

The BMW Century: The Ultimate Performance Machines

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.

A WALL STREET JOURNAL BUSINESS BESTSELLER • 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. “A deeply reported and business-savvy chronicle of Tesla's wild ride.” —Walter Isaacson, New York Times Book Review Tesla is the envy of the automotive world. Born at the start of the millennium, it was the first car company to be valued at \$1 trillion. Its CEO, the mercurial, charismatic Elon Musk has become not just a celebrity but the richest man in the world. But Tesla's success was far from guaranteed. Founded in the 2000s, the company was built on an audacious vision. Musk and a small band of Silicon Valley engineers set out to make a car that was quicker, sexier, smoother, and cleaner than any gas-guzzler on the road. Tesla would undergo a hellish fifteen years, beset by rivals—pressured by investors, hobbled by whistleblowers. Musk often found himself in the public's crosshairs, threatening to bring down the company he had helped build. Wall Street Journal tech and auto reporter Tim Higgins had a front-row seat for the drama: the pileups, breakdowns, and the unlikely outcome of all, success. A story of impossible wagers and unlikely triumphs, Power Play is an exhilarating look at how a team of innovators beat the odds—and changed the future.

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.

Chronicling the architectural evolution of the city of New York, Marshall explores the majestic history of the 'Big Apple', as well as looking at the visionaries whose stamp it bears today. 1,000 Design Patents

Bond Cars

Shelby Mustang

120 Years of America's First Motorcycle Company

The Art of Mopar

Building New York

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 BMWIsetta 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, MiniCooper, 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.

The Life of the Automobile is the first comprehensive world history of the car. The automobile has arguably shaped the modern era more profoundly than any other human invention, and author Steven Parissien examines the impact, development, and significance of the automobile over its turbulent and colorful 130-year history. Readers learn the grand and turbulent history of the motor car, from its earliest appearance in the 1880s—as little more than a powered quadricycle—and the innovations of the early pioneer carmakers. The author examines the advances of the interwar era, the Golden Age of the 1950s, and the iconic years of the 1960s to the decades of doubt and

*uncertainty following the oil crisis of 1973, the global mergers of the 1990s, the bailouts of the early twenty-first century, and the emergence of the electric car. This is not just a story of horsepower and performance but a tale of extraordinary people: of intuitive carmakers such as Karl Benz, Sir Henry Royce, Giovanni Agnelli (Fiat), André Citroën, and Louis Renault; of exceptionally gifted designers such as the eccentric, Ohio-born Chris Bangle (BMW); and of visionary industrialists such as Henry Ford, Ferdinand Porsche (the Volkswagen Beetle), and Gene Bordinat (the Ford Mustang), among numerous other game changers. Above all, this comprehensive history demonstrates how the epic story of the car mirrors the history of the modern era, from the brave hopes and soaring ambitions of the early twentieth century to the cynicism and ecological concerns of a century later. Bringing to life the flamboyant entrepreneurs, shrewd businessmen, and gifted engineers that worked behind the scenes to bring us horsepower and performance, *The Life of the Automobile* is a globe-spanning account of the auto industry that is sure to rev the engines of entrepreneurs and gearheads alike.*

*It is the dream of many to own the world's most beautifully designed automobiles, but most often only a handful of collectors ever come close. Now, *The Impossible COLLECTION of Cars* makes that dream come true, showcasing the 100 most exceptional cars of the twentieth century. Each luxury automobile from the 1909 Blitzen Benz to a 1997 Porsche 993 Turbo S was chosen for its revolutionary design, magnificent lines, and head-turning capabilities. The book also features cars owned by celebrities like Marlene Dietrich, Greta Garbo, Pablo Picasso, and Elvis Presley. This *Impossible COLLECTION* volume is presented on cotton paper in a beautiful black rubber clamshell box with a cutout metal plate.*

*Sons of Anarchy meets *The Departed* in this fast-paced, high-wire act memoir from former ATF agent Ken Croke, the first federal agent in history to go undercover and successfully infiltrate the infamous--and infamously violent--Pagan Motorcycle Club, a white supremacist biker gang. Longtime ATF agent Ken Croke had earned the right to coast to the end of a storied career, having routinely gone undercover to apprehend white supremacists, gun runners, and gang members. But after a chance encounter with an associate of the Pagan Motorcycle Gang created an opening, he transformed himself into "Slam," a monstrous, axe-handle wielding enforcer whose duty was to protect the leadership "mother club" at all costs. He befriended the club's most violent and criminally insane members and lived among them for two years, covertly building a case that would eventually take down the top members of the gang in a massive federal prosecution, even as he risked his marriage, his sanity, and his life. With today's law enforcement largely moving toward the comparative safety of cyber operations, it became one of the last of its kind, a masterclass in old school tactics that marked Croke as a dying breed of undercover agent and became legendary in law enforcement. Now for the first time, Croke tells the story of his terrifying undercover life in the Pagans--the unspeakable violence, extremism, drugs, and disgusting rituals. Written with bestselling crime writer Dave Wedge and utilizing the exclusive cooperation of those who lived the case with him, as well as thousands of pages of court files and hours of surveillance tapes and photos, Croke delivers a frightening, nail-biting account of the secretive and brutal biker underworld.*

Tesla, Elon Musk, and the Bet of the Century

New Edition

BMW Enthusiast's Companion

Icons and Idiots

The Total Performance Pony Car

BMW Ultimate Drives

50 Years of the Ultimate Driving Machines

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.

Porsche's fabled 911 represents the ultimate expression of Ferdinand Porsche's original vision of the perfect sports car. In *The Complete Book of Porsche 911*, author and photographer Randy Leffingwell provides a year-by-year overview of Stuttgart's most famous car, from the original 901 prototype to today's technologically advanced GT2 and GT3 derivatives and the latest 992-generation 911. Along the way, he highlights the racing, prototype, and limited-production cars--offering the most complete reference available to these top-tier sports cars. In this book, you'll find the air-cooled cars of 1963 to 1998, then the water-cooled 911s of 1998 to present day. With behind-the-scenes info on the evolution of this iconic sports car, this book offers the detail craved by Porsche enthusiasts. Illustrated throughout with images from Porsche's own historical archive and complemented by the author's stunning photos, along with detailed technical specification tables, *The Complete Book of Porsche 911* offers a thorough account of one of the most beloved enthusiast cars ever produced.

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.

DIIn Porsche 911: 50 Years, bestselling author Randy Leffingwell celebrates a half-century of one of the world's premiere sports cars, focusing on the major themes that have defined Porsche's rear-engined wonder. He tells the whole story—design and development, racing and competition, engineering and technology, style and culture. All the iconic 911 models are included: the original 901 prototype that set the standard; the legendary RS models that made the little Porsche a dominant force on the world's racetracks; the infamous Turbo, the car that kept the performance flame alight during the dark, dismal decade of the 1970s; the fabled 959, the model that redefined the term "sports car"; the 993, last of the original air-cooled models; and the 996, 997, and 991, the liquid-cooled cars that brought the 911 into a new millennium. But beyond telling the story of the cars, this book also spotlights the people behind them: Ferdinand "Butzi" Porsche, the son of legendary Porsche founder Ferdinand "Ferry" Porsche, who co-designed the instantly recognizable 911 shape; Peter W. Schutz, the Porsche CEO who saved the 911 from extinction; and Dr. Helmuth Bott, the engineering genius behind many of the groundbreaking technologies that have defined the 911, including fuel injection, turbocharging, and all-wheel-drive. Leffingwell also tells the story of the 911 community—the clubs and culture that surround the car. Together, all of these facets make Porsche 911: 50 Years the most essential book in any Porsche fan's library.

The Complete Book of BMW Motorcycles

BMW M

Classic Superbikes 2

The Complete History of the Motor Car

There Is No Substitute

Glamour Road

The Ultimate History of BMW

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.

This book tells the complete BMW 5 series story, in the pre-Bangle classic era, covering e12, e28, e34 and e39 models, the enthusiast cars that invented the modern sports sedan and created BMW's ultimate driving machine image. Follow the evolution of BMW's middle child through the decades in all major markets. Marvel at the mystique of BMW's motorsport and exotic tuner cars reaching the 180mph milestone on V8 power. Consider BMW's phoenix-like rise from the ashes of WWII, regaining its sports, luxury reputation, and powering on to become the ultimate business machine under chairman Eberhard von Kuenheim. This new paperback edition features 22 new images, and new information about the genesis of BMW Motorsport GmbH and its early cars. Marc Cranswick has been writing on the subject of classic high performance German cars for many years. He has been involved with BMW since the e12 and e21 were current models.

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. Cafe 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 Art of Mopar: Chrysler, Dodge, and Plymouth Muscle Cars is the ultimate portrayal of history's ultimate muscle cars. This is the ultimate visual history of greatest muscle cars. The history of Chrysler Corporation is, in many ways, a history of a company floundering from one financial crisis to the next. While that has given shareholders fits for nearly a century, it has also motivated the Pentastar company to create some of the most outrageous, and collectible, cars ever built in the

United States. From the moment Chrysler unleashed the Firepower hemi V-8 engine on the world for the 1951 model year, they had been cranking out the most powerful engines on the market. Because the company pioneered the use of lightweight unibody technology, it had the stiffest, lightest bodies in which to put those most powerful engines, and that is the basic muscle-car formula: add one powerful engine to one light car. When the muscle car era exploded onto the scene, Chrysler unleashed the mighty Mopar muscle cars, the Dodges and Plymouths that defined the era. Fabled nameplates like Charger, Road Runner, Super Bee, 'Cuda, and Challenger defined the era and rank among the most valuable collector cars ever produced by an American automaker.

BMW M5

Riding with Evil

Porsche 70 Years

The Life of the Automobile

The Harley-Davidson Source Book

BMW M3

Building the Ultimate Driving Machine

Ferrari—perhaps the most storied car manufacturer in existence—celebrates its 75th anniversary in 2022. Ferrari: 75 Years chronicles the company's legendary story with a special emphasis on the production and sporting cars from 1947 to today.

This highly visual book explores the seldom-told story of how glamour, fashion, design, and styling became the main focus of automotive marketing from the postwar 1940s through the 1970s. With the expansion of the American suburbs after WWII, women suddenly needed cars of their own. By adopting the fashion industry's yearly model changes, as well as hiring many designers and stylists from the fashion industry, the automobile industry made a direct appeal to the rising sophistication and influence of women. By perfecting the fashion-centric concept of planned obsolescence, it became the dominant economic engine of American postwar prosperity. The dramatic photography, elegant fashion, and use of color and materials in midcentury automotive marketing created a groundswell of demand for new cars. Much of the marketing imagery of the period hasn't been published since it first came out, and this book features some of the best.

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.

When Bob Lutz retired from General Motors in 2010, after an unparalleled forty-seven-year career in the auto industry, he was one of the most respected leaders in American business. He had survived all kinds of managers over those decades: tough and timid, analytical and irrational, charismatic and antisocial, and some who seemed to shift frequently among all those traits. His experiences made him an expert on leadership, every bit as much as he was an expert on cars and trucks. Now Lutz is revealing the leaders—good, bad, and ugly—who made the strongest impression on him throughout his career. Icons and Idiots is a collection of shocking and often hilarious true stories and the lessons Lutz drew from them. From enduring the sadism of a Marine Corps drill instructor, to working with a washed-up alcoholic, to taking over the reins from a convicted felon, he reflects on the complexities of all-too-human leaders. No textbook or business school course can fully capture their idiosyncrasies, foibles and weaknesses – which can make or break companies in the real world. Lutz shows that we can learn just as much from the most stubborn, stupid, and corrupt leaders as we can from the inspiring geniuses. He offers fascinating profiles of icons and idiots such as... Eberhard von Kuenheim. The famed CEO of BMW was an aristocrat-cum-street fighter who ruled with secrecy, fear, and deft maneuvering. Harold A. “Red” Poling: A Ford CEO and the ultimate bean counter. If it couldn't be quantified, he didn't want to know about it. Lee Iacocca: The legendary Chrysler CEO appeared to be brilliant and bold, but was often vulnerable and insecure behind the scenes. G. Richard “Rick” Wagoner: The perfect peacetime CEO whose superior intelligence couldn't save GM from steep decline and a government bailout. As Lutz writes: We'll examine bosses who were profane, insensitive, totally politically incorrect, and who “appropriated” insignificant items from hotels or the company. We'll visit the mind of a leader who did little but sit in his office. We'll look at another boss who could analyze a highly complex profit-and-loss statement or a balance sheet at a glance, yet who, at times, failed to grasp the simplest financial mechanisms—how things actually worked in practice to create the numbers in the real world. The result is a powerful and entertaining guide for any aspiring leader.

The Complete Book of Porsche 911

Volume 1: 1937-1982

BMW Classic 5 Series 1972 To 2003

Power Play

The Ultimate Performance Machines
50 Years of Ultimate Driving Machines
Straight Talk on Leadership

The BMW Century**The Ultimate Performance Machines****Motorbooks International**

The M3 is based on the prosaic 3 Series family sedan and has 'redefined' the term 'sports saloon'. There were several iterations of the M3 including two EVO versions and a convertible, but BMW shocked the world with the release of the E36 M3 in 1993. It had a new engine with a maximum speed electronically limited to 155mph. Not only was the new M3 quick but the international media was full of praise for the Germany hotrod. Everybody who was anybody simply had to be seen in one. In 2000, BMW released the E46 M3 which was a much more refined car to drive. The E46 M3 was a simply brilliant package that had absolutely no peers unless you considered the true exotics. It was a genuine sales success all over the world.

"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"--

Indian Motorcycle recounts the full story of the iconic American brand whose history dates back 120 years to its founding in 1901.

Taking Down the Notorious Pagan Motorcycle Gang

The Complete Book of BMW

Porsche 911: 50 Years

Color, Fashion, Style, and the Midcentury Automobile

Patented

The Rise and Rise of the Greatest City on Earth

The Definitive History

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.

The Harley-Davidson Source Book celebrates these iconic motorcycles in encyclopedia form. Rich with vivid photography, insightful commentary, and production specs and data, this is the #1 resource for die-hard Harley fans all around the world. When most people close their eyes and imagine a motorcycle, that motorcycle looks very much like a Harley-Davidson. That's because Harley builds the archetypal motorcycle, the mythic bike that exists beyond the input provided by our traditional senses. This is what the philosopher Kant called a priori knowledge, knowledge we can't learn but only intuit. That makes a Harley-Davidson the a priori motorcycle. The Harley-Davidson Motor Co. builds motorcycles that look the way the primordial biker inside each of us feels a motorcycle should be built. This is why Harley-Davidson defines the very word motorcycle for so many people. In The Harley-Davidson Source Book, acclaimed Harley-Davidson historian Mitchel Bergeron covers every motorcycle the company has built, from the very first prototype to the Silent Gray Fellow to the latest CVO Electra Glides and Softails. They're all here—the Knucklehead, the Panhead, the Pea Shooter, the KR, the Sportster, the XR750, the Shovelhead, the Evolution, the Twin Cam, the V-Rod, and all the rest. An authoritative

text by noted Harley-Davidson historian and journalist Mitchel Bergeron complemented by modern and period photography and archival marketing materials make this Harley reference complete. The Harley-Davidson Source Book showcases the most storied, celebrated, and downright wild motorcycles ever produced by the Motor Company. This is the ultimate encyclopedia of the ultimate motorcycle.

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 story-boards, 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.

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.

Inside the BMW Factories

Driven

A Century of Diminutive Automotive Oddities

Ferrari

Every Model Since 1964

Every Model Since 1923

Chrysler, Dodge, and Plymouth Muscle Cars

"This richly illustrated book offers a complete history of Porsche. The book focuses on the engineering and design stories while paying homage to key players. Beautiful, contemporary photos and rare historical images accompany in-depth analyses of milestone cars and events"--

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.

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 owners and BMW CCA members provide specific information for your BMW: - Valuable insights and technical information ranging from basic service tips to advanced driving theory- Inside secrets on maintaining and preserving your BMW, from properly washing and waxing your car, to how to reset the service indicator lights- Driving techniques ranging from basic car control to choosing apexes on the track- Discover whether your car oversteers or understeers, and how weight transfer affects traction and vehicle performance- Learn the difference between torque and horsepower, and how to select the right tires for your BMW- Find out which performance modifications work, which ones don't and why

BMW Z3 and Z4

Fully Automated Luxury Communism

All the Production Models Since 1903

BMW Art Cars

BMW M3 Ultimate Portfolio 1986-2006

A Manifesto

Inside BMW, the Most Admired Car Company in the World

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.

Shelby Mustang details the entire story of these fantastic cars, from the early prototypes built in Shelby's Los Angeles shop to today's Ford-engineered high-tech performers. Written by one of the world's foremost authorities on Shelby automobiles, critically acclaimed author Colin Comer, and with a foreword by Lee Iacocca, the American automobile executive credited with the successful development of the Mustang, this is the definitive account of the Shelby. When Ford wanted to toughen up its super-successful new Mustang, they approached Carroll Shelby to give it the performance image it so sorely lacked. Beginning with a 1965 "K-Code" 289-cubic-inch-powered Mustang fastback, Shelby applied the same formula that had made his Cobra sports cars such devastating performers both on and off the track: more horsepower, less weight, balanced handling. The GT350 quickly established itself as a bonafide force in SCCA B-Production racing, twisting back roads, and boulevards alike—setting the course for future Shelby Mustangs, like the big-block GT500. Though those original Shelby Mustangs were done by 1970, Ford dusted off its Shelby relationship in 2006 and has been producing high-performance Ford Mustang Shelys ever since. This is a must-have read for any fan of American performance cars, whether you're a muscle-era original or a 21st-century stormer.

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.

An unprecedented, essential field guide to more than a century of fascinating product and industrial design From legendary classics to anonymous objects that are indispensable in homes and offices, this one-of-a-kind collection of original patent documents celebrates the creative genius of designers, inventors, creators, innovators, and dreamers the world over. The range is phenomenal: patents by Eero Saarinen, Charles Eames, Isamu Noguchi, Ettore Sottsass, Raymond Loewy, and George Nelson sit alongside everyday designs for tape dispensers, pencil sharpeners, food processors, desk fans, and drink bottles to create an valuable reference

that's also an irresistible browse.

The BMW Century

60 Years

Mini

75 Years

How to Design Cars Like a Pro

Owner Insights on Driving, Performance and Service

The Big Book of Tiny Cars