

The Bmw Century The Ultimate Performance Machines

Packing BMW's dream machines from 75mph pre-war icons, to the 230mph supercars of the 21st century into an 80,000+ word book project, full of the finest original photographs, was a long held fantasy of author Jeremy Walton. His aim was to move his work from the earlier 'Unbeatable BMW' racing tales, to how it feels to drive the best of the best from BMW. All without relying on rehashing factory photographs and PR editorial. As the project evolved, it became clear that there was just too much material to put into one book, without having to edit out way too much excellent material. Thus, Ultimate Drives became two books, with volume 1 featuring BMWs from the years 1937-82 and Volume 2 models between 1983-2011. BMW-Ultimate Drives (Volumes 1 & 2) is written by an independent author who has brought benchmark BMW work to a global audience since 1972, when a 24-hour motor race result in a BMW 3.0 CS changed his life. The contents were hotly debated, the dream factor was deemed important. When worldwide celebrities like Elvis Presley buy BMW (a fifties 507 during his 1958-60 German military service), we thought you should know how it feels to steer such seductively rare combinations of V8 power and the coachbuilders art. So we have some ultra rare—handmade by the hundred—fifties star cars from 503 to 507 and sixties 3200CS, the latter previewing road and race versions of the elegant road (CS/CSi) and race (CSL) BMW coupés of 1969-75 vintage. As you'll see by whisking through the contents of Volume 1, Jeremy Walton and chief photographer William Taylor went for a bit of both, from affordable, to million dollar babies. Although BMW manufactured 15 horsepower Austin Sevens under license from the British in late 1927, desirability of the Dixi then BMW-branded machines shot up with the 1934 debut of the 315/1 sports 2-seater which gave the European establishment such a team—prize winning shock on Alpine rallies of the thirties. That simple but efficient 315 derivative led to the legendary 328 6-cylinders and 80bhp. These 2-liters became world class benchmarks from a debut Nurburgring victory. We have driven examples both as traditional open sports cars of shattering 21st century value to the underwritten but hugely significant 327/28 coupe, which was the glamorous forerunner to a line of postwar BMW coupés that continue today.

Mini celebrates 60 amazing years of this iconic car, from its revolutionary introduction to the popularity of its new-generation models. The first two-door Mini, introduced in 1959 and built until 2000, revolutionized automotive design with its innovative front-wheel-drive layout that made the car appear bigger on the inside than the outside. In 1999, the Mini was voted the second most influential car of the 20th century, behind the Ford Model T. Designed for British Motor Corporation (BMC) by Sir Alec Issigonis and manufactured in England, Australia, Spain, Belgium, Chile, Italy, Portugal, South Africa, Uruguay, Venezuela, and Yugoslavia, the Mini was as successful in competition as it was on the street, winning the Monte Carlo Rally four times from 1964 through 1967. Originally built by BMC, the Mini's later parent company, Rover, was acquired by BMW in 1994. In 2000, BMW sold most of the Rover Group but retained the Mini brand. The last and 5,387,862nd original Mini rolled off the production line in October, 2000. In July 2001, BMW launched production of the new-generation of Mini which was soon joined by Countryman, Clubman, convertible, Cooper Works, and numerous special editions. Nearly 20 years later, the new Minis remain as popular as the original from 1959.

BMW's M5 was a simple concept: a production 5 Series saloon re-developed for high performance by the Motorsport division. The M5 was the car that really initiated the legend of the M-cars from BMW; the letter M had been applied to a high-performance BMW as early as 1978, but that year's M1 was an exotic supercar. It had the right image, but the M1 was never going to bring in major profits. The M5 was much simpler in concept. It was and remains a production 5 Series saloon, redeveloped for ultra-high performance. Manufacturing costs were minimized, allowing BMW to price the car more attractively and still bring in healthy profits. This new book charts the development of the M5 across five generations. For all fans of the BMW M5, this book provides essential background, and is packed with the facts and details that make the M5 legend come alive. The M5 is still in production and remains the benchmark high-performance saloon wherever it is sold. This is essential background reading for all BMW M5 fans and motoring enthusiasts and is superbly illustrated with 211 colour photographs.

Rendered homeless by circumstances beyond his family's control, Dan is forced to move to Tent City, where he begins fighting for better conditions only to be targeted by an adversary who wants to destroy the impoverished region.

"A beautiful debut, funny, tender, and animated by a willingness to confront life's obstacles and find a way to survive. . . . It celebrates friendship, finds meaning in difficulty and lets the reader explore dark places while always allowing for the possibility of light. Lenni and Margot are fine companions for all our springtime journeys."—Harper's Bazaar, UK A charming, fiercely alive and disarmingly funny debut novel in the vein of John Green, Rachel Joyce, and Jojo Moyes—a brave testament to the power of living each day to the fullest, a tribute to the stories that we live, and a reminder of our unlimited capacity for friendship and love. An extraordinary friendship. A lifetime of stories. Seventeen-year-old Lenni Pettersson lives on the Terminal Ward at the Glasgow Princess Royal Hospital. Though the teenager has been told she's dying, she still has plenty of living to do. Joining the hospital's arts and crafts class, she meets the magnificent Margot, an 83-year-old, purple-pajama-wearing, fruitcake-eating rebel, who transforms Lenni in ways she never imagined. As their friendship blooms, a world of stories opens for these unlikely companions who, between them, have been alive for one hundred years. Though their days are dwindling, both are determined to leave their mark on the world. With the help of Lenni's dotting palliative care nurse and Father Arthur, the hospital's patient chaplain, Lenni and Margot devise a plan to create one hundred paintings showcasing the stories of the century they have lived—stories of love and loss, of courage and kindness, of unexpected tenderness and pure joy. Though the end is near, life isn't quite done with these unforgettable women just yet. Delightfully funny and bittersweet, heartbreaking yet ultimately uplifting, *The One Hundred Years of Lenni and Margot* reminds us of the preciousness of life as it considers the legacy we choose to leave, how we influence the lives of others even after we're gone, and the wonder of a friendship that transcends time.

The extraordinary story of the Nazi-era scientific genius who discovered how cancer cells eat—and what it means for how we should. The Nobel laureate Otto Warburg—a cousin of the famous finance Warburgs—was widely regarded in his day as one of the most important biochemists of the twentieth century, a man whose research was integral to humanity's understanding of cancer. He was also among the most despised figures in Nazi Germany. As a Jewish homosexual living openly with his male partner, Warburg represented all that the Third Reich abhorred. Yet Hitler and his top advisors dreaded cancer, and protected Warburg in the hope that he could cure it. In *Ravenous*, Sam Apple reclaims Otto Warburg as a forgotten, morally compromised genius who pursued cancer single-mindedly even as Europe disintegrated around him. While the vast majority of Jewish scientists fled Germany in the anxious years leading up to World War II, Warburg remained in Berlin, working under the watchful eye of the dictatorship. With the Nazis goose-stepping their way across Europe, systematically rounding up and murdering millions of Jews, Warburg awoke each morning in an elegant, antiques-filled home and rode horses with his partner, Jacob Heiss, before delving into his research at the Kaiser Wilhelm Society. Hitler and other Nazi leaders, Apple shows, were deeply troubled by skyrocketing cancer rates across the Western world, viewing cancer as an existential threat akin to Judaism or homosexuality. Ironically, they viewed Warburg as Germany's best chance of survival. Setting Warburg's work against an absorbing history of cancer science, Apple follows him as he arrives at his central belief that cancer is a problem of metabolism. Though Warburg's metabolic approach to cancer was considered groundbreaking, his work was soon eclipsed in the early postwar era, after the discovery of the structure of DNA set off a search for the genetic origins of cancer. Remarkably, Warburg's theory has undergone a resurgence in our own time, as scientists have begun to investigate the dangers of sugar and the link between obesity and cancer, finding that the way we eat can influence how cancer cells take up nutrients and grow. Rooting his revelations in extensive archival research as well as dozens of interviews with today's leading cancer authorities, Apple demonstrates how Warburg's midcentury work may well hold the secret to why cancer became so common in the modern

world and how we can reverse the trend. A tale of scientific discovery, personal peril, and the race to end a disastrous disease, *Ravenous* would be the stuff of the most inventive fiction were it not, in fact, true.

Relive the first one hundred years of Germany's best two- and four-wheeled rides. Established in 1916, BMW is one of the auto and motorcycle industry's oldest and most-respected car and motorcycle manufacturers. Over the past century, the company went through myriad developments. The *BMW Century* chronicles this remarkable transportation company through images of the cars and motorcycles it manufactured, from the 1923 R32 motorcycle to sleek electric cars of today. This handsome volume is filled with images, history, and in-depth looks at the incredible machines BMW created year after year. The *BMW Century* showcases how the company's new visionary team systematically rebuilt BMW in the post-World War II years into the spectacular success we know today - that is, a company with sales projected to be upwards of two million cars annually by 2016, led by its 3-series, the best-selling luxury-performance car in the world. BMW's motorcycle division is no less legendary. It began with the 1923 avant-garde R32, which featured a 180-degree, horizontally opposed twin, the engine configuration that would become BMW's hallmark. Along the way, BMW would use that configuration to power groundbreaking machines like the R90S, R100RS, and R80GS. Beginning in 1983, they would add three- and four-cylinder machines to their offerings, culminating in today's spectacular S1000RR sport bike. From the pre-war motorcycles to the iconic R-series twins of the 1970s and 80s to the mighty M-series cars and superbikes of today, *The BMW Century* offers a full review of German engineering at its finest. The book is illustrated with hundreds of historic, contemporary, and racing photographs - many sourced from BMW's archives - and detailed text relating the BMW's full history. This is the one volume no BMW aficionado can be without.

Twelve years after the first Benz patent motorcar Number 1 made its first journey in July 1886, a car raced across the image in Henri de Toulouse-Lautrec's lithograph, *The Automobilist*. La 628-E8, a novel named after the license plate number of its author, Octave Mirbeau, was published in the early twentieth century. In his *Futurist Manifesto*, Filippo Tommaso Marinetti rated the beauty of a racecar's revving engine and speed higher than the aesthetics of the Nike of Samothrace. Ever since its invention, artists have been examining the automobile, and the BMW Art Cars have played a central role here. Alexander Calder's BMW 3.0 CSL from 1975 was the first in a series brought to life by Hervé Poulain, lover of auto racing and works of art, in collaboration with BMW's head of motorsports, Jochen Neerpasch. Seventeen artists have since designed BMW models, and the "rolling sculptures" have not only proved themselves in museums, but also on the race track at Le Mans. ARTISTS FEATURED (selection) John Baldessari, Alexander Calder, Sandro Chia, Ken Done, Olafur Eliasson, Cao Fei, Ernst Fuchs, David Hockney, Jenny Holzer, Michael Jagamara Nelson, Matazo Kayama, Jeff Koons, Roy Lichtenstein, Esther Mahlangu, César Manrique, A.R. Penck, Robert Rauschenberg, Frank Stella, Andy Warhol

BMW, that most performance-oriented of car companies, had no affordable sports roadster in its line-up before 1995. Stung into action by Mazda's revival of the classic two-seater roadster, the Germany company quickly staked its claim with the Z3, a classic long-nose, short-tail design that used existing BMW mechanical hardware to good effect. This new book tells the story of BMW's Z3 and Z4 two-seater roadsters and coupes, which since 1995 have been at the forefront of the affordable sports car market. The history of the Z3 and both generations of Z4 are covered as well as full specifications of all models; the formidable M Power derivatives and a guide to buying and owning. The book is profusely illustrated with over 200 colour photographs and diagrams. Contents include: Historical background to BMW's arrival in the two-seater sports car market; Complete history of the Z3 and both generations of Z4; Full specifications of all models; The formidable M Power derivatives; Guide to buying and owning.

This best-selling book is also "#1 book in motorcycle safety" (Nielsen BookScan) and essential reading for all motorcyclists regardless of their years of experience. Author David L. Hough, a revered motorcycle author, columnist, and riding-safety consultant, lays out a clear course for all riders who want to sharpen their handling skills and improve their rides. This second edition, expanded and now in full color, offers new riders and road warriors the exact kind of advice they need to be prepared for anything when on the road, how to avoid accidents, and how to handle the unexpected. Hough, who began motorcycling in the 1960s, tackles every imaginable topic—from the mechanics of the bike, selection of the right-sized bike, and basic riding skills to night riding, group outings, and advanced survival tactics. In the chapter called "Motorcycle Dynamics," Hough spells out the equipment needed and basic skills required to control a bike, and specifically keeping the rider's safety and ability to avoid potentially injurious or fatal crashes. The author is outspoken and direct when it comes to safety, and he emphasizes the importance of the rider's braking abilities and spells out how to improve them. The chapter offers six tried-and-true techniques for quick-stop tactics, critical for every rider to understand and master. He also addresses other vital skills that riders need to evaluate and improve, such as turning, maintaining balance and stability, and steering. He defines, compares, and analyzes the ins and outs of steering and control: direct steering, countersteering, push steering, out-tracking, coning, u-turns, and directional control. The chapter called "Cornering Habits" is a virtual master class in acceleration, deceleration, use of weight, throttle, leaning, and handling challenging terrain. Hough's skill as a photographer and illustrator adds a graphic element to his books that leads to immediate understanding of the concepts he explains. The detail offered in each section of the book can only come from decades on the road, and the author is the consummate instructor, assigning homework to the readers in the form of exercises to practice and improve specific techniques that he outlines and illustrates in the text. Any rider who would venture out on the road without David Hough's voice in his head takes an unnecessary risk with his own life. Proficient Motorcycling takes riders from long, snaking country roads right into the traffic of the big city, and Hough offers the best advice for riders dealing with the most challenging conditions, whether it's road construction, snap-jawed intersections, skateboarders, or suddenly slippery road surfaces. A critical section of the book offers riders advice on how to deal with automobiles, including aggressive car drivers, oblivious SUV drivers, or "blind" truck drivers. The book offers the kind of first-hand experience that can literally save riders' lives, as illustrated in the chapters "Booby Traps" and "Special Situations," which offer evasive tactics and advice to avoid and handle everything from slick surfaces, curbs, and construction plates to ferocious dogs, hazardous wildlife, and difficult weather conditions. The final chapter of the book, "Sharing the Ride," is geared toward experienced riders who travel together in groups or who travel with a second passenger on the bike. Topics covered are formation, packing for trips, communication between riders, sidecars, trikes, and more. The book concludes with a resources section of organizations, training schools, educational tools, and websites; a glossary of 80+ terms; and a complete index.

For 70 years, Ferrari has produced automotive works of art to fire the imaginations of car lovers worldwide. A stellar combination of beauty, performance, racing success, exclusivity and Italian flair have combined to make Ferrari the world's most iconic carmaker. All these traits coalesce in the form of Ferrari's road cars. From the 125S in 1947, to the versatile 340 in the 1950s, to the stunning 250s and 275s of the 1960s, to the Daytona, to the shocking F40, to the modern era's outrageous hypercars the Enzo and LaFerrari, no other sports car manufacturer has so consistently set the bar for style and performance. It's a near unbroken 70-year run of hits. *Ferrari 70 Years* lifts the hood on Ferrari's sports car history beginning in 1947, but also touches on Enzo Ferrari's early career with Alfa-Romeo before he launched his iconic company. Author Dennis Adler offers Ferrari owners and fans

an engaging and comprehensive history of Maranello's extensive sports car range. Adler's detailed text is accompanied by his gorgeous photography and supplemented by fascinating images from Ferrari's historic archive. There is simply no better way to celebrate Ferrari's fantastic history.

The "must-read YA thriller" (Bustle) from #1 New York Times bestselling author of *One of Us Is Lying* about a small town with deadly secrets. "When it comes to YA suspense, Karen M. McManus is in a league of her own..." --Entertainment Weekly *Echo Ridge* is small-town America. Ellery's never been there, but she's heard all about it. Her aunt went missing there at age seventeen. And only five years ago, a homecoming queen put the town on the map when she was killed. Now Ellery has to move there to live with a grandmother she barely knows. The town is picture-perfect, but it's hiding secrets. And before school even begins for Ellery, someone has declared open season on homecoming, promising to make it as dangerous as it was five years ago. Then, almost as if to prove it, another girl goes missing. Ellery knows all about secrets. Her mother has them; her grandmother does too. And the longer she's in *Echo Ridge*, the clearer it becomes that everyone there is hiding something. The thing is, secrets are dangerous--and most people aren't good at keeping them. Which is why in *Echo Ridge*, it's safest to keep your secrets to yourself. Fans of the hit thriller that started it all can watch the secrets of the Bayview Four be revealed in the *One of Us is Lying* TV series now streaming on NBC's Peacock!

A Wall Street Journal Business Bestseller "A deeply reported and business-savvy chronicle of Tesla's wild ride." —Walter Isaacson, *New York Times* Book Review *Power Play* is the riveting inside story of Elon Musk and Tesla's bid to build the world's greatest car—from award-winning Wall Street Journal tech and auto reporter Tim Higgins. Elon Musk is among the most controversial titans of Silicon Valley. To some he's a genius and a visionary; to others he's a mercurial huckster. Billions of dollars have been gained and lost on his tweets; his personal exploits are the stuff of tabloids. But for all his outrageous talk of mind-uploading and space travel, his most audacious vision is the one closest to the ground: the electric car. When Tesla was founded in the 2000s, electric cars were novelties, trotted out and thrown on the scrap heap by carmakers for more than a century. But where most onlookers saw only failure, a small band of Silicon Valley engineers and entrepreneurs saw opportunity. The gas-guzzling car was in need of disruption. They pitted themselves against the biggest, fiercest business rivals in the world, setting out to make a car that was quicker, sexier, smoother, cleaner than the competition. But as the saying goes, to make a small fortune in cars, start with a big fortune. Tesla would undergo a hellish fifteen years, beset by rivals, pressured by investors, hobbled by whistleblowers, buoyed by its loyal supporters. Musk himself would often prove Tesla's worst enemy—his antics more than once took the company he had initially funded largely with his own money to the brink of collapse. Was he an underdog, an antihero, a conman, or some combination of the three? Wall Street Journal tech and auto reporter Tim Higgins had a front-row seat for the drama: the pileups, wrestling for control, meltdowns, and the unlikeliest outcome of all, success. A story of power, recklessness, struggle, and triumph, *Power Play* is an exhilarating look at how a team of eccentrics and innovators beat the odds—and changed the future.

The E30 3 Series was the car that defined BMW more than any other during the 1980s, and it has gone on to become a much-loved modern classic. This book tells the full story of the cars from the time in 1976 when work first began on the successor to the original E21 3 Series. This new book features the story of how and why BMW designed their new compact E30 saloon for the 1980s; the styling, engineering and specification changes introduced over the lifetime of the model. There are full technical specifications, including paint and interior trim choices given along with a chapter on the special US variants. Details of the M3 and the cars produced by the leading German tuners and finally, there is a chapter on buying and owning a BMW E30.

It all began in Maranello, a small town south of Modena, Italy, where Enzo Ferrari founded a car factory that would conquer the realm of automobile enthusiasts for a long time to come. A love for Ferrari lasts a lifetime: anyone who has entered the magic triangle of power, speed, and beauty under the sign of the prancing horse remains captivated. This book presents all models in chronological order, from the Spider Touring of 1948 to the new LaFerrari of 2013. Includes the following models: 458 Italia FF F12berlinetta LaFerrari

The Complete Book of BMW Motorcycles offers a thorough year-by-year guide to every production machine ever built by Germany's leading motorcycle manufacturer. From the first model, the 1923 R32 that launched BMW's motorcycle dynasty, to the latest (and fastest) superbike, the S1000RR, this book captures nearly a century of motorcycling excellence in a combination of historic and contemporary photos. Technical specs are provided for each model. This comprehensive review covers all of BMW's bike families: The side-valve machines from the early years The early overhead-valve performance bikes The modern Airheads and Oilheads The four-cylinder and six-cylinder touring bikes The early pushrod singles The modern overhead-cam singles The latest parallel twins, and inline-four cylinder sport bikes Among them, you'll find all the classic bikes—pre-World War II BMWs like the R5 that defined performance in that era; the military R12 that carried the Wehrmacht as it blitzkrieged its way across Europe; the Earles-forked R69S that offered the perfect platform for mounting a Steib sidecar; the R90S café racer; the K1 "flying brick"; and the GS (Gelände Sport) series that launched a dual-sport revolution right up to today's world-class S100RR and retro-inspired R nine T. Like the other titles in Motorbooks' Complete Book series, this guide to BMW's motorcycle output offers the most complete reference to the subject available.

Richly illustrated and entertainingly written, *The Big Book of Tiny Cars* presents lively profiles of the automotive world's most famous—and infamous—microcars and subcompacts from 1901 to today. From tiny homes to little lending libraries and even tiny food, people everywhere are resetting the premium they put on size. Fact is, the automotive industry has a "tiny" history going back to the car's earliest days. Beginning with the Curved Dash Oldsmobile and continuing through prewar classics such as the Austin Seven and Hanomag Kommissbrot, *The Big Book of Tiny Cars* is truly international in scope. Witness diminutive cars like the Bond Minicar and the BMW Isetta introduced to fuel-deprived postwar Europe, and continue through the classic 1950s microcars and '70s subcompacts, right up to today's tiny cars and electric vehicles (EVs) from the likes of Smart and Fiat. In addition to iconic curiosities like the frog-like Goggomobil Dart, the futuristic Sebring Vanguard Citicar, and the three-wheeled Reliant Robin, you'll read about more familiar classics like the VW Beetle, Mini Cooper, and Crosley Super Sport. Other manufacturers represented include Honda, Datsun, Mitsubishi, Trabant, Heinkel, Renault, and Messerschmitt, to name a few. Each car is profiled with an entertaining and informative history and a fact box. Imagery includes archival photos, period ads, and modern photography. In all, more than 100 cars are included, from the weird to the sublime. Gas, diesel, or electric...tiny cars have a rich and curious heritage reflective of motorists' concerns for their pocketbook, the environment, or both. *The Big Book of Tiny Cars* is your ultimate collection of microcars, minicars, bubble cars, kei cars, subcompacts, and compacts that have been built, sold, and driven all over the globe for 120 years.

Whatever the model and whatever the year, an M3 has always been the fastest, most capable and most technically advanced car in its class.

BMW have enjoyed motorsport success since the 1930s, but it wasn't until 1986 that the first M3 – a two-door saloon – became available, and today, more than 25 years later, it continues to set the standards by which all high-performance road cars are measured. This is the full story, covering in detail the M3's development through four evolutionary stages as well as its glittering motorsport achievements.

Ton Up! A Century of Café Racer Speed and Style focuses on the story of the ton-up boys and their café racers. But it's much more than just that. Illustrated with historic and modern photos and featuring a text by one of the world's motorcycle historians, it's really the story of motorcycle speed and style evolved from the early 1900s right through today. Café racers are most associated with the young, rebellious rock-and-rollers of 1960s Britain. These riders created the quintessential café racers—fast motorcycles customized to resemble the racing bikes of the period. They were called “café racers” because their riders raced on public roads, from one café to the next. The goal was to do “the ton” (exceed 100 miles per hour) on these runs, which led to their designation as “ton-up boys.” Today, ton-up culture is more popular than ever and recognized worldwide with a following of young and long-time riders alike. With Ton Up!, enjoy a scenic ride through the history of this vibrant scene.

The BMW Century The Ultimate Performance Machines Motorbooks International

Live and let drive. This bespoke, collector's edition is presented in a slip case, and features an envelope of exclusive posters and documents from the EON Bond archives. Bond Cars: The Definitive History is a lavish celebration of the cars that also became the stars alongside the world's most famous fictional spy. Featuring exclusive and priceless assets such as the original call sheets, technical drawings and storyboards, accompanied by previously unpublished photography and exclusive interviews, we put you behind the wheel of every car driven by 007 on film. With insights from the producers and keepers of the Bond flame, Michael G. Wilson and Barbara Broccoli as well as Daniel Craig and special effects and action vehicles supervisor and veteran of 15 Bond films, Chris Corbould, this is the story of cinema's greatest icon, told through the prism of the legendary cars he has driven.

A different kind of politics for a new kind of society--beyond work, scarcity and capitalism In the twenty-first century, new technologies should liberate us from work. Automation, rather than undermining an economy built on full employment, is instead the path to a world of liberty, luxury and happiness—for everyone. Technological advance will reduce the value of commodities—food, healthcare and housing—towards zero. Improvements in renewable energies will make fossil fuels a thing of the past. Asteroids will be mined for essential minerals. Genetic editing and synthetic biology will prolong life, virtually eliminate disease and provide meat without animals. New horizons beckon. In Fully Automated Luxury Communism, Aaron Bastani conjures a vision of extraordinary hope, showing how we move to energy abundance, feed a world of 9 billion, overcome work, transcend the limits of biology, and establish meaningful freedom for everyone. Rather than a final destination, such a society merely heralds the real beginning of history.

Early in the twenty-first century, a quiet revolution occurred. For the first time, the major developed economies began to invest more in intangible assets, like design, branding, and software, than in tangible assets, like machinery, buildings, and computers. For all sorts of businesses, the ability to deploy assets that one can neither see nor touch is increasingly the main source of long-term success. But this is not just a familiar story of the so-called new economy. Capitalism without Capital shows that the growing importance of intangible assets has also played a role in some of the larger economic changes of the past decade, including the growth in economic inequality and the stagnation of productivity. Jonathan Haskel and Stian Westlake explore the unusual economic characteristics of intangible investment and discuss how an economy rich in intangibles is fundamentally different from one based on tangibles. Capitalism without Capital concludes by outlining how managers, investors, and policymakers can exploit the characteristics of an intangible age to grow their businesses, portfolios, and economies.

#1 NEW YORK TIMES BESTSELLER • ONE OF TIME MAGAZINE'S 100 BEST YA BOOKS OF ALL TIME The extraordinary, beloved novel about the ability of books to feed the soul even in the darkest of times. When Death has a story to tell, you listen. It is 1939. Nazi Germany. The country is holding its breath. Death has never been busier, and will become busier still. Liesel Meminger is a foster girl living outside of Munich, who scratches out a meager existence for herself by stealing when she encounters something she can't resist—books. With the help of her accordion-playing foster father, she learns to read and shares her stolen books with her neighbors during bombing raids as well as with the Jewish man hidden in her basement. In superbly crafted writing that burns with intensity, award-winning author Markus Zusak, author of I Am the Messenger, has given us one of the most enduring stories of our time. “The kind of book that can be life-changing.” —The New York Times “Deserves a place on the same shelf with The Diary of a Young Girl by Anne Frank.” —USA Today DON'T MISS BRIDGE OF CLAY, MARKUS ZUSAK'S FIRST NOVEL SINCE THE BOOK THIEF.

#1 NEW YORK TIMES BESTSELLER • A modern, sophisticated suspense novel from National Book Award finalist, and Printz Award honoree E. Lockhart. Don't miss the eagerly anticipated prequel, Family of Liars, available May 2022! A beautiful and distinguished family. A private island. A brilliant, damaged girl; a passionate, political boy. A group of four friends—the Liars—whose friendship turns destructive. A revolution. An accident. A secret. Lies upon lies. True love. The truth. Read it. And if anyone asks you how it ends, just LIE. “Thrilling, beautiful, and blisteringly smart, We Were Liars is utterly unforgettable.” —John Green, #1 New York Times bestselling author of The Fault in Our Stars

From the earliest workshop days to the grandest marque in the automotive world, the story of one of the most important enterprises of the twentieth century comes alive in this complete history. The rich history of Daimler-Benz (now DaimlerChrysler) has its roots in the early experimentation with the use of the internal combustion engine by three men: Carl Benz, Gottlieb Daimler, and William Maybach. Benz, working alone, and Daimler and Maybach, working together, the two shops separated by a mere sixty miles, in the late 1880s simultaneously laid the foundation of what would become the German automotive industry. At first there was competition between Benz & Cie. and Daimler Motoren Gesellschaft, as they engineered and styled the earliest motorwagens and began to develop markets for their products. These early efforts led to the establishment of an entire industry by the start of World War I. But the war and its aftermath devastated these two companies, as it did the German economy overall. By the early 1920s it became apparent that the only way to survival was a merger, and thus, on June 29, 1926, the stockholders of both companies gave approval to the new company, Daimler-Benz, which led directly to the birth of one of the world's best-known brands: Mercedes-Benz. In the hands of noted automotive photographer, author, and editor Dennis Adler, the history of the marque and the company unfolds through the decades, as Mercedes-Benz advances in fame, from the racing glory years to the present, becoming the standard that all automakers strive to meet. With archival (many never before published) and the author's own photographs, the beauty and power of the automobile comes alive, from the earliest models to the first crop of twenty-first-century Mercedes-Benzenes. It is a story of excellence that is in many ways unmatched in the history of any industry. Today, as a global leader in design, safety, and overall excellence, Mercedes-Benz continues to lead the way.

An exclusive look at one of the world's most successful and controversial companies, and the mysterious family behind it. BMW is arguably the most admired carmaker in the world. It's financial performance is the envy of its competitors, and BMW products inspire near-fanatical loyalty. While many carmakers struggle with falling sales, profits and market share, demand for BMWs continues to grow, frequently outpacing production. Now, David Kiley-Detroit Bureau Chief at USA Today and author of Getting the

Bugs Out, which covered Volkswagen's demise and rebirth, goes inside the fabled German automaker to see how it does what it does so well. With unprecedented access to BMW executives, Kiley goes behind the walls of BMW's famed "Four Cylinders" headquarters in Munich at a time when the company is in its most aggressive, and some say riskiest, expansion in its history and when some of the company's new products, like the 7 Series sedan and Z4 roadster, are for the first time drawing as many barbs from critics as bouquets. Kiley covers intimate details of the boardroom drama surrounding the company's nearly disastrous acquisition and subsequent sale of the British Rover Group and its expansion into selling MINI and Rolls Royce cars. Besides being a world-class carmaker, BMW is also considered one of the smartest consumer marketing companies and Kiley explores the extraordinary value and management of the BMW brand mystique. He also takes a revealing look at the mysterious and ultra-private Quandt family of Bad Homburg Germany, which owns a controlling stake in BMW: Johanna and Susanne Quandt, two of the wealthiest women in Europe and Stefan Quandt, one of the wealthiest bachelors on the continent. David Kiley (Ann Arbor, MI) is the Detroit Bureau Chief at USA Today who has covered the auto industry for 17 years. He has been featured on Nightline, CNBC, CNN, MSNBC, NPR and the Today show. He is also the author of Getting the Bugs Out: The Rise, Fall, and Comeback of Volkswagen in America (0-471-26304-4), also available from Wiley.

"If BMW cars are the "ultimate driving machines," then BMW's M cars (and motorcycles) are the legendary manufacturer's ne plus ultra offerings. BMW M celebrates the 50th anniversary of this prestigious German enthusiast brand"--

Lifelong best friends and next-door neighbors Hannah and Emory have never gone a single day without talking. But now its senior year and they haven't spoken in three months. Not since the fight, where they each said things they couldn't take back. They're aching to break the silence, but those thirty-six steps between their bedroom windows feel more like thirty-six miles. Then one fateful night, Emory's boyfriend, Luke, almost dies. And Hannah is the one who finds him and saves his life. As Luke tries to make sense of his near-death experience, he secretly turns to Hannah, who becomes his biggest confidante. In Luke, Hannah finds someone she can finally talk to about all the questions she's grappling with. Emory just wants everything to go back to normal-the way it was before the accident. She has no idea why her relationship is spiraling out of control. But when the horrifying reason behind Hannah and Emory's argument ultimately comes to light, all three of them will be forced work together to protect the one with the biggest secret of all. In the follow-up to her New York Times bestseller, Every Last Word, Tamara Ireland Stone crafts a deeply moving, unforgettable story about love, betrayal, and the power of friendship.

This latest title in the highly successful my cool vehicle series covers the world of open top motoring. Cruising in a convertible car with the top down started out as an American summer tradition and for many drivers around the world there is nothing better than driving down a country lane with the roof down, the wind sweeping your hair and the sun beating on your neck. The book includes a broad mix of cool convertibles, and their owners, from vintage to classic and modern, with eye-catching photography and locations, captured by specialist car photographer Lyndon McNeil. Convertible cars come in all shapes and sizes from compact city cabriolets such as the Talbot Samba to roadsters such as the Lotus Elan Sprint and grand tourers such as the Aston Martin DB6. Every one of them enjoys a sense of open-air freedom and greater involvement in the driving experience. Think sun, wind and speed. In many ways, the convertible car is the ultimate expression of automotive indulgence. A car with a roof is sensible but a car without a roof is sexy, scintillating and, given the chance, most of us would pay through the nose to own one. From the timeless designs of early models (Lagonda, Rolls Royce Phantom II Continental, Frazer Nash BMW and the MG) to the mid century cars (Nash Metropolitan, Land Rover, Bristol and Renault Caravelle) and the retro/modern (Saab 900, Honda S800, Peugeot 304, VW Golf, Mercedes 380SL and Porsche 914), convertibles are among the most popular and desirable of cars. The convertible has gone through extreme highs and lows during more than a century of automotive history, from near ubiquity at the dawn of the car industry to nearly disappearing in the 1970s; and now once again being a highly popular type of car. The cars featured illustrate the highs and the lows of convertible design and show how convertible technology advanced from simple cloth tops (the 1931 Rolls Royce Phantom II Continental is an early example) to the advanced self-folding roofs of today and many other design features. Some of the most stylish marques are included: the most expensive in the book is the Frazer Nash BMW and the rarest the Fiat 1100 Barchetta.

Few cars in recent years have inspired such devotion among enthusiasts as the BMW M3. Now entering its fifth generation, BMW's compact performance car is recognized worldwide as the benchmark of its type. BMW M3 - The Complete Story looks in detail at the first four generations of the M3, which arrived in the mid-1980s as an E30 'homologation special', intended to keep BMW ahead of rivals Mercedes-Benz on the racetracks. But the M3 soon became very much more than that. Before long, buyers latched onto its exclusivity and turned it into a status symbol - and BMW was only too happy to exploit that. For all fans of the BMW M3, this book provides the essential background. It is packed with facts and details that make the M3 legend come alive. With over 250 photographs, the book covers: the original E30 M3 of 1986 - from a 'homologation special' to a status symbol; design and development of the E36 M3, including a new 6-cylinder engine and more body choices; the E46 M3 of 2000, with the developed 6-cylinder S54 engine and gearshift advances; racing success for the E90-series M3s, introduced in 2007 with V8 engines; driving, buying and special editions of all the models.

The first years of the twenty-first century brought many changes and challenges for the automobile industry, from the development of environmentally responsible vehicles to the consolidation of numerous small companies as part of major manufacturing groups. Written by auto expert Tony Lewin and featuring over 1500 stunning photographs, this superb encyclopedia is the most comprehensive guide available to the international automobile industry of the last decade. The book explores some 150 of the most significant models, highlighting their performance, stylistic features and innovations. In addition, the guide includes entries on manufacturers around the world, covering many more production and concept cars past and present, as well as entries on the industry's most influential designers. Informative profiles are enhanced throughout by technical specifications, company histories, chronologies of principal models and designer biographies. The result is an essential source of reference that no one interested in motoring can afford to be without.

BMW's Bavarian blue and white propeller logo harks back to its early twentieth-century roots as an aircraft engine manufacturer. How this venerable company weathered two world wars, moved from aircraft to motorcycles and, finally, to the cars that would provide its greatest glory is the remarkable story recounted in this book. With unique access to BMW's factories and archives, author Graham Robson gives readers an inside look at how the great German automaker works and how its methods have evolved over the decades. Visiting factories throughout Germany and in the United States he offers readers a rare, behind the scenes, nuts-and-bolts account of how BMW produces its famed models. Illustrated with rare photographs from BMW's own archives, this book constitutes an unprecedented tour of the history and

culture of one of the world's great automakers.

This comprehensive new edition of *How to Design Cars Like a Pro* provides an in-depth look at modern automotive design. Interviews with leading automobile designers from Ford, BMW, GM Jaguar, Nissan and others, analyses of past and present trends, studies of individual models and concepts, and much more combine to reveal the fascinating mix of art and science that goes into creating automobiles. This book is a must-have for professional designers, as well as for automotive enthusiasts.

A convenient size to fit any glove compartment, this service history booklet is provided as a supplementary maintenance log to your existing BMW service booklet. This booklet will allow you to continue a service log history when the page entries in your original booklet are full and may also serve as a new service history book if you have purchased a secondhand vehicle that has no service history book. This booklet includes: Tips on more efficient driving while helping the environment Your Vehicle Details form Advice on regular inspections 30 pages of service entries 15 pages for major service entries Blank pages at end of booklet where you can attach any larger reports of major work The essential maintenance book for your glove compartment.

Its perfect synthesis of technology and design has made BMW one of the most influential brands in the world. This compelling illustrated volume gives the readers a privileged insight into the unique development of the brand, encompassing fascinating motorcycles and automobiles, spectacular motor sports, impressive architecture as well as visions for cars of the future. Essential for all BMW fans and everyone who is interested in automotive history.

This is the story of the middle two generations of the 3-series: the E36 and E46 generations. By the start of the 1990s, the sports sedan was an established car type, just like the muscle car, minivan or SUV. This is thanks to BMW which created the class with its first two generations of the 3-series. Every other car company had to have one, especially makers of upscale automobiles. Therefore, BMW had its hands full when it came time to create the third rendition of this class-creating car. So the company went out and boldly designed and built a completely new car, the E36, as the third generation of 3-series is called. The car reached a note of perfection in looks, handling and choices. This was despite the huge corporate problems BMW was having at the time. The fourth generation of the 3-series, the E46 was much more of a subtle change from the E36. This bit with BMW's philosophy of only making radical changes to its cars every other generation. Although not much different looking on the outside, the newer generation 3-series now had even more features and options for the sports sedan buyer.

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