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Carroll Shelby In His Own Words FORD V FERRARI (2019) | Behind the Scenes of Christian Bale \u0026amp; Matt Damon Movie ~~Adam Carolla with Ken Miles' Original Ford GT40 Matt Damon On Acting Alongside His \"Ford v Ferrari\" Co-Star Christian Bale~~

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Ford v Ferrari | why racing is about people (feat. Go Like Hell) (illiterate podcast) Ford GT40s 'Go Like Hell' at Masters 4 Hours (Donington Park, July 4th 2015). Assetto Corsa VR | LE MANS 66 TRIBUTE \"GO LIKE HELL\" | 4k 60FPS Go Like Hell Ford Ferrari

A. J. BAIME is the New York Times best-selling author of The Arsenal of Democracy: FDR, Detroit, and an Epic Quest to Arm an America at War and Go Like Hell: Ford, Ferrari, and Their Battle for Speed and Glory at Le Mans. Both books are in development for major motion pictures.

Go Like Hell: Ford, Ferrari and their Battle for Speed and ...

During a time when the Italian car company Ferrari was dominating European racing, Henry Ford II was determined to launch Ford Motor Company into a new era of racing machines. A.J. Baime's true to life story, Go Like Hell, is an action-packed adventure between Ford and Ferrari at Le Mas during the early to late 1960s.

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Go Like Hell drops you right smack in the middle an intense and ferocious battle between Ford and Ferrari in the 1960s. Baime's

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9780547336053: Go Like Hell: Ford, Ferrari, and Their ...

This is the backdrop for Go Like Hell, A.J. Baime's new book in which billion-dollar Ford is the surprising underdog in its quest to defeat financially struggling Ferrari. Baime's book is a...

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[Amazon.com: Go Like Hell: Ford, Ferrari, and Their Battle ...](#)

The road to "Ford v Ferrari," the double-Oscar-winning racing drama starring Matt Damon and Christian Bale, was a long one. The project dates back to 2013, when "Top Gun: Maverick" director Joseph...

[How "Go Like Hell" with Pitt and Cruise Became "Ford v ...](#)

Go Like Hell Ford, Ferrari and their Battle for Speed and Glory a by A J Baime In the 1960s Enzo Ferrari emerged as the dominant force in sports cars in the world, creating speed machines that were unbeatable on the race track and moved one writer to say they 'felt dangerous just to sit in'.

[Go Like Hell Ford, Ferrari and their Battle for Speed and ...](#)

The 33-year-old German's conspiracy theory that Ferrari team-mate Charles Leclerc's car is faster than his has been rubbished by team boss Mattia Binotto after Vettel secured a 10th placed finish ...

The epic story also told in the film FORD V. FERRARI: By the early 1960s, the Ford Motor Company, built to bring automobile transportation to the masses, was falling behind. Young Henry Ford II, who had taken the reins of his grandfather's company with little business experience to speak of, knew he had to do something to

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shake things up. Baby boomers were taking to the road in droves, looking for speed not safety, style not comfort. Meanwhile, Enzo Ferrari, whose cars epitomized style, lorded it over the European racing scene. He crafted beautiful sports cars, "science fiction on wheels," but was also called "the Assassin" because so many drivers perished while racing them. Go Like Hell tells the remarkable story of how Henry Ford II, with the help of a young visionary named Lee Iacocca and a former racing champion turned engineer, Carroll Shelby, concocted a scheme to reinvent the Ford company. They would enter the high-stakes world of European car racing, where an adventurous few threw safety and sanity to the wind. They would design, build, and race a car that could beat Ferrari at his own game at the most prestigious and brutal race in the world, something no American car had ever done. Go Like Hell transports readers to a risk-filled, glorious time in this brilliant portrait of a rivalry between two industrialists, the cars they built, and the "pilots" who would drive them to victory, or doom.

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

Coming to cinemas in November 2019, under the title LE MANS '66 _____ In the 1960s Enzo Ferrari emerged as the dominant force in sports cars in the world, creating speed machines that were unbeatable on the race track. In America, the Ford Motor Company was quickly losing ground as the pre-eminent brand. Henry Ford II saw a solution. He decided to declare war on Ferrari, to build a faster car than anything Ferrari had brought to the track, and to beat him at the world's biggest race, Le Mans. Ferrari was just as determined to see off this challenge from across the Atlantic. With practically no safety regulations in place in the

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European Grand Prix races, horrific accidents were routine, with both drivers and spectators killed in many races. The stakes were incredibly high, money and men were thrown at the competition, neither Ford or Ferrari would accept anything but victory. The battle to become the fastest in the world truly became a race to the death.

What happened when America's richest car company, producing many thousands of cars per year, went head-to-head with Ferrari of Italy in the mid 1960s? This is the story of an unstoppable force coming up against the stubbornness of an immovable object – that is, Ford against Ferrari. Enzo Ferrari, whose company produced fewer than four hundred cars per year in 1963, wasn't going to bow to Ford after he had turned down its offer to buy his company. The only place left to duke it out was on the racetracks of the world – and one in particular: Le Mans 1966.

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.

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

Ken Miles is one of the most famous sports car racers in history, and his time at Shelby American was the pinnacle of his career. Ride shotgun with Ken Miles through the twists and turns of Sebring, Laguna Seca, Riverside, and Le Mans as seen through the lens of Shelby American photographer Dave Friedman! The hiring of Ken Miles by Carroll Shelby in February 1963 initiated arguably the greatest pairing of driver/owner partnerships in the history of motorsports. Not only did Shelby hire Competition Manager Ken

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Miles as an accomplished road racer but also Miles brought professionalism, innovation, and a keen attribute of being able to surround himself with budding, talented individuals. The list of race cars that Ken piloted at Shelby American is nearly unrivaled: the Shelby 289 Cobra, 390 Cobra, 427 Cobra, King Cobra, Shelby Daytona, Mustang GT350R, and Ford GT. Ken dominated the 1964 United States Road Racing Championship (USRRC) racing season by winning 8 of 10 races to secure the Manufacturers' Championship. However, it was at Le Mans where Ken Miles became a worldwide household name. The robbery that was the 1966 24 Hours of Le Mans is laid out in excruciatingly accurate detail as Ford royalty Carroll Shelby, Carroll Smith, Homer Perry, Leo Beebe, Charlie Agapiou, Bob Negstad, Carroll Smith, and Peter Miles recall the race and the tragedy that followed two months later. Recapture Ken Miles's career as told by esteemed Shelby American photographer Dave Friedman in this firsthand account titled Ken Miles: The Shelby American Years!

For tens of millions of people around the world, a single name evokes the world of speed - Enzo Ferrari. Today's Formula One would be unthinkable without the presence of the Ferrari cars on the grid. Win or lose, Ferrari attract more fans than all the other teams combined. And the cars unique appeal - their mystique, their myth - has its origins in the story of one man with a dictator's will and the cunning of a Machiavelli. Going back to the origins of "The Old Man", tracing his remarkable rise to prominence, and using sources which have hitherto remained silent, Richard Williams tells the story of a man who was one of the key figures of sport in the twentieth century, and whose influence over his sport is undiminished today, more than a decade after his death.

Ken Miles follows the racer's life from the early days in England to

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

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