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Epix, the MGM-owned premium channel that also offers its service through digital platforms and the standalone Epix Now, has a library of films befitting its corporate owner. While its original ...

The Austin Healey - or 'Big' Healey - is one of the iconic British sports cars. The first Austin-Healey 100 model was unveiled at the 1952 Earls Court Motor Show, and when the last car rolled off the production line in 1967, over 73,000 examples had been built.

The first in a series of five books which chronicle in definitive depth the history of the evergreen 911, from the earliest design studies to the water-cooled cars of today. This volume covers original design, the 901 prototype, the early 911s (including 912s) and the 2.2 litre cars.

Today very much part of the classic car scene around the world, the Daimler SP250 sports car has a fascinating and eventful history. The idea of staid and traditional Daimler building an open sports car is surprising enough in itself: that the car should be fiberglass-bodied, V8 engine and have a daring futuristic appearance stretches credibility to the limit...but that's exactly what the company did produce between 1959 and 1964. A bold new design, the "Dart" as it was originally to be called, should have been struggling Daimler's savior and a springboard to a range of new models, including saloons and coupes. Things didn't quite work out that way and Daimler was acquired by Jaguar, which led to the SP250's Edward Turner-designed V8 engine being used in a Daimler-badged version of the Jaguar Mk11 saloon. Here is the full story of the SP250 including concept, development and production history. Also covered are related models, specials, buying and restoration, chassis numbers, production numbers, color schemes, clubs and specialists. Altogether a source book of essential information for SP250 and Daimler enthusiasts.

This illustrated history of the world follows the evolution of humankind from the earliest settlements to the beginning of the new millennium. Organized chronologically in five sections, it contains a series of double-page spreads, each focusing on a major historical period. Includes Glossary and Index. Color illustrations.

"A biography of Janis Joplin. Presents a comprehensive look at her life and her music"--Provided by publisher.

The Datsun 240Z inspired a generation of enthusiasts, outselling and outperforming almost all of its contemporaries. This book covers the full story of the Datsun sports cars, from the Fairlady roadsters through to the final 280ZX production model, illustrated throughout with contemporary material.

This book focuses on the cross-cultural advertising communication and aesthetic issues of brands and brand slogans. Based on the pragmatic translating theories and case studies of a few classic brand translations, the book puts forward the Three Aesthetic Principles of translating brands. The book special features the cultural in addition to the business aspect of introducing China Time-honored Brands to foreign markets. Readers will learn about the great importance of the aesthetic issues and cultural communications in translating brands and brand slogans through this book.

At the end of the First World War, Germany appeared to have lost everything: the lives of millions of soldiers and civilians, control over borderland territories, and, above all, a sense of national self-worth in the international political arena. But it also lost almost three million square kilometres of land overseas in the form of colonies and concessions in Africa, China, and the Pacific. Allied powers declared Germany unfit to rule over overseas populations, and it was forcibly decolonized. It thus became the first 'postcolonial' European nation that had participated in the 'new imperialism' of the modern era. The end of colonialism was the beginning of a memory culture that has been remarkably long-lived and dynamic. Postcolonial Germany traces the evolution of the collective memory of German colonialism, stretching from the loss of the colonies across the eras of National Socialism, national division, and the Cold War to the present day. It shows to what extent this memory was intimately bound to objects of material culture in the former colonial metropole, such as tropical fruit sold at colonial balls, state gifts handed to the former colonies at independence, and ethnological items kept as family heirlooms. The study draws on a wide range of sources, including popular literature, oral history, and previously unexplored archival holdings. It marks an important shift in historical methodology, considering the significance of both material culture and private memories in constructing accounts of the past. Above all, it raises important questions about the public responsibilities of postcolonial nations and governments in Europe and their relationship to the private legacies of colonialism.

For four years, early in the last century, the Fairmount Park Motor Races were run on an eight-mile course in Philadelphia's West Fairmount Park. They drew half a million spectators the first year, but surprisingly they have been overlooked as part of automobile racing history and as part of the history of Philadelphia. In contrast to other racing events, such as the Vanderbilt Cup, there were never any serious injuries and not a single death, but after four years of spectacular racing, the event was banned, with safety concerns cited. Opening with a brief look at automobile racing prior to 1906, the book covers the events leading up to the first race. It discusses the proposal to have a race in Fairmount Park and the reasons why Philadelphia, and the park in particular, was such an unlikely place. Both the on-track action of the races and the off-track events that affected them are described. Dr. J. William White's successful crusade, following the 1911 outing, to stop the races is examined, as are attempts to revive the race in the following six years, including Philadelphia's attempt to compete with Indianapolis by constructing a two-mile oval speedway, and the city's eventual exit from automobile racing.

Providing a comprehensive survey of cutting edge scholarship in the field of German--Indian and South Asian Studies, the book looks at the history of German--Indian relations in the spheres of culture, politics, and intellectual life. Combining transnational, post-colonial, and comparative approaches, it includes the entire twentieth century, from the First World War and Weimar Republic to the Third Reich and Cold War era. The book first examines the ways in which nineteenth-century "Indomania" figured in the creation of both German national identity and modern German scholarship on the Orient, and it illustrates how German encounters with India in the Imperial era alternately destabilized and reinforced the orientalist, capitalist, and nationalist underpinnings of German modernity. Contributors discuss the full range of German responses to India, and South Asian perceptions of Germany against the backdrop of war and socio-political revolution, as well as the Third Reich's ambivalent perceptions of India in the context of racism, religion, and occultism. The book concludes by exploring German--Indian relations in the era of decolonization and the Cold War. Employing a diverse array of interdisciplinary approaches to understanding German--Indian encounters over the past two centuries, this book is of interest to students and scholars of Germany, India, Europe, and Asia, as well as history, political science, anthropology, philosophy, comparative literature, and religious studies.

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