

1968



April 6, 1968 - Birmingham - An early BRM Formula 1 car (BRM P57) is shown in action during a race at Silverstone. The car is driven by Graham Hill, who is seen in the cockpit. The car is a white and blue BRM P57, and it is shown in action during a race at Silverstone.

April 1, 1968 - Silverstone - A BRM Formula 1 car (BRM P57) is shown in action during a race at Silverstone. The car is driven by Graham Hill, who is seen in the cockpit. The car is a white and blue BRM P57, and it is shown in action during a race at Silverstone.

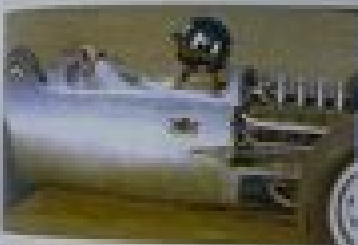
August 18, 1968 - Silverstone - A BRM Formula 1 car (BRM P57) is shown in action during a race at Silverstone. The car is driven by Graham Hill, who is seen in the cockpit. The car is a white and blue BRM P57, and it is shown in action during a race at Silverstone.

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BRM



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Brm The Saga Of British Racing Motors Volume

Doug Nye, Tony Rudd



Brm The Saga Of British Racing Motors Volume :

BRM Doug Nye, 2003-08-22 Continues to reveal the tortured history of Britain's most emotionally charged and passionately operated Formula 1 racing team Doug Nye is the world's most respected author and researcher on the historic racing scene and Tony Rudd's distinguished motor industry career included many years as BRM designer and chief engineer Little wonder then that their first volume of BRM the Saga of British Racing Motors was hailed as the most detailed and authoritative history of a grand prix team ever published It covered the birth of BRM and took readers through the years of the troublesome V16 cars and the 4 cylinder 2.5 litre models of the 1950s Now Volume 2 of their four volume BRM history takes the story forward into the V8 era with the last of the cars built around a tubular chassis It covers the most successful period in the Formula 1 team's career including the World Championship won with Graham Hill in 1962 the first two of his five wins at Monaco and the first two of his three victories in the US Grand Prix at Watkins Glen Having unique access to the BRM company files the authors have been able to delve deeply into the emotion charged background to the BRM team's final emergence as a Grand Prix front runner to their involvement in the Tasman races in Australasia and to their first foray at Le Mans with the Rover BRM gas turbine cars As with Volume 1 the print run of this and succeeding volumes is being restricted to 2500 numbered copies Volume 3 to be published late 2003 will concentrate on the V8 powered monocoque cars from 1964 to 1968 leaving the final volume to be published in 2004 to conclude the saga of BRM with the H16 and V12 cars from 1968 to 1978 Please note As Volume 1 is out of print the publishers will be commissioning a short reprint of unnumbered copies later in 2003 to enable new subscribers to complete their four volume set **BRM - The Saga of British Racing Motors**

Vol. 1 Doug Nye, 1994-08-06 Re issue of an award winning book which has been described as the most comprehensively researched and written history ever produced of a Formula 1 racing team Doug Nye is the world's most respected author and researcher on the historic racing scene and Tony Rudd's distinguished motor industry career included many years as BRM designer and chief engineer Little wonder then that their first volume of BRM v the Saga of British Racing Motors was hailed as the most detailed and authoritative history of a grand prix team ever published It covers the tortured birth of BRM and takes readers through the years of the troublesome V16 cars and the 4 cylinder 2.5 litre models of the 1950s Having unique access to the BRM company files the authors have delved deeply into the emotion charged background to the BRM team's creation its near collapse and then its troubled survival prior to its final emergence as a front running Grand Prix team The team's creator Raymond Mays and its great benefactor Sir Alfred Owen as well as drivers like Stirling Moss Juan Manuel Fangio Froilan Gonzales Tony Brooks Jo Bonnier and many other stars of the past all figure prominently in this remarkable motor racing saga *BRM* Doug Nye, Tony Rudd, 2008-11-15 The extraordinary Saga of the BRM Formula 1 racing team has previously been related in exhaustive detail in the first two Volumes of the author's remarkable history of this legendary marque Volume 3 details the story of the monocoque chassised V8 Formula 1 and Tasman cars which BRM designed

manufactured and campaigned between 1963 and 1968 and which private owners continued to run for two further seasons. These were the exquisite Swiss watch BRM V8s which were only narrowly defeated in the World Championships of 1964 and 1965 when they were driven by BRM's former World Champion Driver Graham Hill and his meteoric young team mate, protégé and future triple World Champion Jackie Stewart. The entire drama is related in painstaking and enormously revealing detail, with all supported by contemporary internal reports, private correspondence and often hilarious first person recollections and anecdotes from team members including numerous team mechanics and engineers in addition to Tony Rudd, Graham Hill and Sir Jackie Stewart. Volume 3 also embraces BRM's involvement in Formula 2, the Tasman Championship in Australasia, Le Mans and Indy projects with Chrysler Corporation and even an experimental Jumping Jeep for military assessment.

B.R.M.: The Saga of British Racing Motors. Volume 1. Front Engined Cars 1945-1960 Doug Nye, 1994

B.R.M.: The Saga of British Racing Motors. Volume 3: Monocoque Cars, 1962-68 Doug Nye, 2008

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Motor Racing Anthony Carter, Jack Sears, 2011. Stunning photographs from motor racing history, most previously unpublished, in a book that examines the many facets of Grand Prix racing before the dominance of television. A beautiful look at a fascinating time in motor racing.

B.R.M.: Monocoque V8 cars, 1963-1969 Doug Nye, Tony Rudd, 1991

1 1/2-litre Grand Prix Racing 1961-1965 M. J. P. Whitelock, Mark J. P. Whitelock, 2006. The story of a Grand Prix formula largely overlooked due to the perception that the cars were underpowered and hence unspectacular. This perception ignores the significant technical developments that took place, the domination achieved by British race car constructors and the rise of British drivers Jim Clark, Graham Hill and John Surtees.

B.R.M. Doug Nye, Tony Rudd, 1994

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