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Radical changes in terms of technology and regulations marked the 2014 season, with the cars being equipped with 1600 cc, six-cylinder turbocharged engines with dual internal combustion and electrical power delivery (the so-called Power Unit) in place of the classic naturally aspirated V8s. Electronically controlled rear braking and a series of aerodynamic restrictions were also introduced, the latter having a major influence on the external appearance of the cars which were very different to their predecessors. These changes and innovations also had significant

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sporting repercussions with the Mercedes of Rosberg and Hamilton undisputed protagonists of the World Championship, the surprising Daniel Ricciardo doing better than his teammate Vettel and the Maranello team featuring in another grey season with Fernando Alonso already heading towards McLaren. Revealing the technical secrets of the 2014 cars and providing a broad preview of the season to come is as ever Giorgio Piola who, drawing by drawing, illustrates and describes in the most minute detail the entire World Championship field.

The last edition of an automotive literary classic: the technical analysis of Formula 1 penned by Giorgio Piola. After 25 years of publication, the historic draughtsman is bringing the curtain down on this experience with a volume that examines the last three seasons, from 2016 to 2018, as always reviewing the principal technical innovations in the spheres of chassis and engine design. This three-year analysis is appropriately completed with a retrospective of some of Piola's most important drawings from a 50-year career that began back in 1969. Formula 1 Technical Analysis is the only book of its kind that unveils all the technical secrets - even the most carefully hidden ones - of the Formula 1 World Championship cars. Engines, chassis, brakes, tires, this is an especially rigorous analysis of the car, but also their steering wheels and suspension. An essential for real Formula 1 enthusiasts for almost 30 years, this annual , this book also reviews in its second part the main new technical developments devised by the various teams during the covered seasons. The book is illustrated by more than 500 color technical designs, created by Piola himself.

For the fourth consecutive year, Sebastian Vettel has won the Formula 1 World Championship for drivers. He did so with 13 victories out of the season's 19 races, from the Grand Prix of Belgium to the Brazilian GP. Only Kimi Raikkonen, Fernando Alonso, Nico Rosberg and Lewis Hamilton were able to get the

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better of the great German champion with their sporadic wins. And Vettel's string of successes also enabled Red Bull to confirm once again it is still the top constructor. On the technical front, the 2013 world championship acquired a certain stability, even if there was no lack of new elements, like the abolition of the cars' nose step, the elimination of the double DRS and Ferrari's adoption of faired half-axels by. All aspects carefully explained by Giorgio Piola in his latest book in the "Technical Analysis" series, which is now a must-have for all enthusiasts. This edition also includes over 300 color illustrations, which unveil all the secrets of the cars that battled for the 2013 world title; and then there is an early look ahead to the principal changes of 2014, when the cars go back to being powered by a turbocharged engines of 6-cylinders and 1600 cc. instead of the classic normally aspirated V8.

For the second year running, the young German driver Sebastian Vettel and his Red Bull team were virtually unrivalled, claiming both the Drivers' and the Constructors' World Championship titles. Only Jenson Button and Lewis Hamilton, both driving for McLaren, put up anything of a fight, while Fernando Alonso in the Ferrari had to settle for a single victory in the British GP at Silverstone. In technical terms, the 2011 season was characterised by the use of a mobile rear wing, the return of Kers and Pirelli as sole tyre supplier. An unmissable annual event for over 10 years, Giorgio Piola's review returns once again with the well-known illustrator and TV commentator analysing the different phases of the technical development undertaken by the various teams during the championship, with brief but exhaustive texts complemented by hundreds of colour technical drawings. The book is completed with an extensive section devoted to the leading cars for the 2012 season.

One of the hardest fought Formula 1 World Championships of recent years ended in Brazil, where Sebastian Vettel and Red Bull won the drivers' and constructors' world titles respectively for the

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third consecutive year. Ferrari, competitive until mid-season, had to be content with Fernando Alonso's second place in the end. On the technical front, the 2012 world championship will be remembered for the large air intakes in the noses of many of the cars, their purpose to recover aerodynamic load; then there were the sophisticated F-Ducts created by Mercedes-Benz and the pull rod front suspension layout designed by Ferrari. In this well-established publication, author, designer and television commentator Giorgio Piola analyses the various development phases of the different teams during the world championship. Brief but exhaustive texts illustrated with hundreds of technical designs in full colour are the main elements of this book, which concludes with a section on the cars that will be the protagonists of the 2013 season.

The cars that disputed the 2019 World Championship are the protagonists of this annual, the first authored by Paolo Filisetti, an authoritative technical commentator and a contributor to leading Italian and international specialist magazines. Through a rich series of colour drawings, the author reveals all the secrets concealed beneath the bodywork of the various cars, while presenting, in parallel, race by race, the principal technical and racing facts and episodes to characterise the Formula 1 season. Aerodynamic configurations - such as the various modifications to the front wings - cockpits and steering wheels, engines, suspension components, brakes, air flows above and below the cars, everything is meticulously described and illustrated in a book indispensable for all those wanting to get beneath the skin of the fascinating world of Formula 1, as well as a useful reference work for specialists.

The revolutionary modifications to the regulations decided on by the Federation before the 2009 F1 World Championship, have had severe repercussions on the progress of the season. An anomalous but no less intense championship, told by expert Giorgio Piola. The text is completed by a section on protagonist cars of 2010.

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Author Peter Wright identifies and outlines five parameters -- Power, Weight, Tire Grip, Drag and Lift -- and shows how each can be maximized. In addition, he describes the variety of technologies (including those that have been banned over the years) that are involved, not just in the makeup of the Formula 1 cars, but also in the component manufacturing, systems testing, and the actual racing of the cars.

In 2011 the World Bank—with funding from the Bill and Melinda Gates Foundation—launched the Global Findex database, the world's most comprehensive data set on how adults save, borrow, make payments, and manage risk. Drawing on survey data collected in collaboration with Gallup, Inc., the Global Findex database covers more than 140 economies around the world. The initial survey round was followed by a second one in 2014 and by a third in 2017. Compiled using nationally representative surveys of more than 150,000 adults age 15 and above in over 140 economies, *The Global Findex Database 2017: Measuring Financial Inclusion and the Fintech Revolution* includes updated indicators on access to and use of formal and informal financial services. It has additional data on the use of financial technology (or fintech), including the use of mobile phones and the Internet to conduct financial transactions. The data reveal opportunities to expand access to financial services among people who do not have an account—the unbanked—as well as to promote greater use of digital financial services among those who do have an account. The Global Findex database has become a mainstay of global efforts to promote financial inclusion. In addition to being widely cited by scholars and development practitioners, Global Findex data are used to track progress toward the World Bank goal of Universal Financial Access by 2020 and the United Nations Sustainable Development Goals. The database, the full text of the report, and the underlying country-level data for all figures—along with the questionnaire, the survey methodology, and

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other relevant materials—are available at www.worldbank.org/globalindex.

As with previous years, 2015 was one in which Mercedes-Benz dominated both the drivers' and constructors- championships. The German manufacturer confirmed the technical advantage it had derived from the introduction of the revolutionary power unit, which first appeared in 2014. In place of Red Bull, which fell into disgrace after a media conflict with engine supplier Renault, it was Ferrari that attempted to stand up to the Silver Arrows. Side issues were the stories of a Williams wanting to come back and battle for the title; McLaren with a new but not very effective Honda engine, which touched the lowest point in the Japanese manufacturer's long history in F1; and the other leading teams of a season that ended with the official announcement of Renault's return, having acquired Lotus. Offering a precise analysis of this latest F1 championship, especially from the technical point of view, there is once again Giorgio Piola. A hundred or so all-colour illustrations document the development of the various cars throughout the Formula 1 World Championship, and offer - as always - a wealth of information anticipating the 2016 season.

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