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A note from the author: This book is out of print as it has been replaced by two volumes that concentrate on each of the two SL versions. Unfortunately Amazon does not allow to de-list a book. Thank you for your understanding

Mercedes Benz has now been manufacturing SL sports cars for fifty years, and for all that time the cars adorned with those two special letters have been

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Admired and coveted by car lovers the world over. It all started in 1954, with the fabulous and iconic 300SL Gullwing, a road car developed directly from the stunning 300SLR racing car. Other models followed, including the more affordable 190SL, the 'Pagoda' car of the sixties and the stylish ranges of the seventies and eighties. Mercedes now use the SL tag before rather than after the numbers in the cars' designations, but the line is as strong as ever, with a magnificent new range and an SLR supercar developed with McLaren that takes the family right back to its roots.

21 papers present a holistic perspective on the

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Research and public value of the site of Jericho – an iconic site with a long and impressive history stretching from the Epipalaeolithic to the present day. Covering all aspects of archaeological work from past to present and beyond, they re-evaluate and assess the legacy of this important site.

A comprehensive guide to the use of outsourcing logistics and supply chain operations, this text includes a review of the market, an assessment of the major providers, a description of the main services available and a consideration of the key drivers for outsourcing. In addition, it provides a detailed framework for selecting a suitable service provider.

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How students get the materials they need as opportunities for higher education expand but funding shrinks. From the top down, Shadow Libraries explores the institutions that shape the provision of educational materials, from the formal sector of universities and publishers to the broadly informal ones organized by faculty, copy shops, student unions, and students themselves. It looks at the history of policy battles over access to education in the post-World War II era and at the narrower versions that have played out in relation to research and textbooks, from library policies to book subsidies to, more recently, the several “open” publication

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Models that have emerged in the higher education sector. From the bottom up, Shadow Libraries explores how, simply, students get the materials they need. It maps the ubiquitous practice of photocopying and what are—in many cases—the more marginal ones of buying books, visiting libraries, and downloading from unauthorized sources. It looks at the informal networks that emerge in many contexts to share materials, from face-to-face student networks to Facebook groups, and at the processes that lead to the consolidation of some of those efforts into more organized archives that circulate offline and sometimes online—the shadow libraries of the title. If Alexandra Elbakyan's Sci-Hub is the largest of these

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efforts to date, the more characteristic part of her story is the prologue: the personal struggle to participate in global scientific and educational communities, and the recourse to a wide array of ad hoc strategies and networks when formal, authorized means are lacking. If Elbakyan's story has struck a chord, it is in part because it brings this contradiction in the academic project into sharp relief—universalist in principle and unequal in practice. Shadow Libraries is a study of that tension in the digital era.

Contributors Balázs Bodó, Laura Czerniewicz, Miroslaw Filiciak, Mariana Fossatti, Jorge Gemetto, Eve Gray, Evelin Heidel, Joe Karaganis, Lawrence Liang, Pedro Mizukami, Jhessica Reia, Alek Tarkowski

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The rich have always been different from you and me, but this revealing and funny journey through “Richistan” entertainingly shows that they are more different than ever. Richistanis have 400-foot-yachts, 30,000-square-foot homes, house staffs of more than 100, and their own “arborists.” They’re also different from Old Money, and have torn down blue-blood institutions to build their own shining empire.

Richistan is like the best travel writing, full of colorful and interesting stories providing insights into exotic locales. Robert Frank has been loitering on the docks of yacht marinas, pestering his way into charity balls, and schmoozing with real estate agents selling mega-

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House to capture the story of the twenty-first century's nouveau riche: House-training the rich. People with new wealth have to be taught how to act like, well, proper rich people. Just in the nick of time, there's been a boom in the number of newly trained butlers—"household managers"—who will serve just the right cabernet when a Richistani's new buddies from Palm Beach stop by. "My boat is bigger than your boat." Only in Richistan would a 100-foot-boat be considered a dinghy. Personal pleasure craft have started to rival navy destroyers in size and speed. Richistan is also a place where friends make fun of those misers who buy the new girlfriend a mere Mercedes SLK. "You want my money? Prove that

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you're helping the needy!" Richistanis are not only consuming like crazy, they're also shaking up the establishment's bureaucratic, slow-moving charity network, making lean, results-oriented philanthropy an important new driving force. Move over, Christian Coalition. Richistanis are more Democratic than Republican, "fed up and not going to take it anymore," and willing to spend millions to get progressive-oriented politicians elected. "My name is Mike and I'm rich." Think that money is the answer? Think again as Robert Frank explores the emotional complexities of wealth. And, as Robert Frank reveals, there is not one Richistan but three: Lower, Middle, and Upper, each of which has its own levels and

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distinctions of wealth —the haves and the have-mores. The influence of Richistan and the Richistanis extends well beyond the almost ten million households that make up its population, as the nonstop quest for status and an insatiable demand for luxury goods reshapes the entire American economy.

You haven't gotten yourself a R107 yet? Too bad, the good ones can cost a small fortune today and they have only one way to go: UP! But don't worry, plenty of them have been built and plenty of them are still around. Problem is, which one is the right one for you? Can you imagine that even a low mileage, good looking R107 can still far exceed your wildest

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Imaginations, when it comes to restoration costs? Everybody seems to want a late model 560SL. Why not an early 450SL for half the money? The joy and pride of ownership is the same, trust me. Or how about one of the former longtime underdogs, an SLC? Also they start to appreciate, a few of them even very fast, faster than a mint 560SL. If any of this is of interest, then this new book (published already earlier as e-book) is for you. It does not only deal with development and history, it also comes with a comprehensive buyer's guide for both the SL and SLC. This includes a look at their price development over the past years. Another focus has been the VIN and data card, so that you have a better understanding,

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how they were equipped and to which market they have been shipped first. Superb recent photography from the author's collection can help you to find the right car or it might even serve as reference in a restoration project. Naturally the paint and interior upholstery options, full technical details plus the annual production history of each model are covered. As a bonus, rare insights into the R107's almost unknown rally history are given. **FREE BONUS:** When you have bought this book, you are eligible for a free pdf file of any Mercedes model (such as W111 or W198 or R107 for example) the author has covered in one of his books. Please contact the author through his website (inside the book) and stipulate, which free

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Multiplexed networks are essential for the unified, efficient and cost-effective exchange of electronic information within embedded component systems. This is especially important in automotive manufacturing as vehicles become increasingly reliant on robust electronic networks and systems for improved reliability, anti-lock brake systems (ABS), steering, on-board navigation systems, and much more. The latest systems such as X-by-Wire and FlexRay aim to produce faster, fault-tolerant network component interconnects, for state-of-the-art network implementation and safer, more reliable engineering

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of vehicular systems. This book provides a thorough and comprehensive introduction to automotive multiplexed network buses, covering the technical principles, components, implementation issues and applications. Key features: Presents a thorough coverage of the controller area network (CAN) protocol, including information on physical layers, conformity problems, hardware and software tools, and application layers. Gives a detailed description of the new local interconnect network (LIN) bus, setting out its developments, properties, problems and ways to overcome these. Examines the existing and emerging network buses such as time-triggered CAN (TTCAN), FlexRay and X-by-Wire. Explores the

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Possibilities for linking the various buses that are discussed, explaining how the Fail-Safe-System basis chip (SBC) and other gateways are designed and constructed. Analyses wired and wireless internal and external serial links, including Safe-by-Wire plus, I2C, Media Oriented Systems Transport (MOST), remote keyless entry, tyre pressure monitoring systems (TPMS) and Bluetooth. A valuable guide to embedded systems for a range of applications, Multiplexed Networks for Embedded Systems: CAN, LIN, FlexRay, Safe-by-Wire...is essential reading for electronics engineers and researchers developing electronics for the automotive industry. It is also useful for practising aerospace engineers and other practitioners

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Interested in the application of network technologies, and advanced students taking courses on automotive and embedded system design.

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