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approach and by taking into account many issues facing the auto industry such as meeting government safety, emissions and fuel economy regulations, incorporating advances in new technology applications in structural materials, power trains, vehicle lighting systems, displays and telematics, and satisfying the very

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demanding customer. It is financially disastrous for any automotive company to create a vehicle that very few people want. To design an automotive product that will be successful in the marketplace requires carefully orchestrated teamwork of experts from many disciplines, substantial amount of resources, and

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In July 1917 Ford Motor Company introduced a one-ton chassis for commercial trucks, marking what many historians feel was its official entry into the

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dedicated truck business. Prior to this the company had offered commercial cars, including depot hacks and delivery van bodies mounted on its standard passenger car chassis. Dealers had also offered small after-market pickup beds that could be placed on the rear of a Model T car to convert it to a pickup. But with the debut of the

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rugged Model TT truck chassis, Ford was firmly in the truck market. Eight years later it introduced its first factory-produced pickup, a sturdy half-ton job that met with great acceptance. During the century that has passed since that first Ford truck chassis, the F-series has become the best-selling truck in the world, and the best-selling vehicle of

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any type in America.

Every year the company sells over 700,000 F-series trucks, and well over 1.5 million trucks of all types, just in the U.S. It's an amazing success. Ford Tough: 100 Years of Ford Trucks tells the entire Ford truck story from the very beginning, when Ford got its start in truck production. This book provides the history of

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the wide array of models Ford has built over the past century, including the Model A roadster pick-up, stylish 81C pickups, legendary 1948 F-1, Bronco, Courier, Ranchero, Econoline.

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book on the market.

“ Dr. Phil, ” along with
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Association, pull no
punches.

Tech giants and
automakers have been
teaching robots to drive.
Robot-controlled cars
have already logged
millions of miles. These

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technological marvels promise cleaner air, smoother traffic, and tens of thousands of lives saved. But even if robots turn into responsible drivers, are we ready to be a nation of passengers? In *Are We There Yet?*, Dan Albert combines historical scholarship with personal narrative to explore how car culture has suffused America 's

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DNA. The plain, old-fashioned, human-driven car built our economy, won our wars, and shaped our democratic creed as it moved us about. Driver ' s ed made teenagers into citizens; auto repair made boys into men. Crusades against the automobile are nothing new. Its arrival sparked battles over street space, pitting

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the masses against the
millionaires who
terrorized pedestrians.

When the masses got cars
of their own, they learned
to love driving too.

During World War II,
Washington nationalized
Detroit and postwar
Americans embraced car
and country as if they
were one. Then came
1960s environmentalism
and the energy crises of

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the 1970s. Many predicted, even welcomed, the death of the automobile. But many more rose to its defense. They embraced trucker culture and took to Citizen Band radios, demanding enough gas to keep their big boats afloat. Since the 1980s, the car culture has triumphed and we now drive more miles than

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ever before. Have we reached the end of the road this time? Fewer young people are learning to drive. Ride hailing is replacing car buying, and with electrification a long and noble tradition of amateur car repair—to say nothing of the visceral sound of gasoline exploding inside a big V8—will come to an

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end. When a robot takes
over the driver ' s seat,
what ' s to become of us?
Are We There Yet?

carries us from muddy
tracks to superhighways,
from horseless buggies to
driverless electric
vehicles. Like any good
road trip, it ' s an
adventure so fun you
don ' t even notice how
much you ' ve learned
along the way.

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“ This page-turning combination of business book and adventure saga tells the tale of the Ford Motor Company ’ s ” 2016 triumph at Le Mans (The New York Times, “ 10 New Books We Recommend This Week ”). At the 2015 Detroit Auto Show, Ford unveiled a new car—and the automotive world lost

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its collective mind. This wasn't some new Explorer or Focus. Onto the stage rolled a carbon-fiber GT powered by a six-cylinder Ecoboost engine that churned out over 600 horsepower. It was sexy and jaw dropping, but, more than that, it was a callback to the legendary Ford GT40 Mk IIs that stuck it to Ferrari and finished 1-2-3

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at Le Mans in 1966. Detroit was back, and Ford was going back to Le Mans. Matthew DeBord, a veteran auto industry journalist, tells the incredible story of Ford ' s resurgence in Return to Glory. A decade ago, CEO Alan Mulally took over the iconic company and, thanks to his “ One Ford ” plan, helped it

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weather the financial
crisis without a
government bailout.

DeBord revisits the story
of the 1960s, details the
creation of the new GT,
and follows the team
through the racing
season—from Daytona
to Sebring and Laguna
Seca in Monterey.

Finally, DeBord joins the
Ford team in Le Mans in
June 2016. This fabled

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twenty-four-hour
endurance race is
designed to break cars
and drivers, and it was at
Le Mans, fifty years after
the company ' s greatest
triumph, that Ford ' s
comeback was put to the
ultimate test.

Featuring foreword from
Maciej Szpunar, First
Advocate General at the
Court of Justice of the

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European Union and
Professor at the
University of Silesia in
Katowice This book
delivers a comprehensive
examination of the legal
systems that regulate the
responsibilities of
intermediaries for illegal
online content in both
the EU and the US. It
assesses whether existing
systems are capable of
tackling modern

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challenges, ultimately advocating for the introduction of a double-sided duty of care, requiring online intermediaries to do more to tackle illegal content whilst also better protecting their users' rights.

Author Steve Magnante is well known for his encyclopedia-like

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knowledge of automotive facts. The details he regularly shares, both in the pages of national magazines and as a contributing host and tech expert at the popular Barrett-Jackson Auctions on television, are the kinds of details that car fanatics love to hear. Many feel that these facts are among the highlights of television auction

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coverage, much more interesting than the final hammer price. Steve turns his attention to the most popular car in history, the Ford Mustang. In more than 50 years, the Mustang has taken many turns, from the original pony car, to variants that are best described as pure muscle cars, to the misunderstood Mustang

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II, to the Fox-Body S platform that revived the brand, all the way to the modern Coyote- and Voodoo-powered supercars. Magnante covers them all here, generation by generation, so that Mustang fans of any generation are sure to love this collection. Whether you're an avid fan of all Mustangs, a trivia buff who wants to

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stump your friends, or have a particular affinity for a particular era of Mustangs, this book is an informative and entertaining collection of facts from one of the industry's most beloved and respected sources. Add this copy to your collection today.

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