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Crash Course The American Auto Le Industrys Road From Glory To Disaster

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Chip Ganassi Racing's entire two-car NASCAR organization learned they'd been sold. The new owner, Justin Marks and Trackhouse Racing, will only keep a portion of the current employees as he's got one ...

NASCAR Crash Course: Kurt Busch pushes Chip Ganassi Racing through adversity at Atlanta

From the smell of burned rubber to the sounds of screeching tires and crumpling metal, the experience of a car accident

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Disaster can really shake you up. But, knowing what to do or not do after an accident ...

Crash Course: What to Do After a Car Accident

With the news Legally Blonde is now 20 years old, what are the cast of the original film up to now, from DUIs, car crashes and racism accusations, to Oscar success ...

Where Legally Blonde stars are now: Oscar, death, racism claims and car crash 'hero'

The premier single-seat race car gets a massive design change for 2022 to accompany a a new set of technical regulations.

Formula 1 Car Launches Vision Of 2022 Cars Designed With Closer Racing In Mind

Crash Champions announced the acquisition of two new businesses on Tuesday that are roughly 2,300 miles apart. Crash, which is increasingly expanding from a regional MSO to a nationwide collision ...

Crash Champions Continues Its Expansion

Do not read if you have not yet watched the “American Horror Stories” premiere, “Rubber(wo)man Part One” and “Rubber(wo)man Part Two,” streaming ...

‘American Horror Stories’ Premiere Revisits Murder House Once Again

Three-piece rock band The Orange Peels doesn't just roll with the punches? they take some shots at adversity themselves. Comprised of Allen Clapp (vocals, keyboards, guitars), Jill Pries (bass), and ...

The Orange Peels Want You to ‘Celebrate the Moments of

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Your Life'

Cannabis Classification and Management is a brand-new synchronous online course at the University of Illinois, all about the versatile, profitable — and oft-misunderstood — cannabis plant.

Seeing green: UI offers crash course in cannabis crop

Julia Quinn's father Steve Cotler, 77, and her younger sister Violet Charles, 37, were killed in an accident involving a drunk driver on Interstate 15 on June 29.

Father and sister of Irish-American Bridgerton author killed in horrific car crash

A car-van crash early Tuesday in downtown Topeka sent one person to the hospital, police said. The collision was reported around 7:05 a.m. at S.E. 1st and Madison, where a black, two-door Honda Civic ...

Car-van crash in downtown Topeka sends one to hospital

Good day. Lordstown Motors' financial needs show how building a car manufacturer from the ground up requires ongoing infusions of capital, and why the auto industry is dotted with failed ...

Pro Bankruptcy Briefing: Lordstown's Tough Road Ahead; Hertz Bulls Get Chapter 11 Crash Course

tearing off the top of the car in the process. At this point, the Model S, which still had Autopilot engaged, veered off into a nearby field before colliding with power pole. Of course ...

Everything we know about the fatal Tesla Model S crash

but George will never receive an education quite like the crash course he got on Sunday. It was England, and the English, at their best and worst. We lost the match, but our

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future king saw everything ...

Hope, despair, drinking... Prince George got a crash course in Englishness at the Euro 2020 final

SUFFOLK — Jaquan Rashad Yulee, 24, who was a football star at High before heading to Marshall University, died in a car crash Tuesday, police said. At 7:12 p.m., police and fire rescue units responded ...

Former Indian River High football star Jaquan Yulee dies in car crash at 24

An 83-year-old man died Tuesday after a crash between a golf cart and a car near the Par 3 Golf Course in Palm Beach. The man was one of two occupants of the golf cart. The other person remains ...

Man, 83, dies after car, golf cart crash near Par 3 Golf Course in Palm Beach

From that point, American and Australian law enforcement made huge strides in convincing criminals to start using the phones. As their popularity grew, the authorities could read all of the ...

Give me a crash course in . . . the criminal messaging system bust

We watched it again the other night, and while it is not the great movie I remembered it being, it is one of those films with which every American should be familiar. It is part of our heritage, like ...

OPINION | CRITICAL MASS: 'Red River' is the not-great American Odyssey

More evidence is emerging that crash rates go up when states legalize recreational use and retail sales of marijuana.

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This should be no surprise. A recent webinar that I attended covered the most ...

Did You Know: Marijuana legalization increases crash rates, study shows

Following a tragic event like a bus crash ... the same as any other car on the road. Furthermore, bus passengers are typically not required to wear seatbelts during the course of the passage.

Who Is Liable for Bus Crash Injuries?

Chip Ganassi Racing's entire two-car NASCAR organization learned they'd been sold. The new owner, Justin Marks and Trackhouse Racing, will only keep a portion of the current employees as he's got one ...

“A definitive account . . . It’s hard to imagine anyone better than Paul Ingrassia to ‘ride shotgun’ on a journey through the sometimes triumphant, often turbulent, history of U.S. automaking. . . . [A] wealth of amusing, astonishing and enlightening nuggets.”—Pittsburgh Tribune-Review This is the epic saga of the American automobile industry’s rise and demise, a compelling story of hubris, missed opportunities, and self-inflicted wounds that culminates with the president of the United States ushering two of Detroit’s Big Three car companies—once proud symbols of prosperity—through bankruptcy. With unprecedented access, Pulitzer Prize winner Paul Ingrassia takes us from factory floors to small-town dealerships to Detroit’s boardrooms to the White House. Ingrassia answers the big questions: Was Detroit’s self-destruction inevitable? Why did Japanese automakers manage American workers better than the American

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Companies themselves did? Complete with a new Afterword providing fresh insights into the continuing upheaval in the auto industry—the travails of Toyota, the revolving-door management and IPO at General Motors, the unexpected progress at Chrysler, and the Obama administration’s stake in Detroit’s recovery—Crash Course addresses a critical question: America bailed out GM, but who will bail out America? With an updated Afterword by the author Praise for Crash Course “In order to understand just how much of a mess it was—not to mention how it got that way and how, if at all, it can be cleaned up—you really need to read Crash Course.”—The Washinton Post “Ingrassia tells Detroit’s story with economy, vigour and restrained fury.”—The Economist “A delightful mix of history and first-person reporting . . . Employing superb storytelling skills, Ingrassia explains in head-shaking detail the elements of a wholly avoidable collision.”—Kirkus Reviews (starred review)

In Comeback, Pulitzer Prize-winners Paul Ingrassia and Joseph B. White take us to the boardrooms, the executive offices, and the shop floors of the auto business to reconstruct, in riveting detail, how America's premier industry stumbled, fell, and picked itself up again. The story begins in 1982, when Honda started building cars in Marysville, Ohio, and the entire U.S. car industry seemed to be on the brink of extinction. It ends just over a decade later, with a remarkable turn of the tables, as Japan's car industry falters and America's Big Three emerge as formidable global competitors. Comeback is a story propelled by larger-than-life characters -- Lee Iacocca, Henry Ford II, Don Petersen, Roger Smith, among many others -- and their greed, pride, and sheer refusal to face facts. But it is also a story full of dedicated, unlikely heroes who struggled to make the Big Three change before it was too late.

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Once Upon a Car is the fascinating epic story of the rise, fall, and rebirth of the Big Three U.S. automakers, General Motors, Ford, and Chrysler. Written by Bill Vlasic, the Detroit bureau chief for the New York Times and acclaimed author of *Taken for a Ride*, this eye-opening, richly anecdotal work is more than a riveting and insightful business history. It offers a clear-eyed view of the present day automobile industry and of Detroit, the city that spawned it, going far beyond the corporate and federal maneuverings to explore the impact the car companies' failures have had on the overall economy, and more importantly what they have done to people's lives. Relevant and thought-provoking, *Once Upon a Car* is an unforgettable journey deep inside this quintessentially American industry.

A narrative like no other: a cultural history that explores how cars have both propelled and reflected the American experience— from the Model T to the Prius. From the assembly lines of Henry Ford to the open roads of Route 66, from the lore of Jack Kerouac to the sex appeal of the Hot Rod, America's history is a vehicular history—an idea brought brilliantly to life in this major work by Pulitzer Prize-winning journalist Paul Ingrassia. Ingrassia offers a wondrous epic in fifteen automobiles, including the Corvette, the Beetle, and the Chevy Corvair, as well as the personalities and tales behind them: Robert McNamara's unlikely role in Lee Iacocca's Mustang, John Z. DeLorean's Pontiac GTO , Henry Ford's Model T, as well as Honda's Accord, the BMW 3 Series, and the Jeep, among others. Through these cars and these characters, Ingrassia shows how the car has expressed the particularly American tension between the lure of freedom and the obligations of utility. He also takes us through the rise of American manufacturing, the

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Suburbanization of the country, the birth of the hippie and the yuppie, the emancipation of women, and many more fateful episodes and eras, including the car's unintended consequences: trial lawyers, energy crises, and urban sprawl. Narrative history of the highest caliber, Engines of Change is an entirely edifying new way to look at the American story.

A work of graphic nonfiction exploring the powerful, often toxic relationship between people and cars. Using the comic book format, this book vehemently dispels the notion that traffic accidents are inevitable and/or acceptable on any level, insisting that drivers own their responsibility, and consider the consequences of careless and dangerous behavior. It also addresses such timely issues as the use of cars as weapons of mass murder in places like Charlottesville, VA.

The collapse of General Motors captured headlines in early 2009, but as Alex Taylor III writes in this in-depth dissection of the automaker's undoing, GM's was a meltdown forty years in the making. Drawing on more than thirty years of experience and insight as an automotive industry reporter, as well as personal relationships with many of the leading players, Taylor reveals the many missteps of GM and its competitors.

A legend in the car industry reveals the philosophy that's starting to turn General Motors around. In 2001, General Motors hired Bob Lutz out of retirement with a mandate to save the company by making great cars again. He launched a war against penny pinching, office politics, turf wars, and risk avoidance. After declaring bankruptcy during the recession of 2008, GM is back on track thanks to its embrace of Lutz's philosophy. When Lutz got into the auto business in the early sixties, CEOs knew that if you captured the public's imagination with great cars, the money would follow. The car

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guys held sway, and GM dominated with bold, creative leadership and iconic brands like Cadillac, Buick, Pontiac, Oldsmobile, GMC, and Chevrolet. But then GM's leadership began to put their faith in analysis, determined to eliminate the "waste" and "personality worship" of the bygone creative leaders. Management got too smart for its own good. With the bean counters firmly in charge, carmakers (and much of American industry) lost their single-minded focus on product excellence. Decline followed. Lutz's commonsense lessons (with a generous helping of fascinating anecdotes) will inspire readers at any company facing the bean counter analysis-paralysis menace.

A critical examination of business mistakes made by America's three top automobile manufacturers discusses how the push to promote SUVs caused the loss of market shares in family, economy, and luxury cars, making cautionary predictions about the future of the industry. Reprint. 17,500 first printing.

Chronicles the history reflected by fifteen iconic car models to discuss how automobiles reflect key cultural shifts as well as developments in such areas as manufacturing, women's rights, and environmental awareness.

Trauma following automobile accidents can persist for weeks, months, or longer. Symptoms include nervousness, sleep disorders, loss of appetite, and sexual dysfunction. In Crash Course, Diane Poole Heller and Laurence Heller take readers through a series of case histories and exercises to explain and treat the health problems and trauma brought on by car accidents.

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