompson

THE SECRETS OF A WORLD CLASS NEEDLE FELTER REVEALED!

Learn how to create four hyper-realistic wild animals, with step-by-step instructions and photos from start to finish, written by a world class needle felting artist. The book shows a range of armatures, coats, textures, shapes, and finishing touches.

Take your needle felting to a whole new level to create a range of lifelike wildlife. World class felting master Cindy-Lou Thompson of Chicktin Creations will take you through the steps. Covering four popular and well-loved wild animals (Hare, Fox, Badger and Otter), with illustrated step-by-step instructions, Cindy guides you through the process of creating different body shapes, proportions, armatures, coats, and blending, as well as realistic finishing touches such as eyes, nails, ears and detailing.

Learn how to achieve a professional finish you will be proud of with different textured coats; how to blend, clip and add shape, and apply a realistic finishing touch with a variety of mediums and methods,

The A Masterclass in Needle Felting series by expert crafter Cindy-Lou Thompson features expert step-by-step guides for creating hyper-realistic needle felted animals, packed with tips, techniques and advice.



some of which Cindy has designed and developed herself.

From the author of the best-selling book *A Masterclass in Needle Felting Dogs*, this follow-up volume will teach you new techniques, and inspire you to try exciting creations of your own!

- Step-by-step instructions showing how to create your own needle felted masterpiece
- Includes new techniques from a master of needle felting
- Focusing on four of the most popular British wild animals
- A much-requested second book, with instructions and techniques to craft four more amazing creations
- Learn the secrets of needle felting wild animals
- Detailed instructions to create four highly realistic animal models
- Another inspirational book from the author of *A Masterclass in Needle Felting Dog*

ABOUT THE AUTHOR

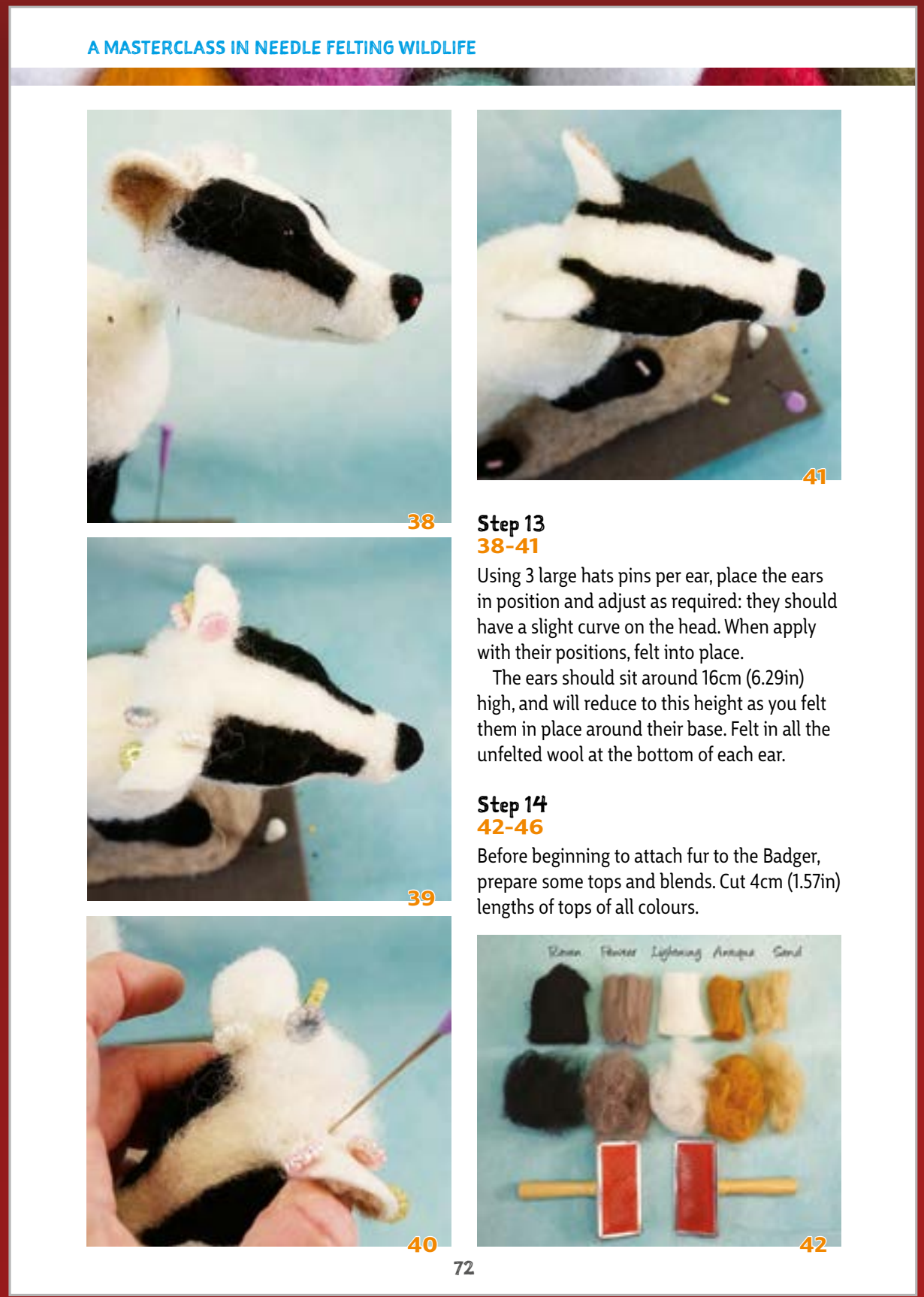
Cindy was raised by her grandmother, who had a very successful business boarding, training and breeding dogs, knowledge of which Cindy used during her working life, training dogs for security in Barbados and later as a Dog Warden in the UK. Little did she know that her childhood pipe-cleaner dog shows and talent at art and crafts would be the basis of her work today. Serious illness and sepsis set Cindy on her needle felting journey, when she needed something to occupy herself during her slow recovery. Self-taught Cindy has become a world-class master in this addictive craft, naturally specialising in breeds of dog.

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