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How do the rich get rich? An updated edition of the “ remarkable ” New York Times bestseller, based on two decades of research (The Washington Post). Most of the truly wealthy in the United States don ’ t live in Beverly Hills or on Park Avenue. They live next door. America ’ s wealthy seldom get that way through an inheritance or an advanced degree. They bargain-shop for used cars, raise children who don ’ t realize how rich their families are, and reject a lifestyle of flashy exhibitionism and competitive spending. In fact, the glamorous people many of us think of as “ rich ” are actually a tiny minority of America ’ s truly wealthy citizens—and behave quite differently than the majority. At the time of its first publication, *The Millionaire Next Door* was a groundbreaking examination of America ’ s rich—exposing for the first time the seven common qualities that appear over and over among this exclusive demographic. This edition includes a new foreword by Dr. Thomas J. Stanley—updating the original content in the context of the financial crash and the twenty-first century.

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“ Their surprising results reveal fundamental qualities of this group that are diametrically opposed to today ’ s earn-and-consume culture. ” —Library Journal

NIST's Manufacturing Engineering Laboratory (MEL) is developing standards that promote interoperability among members of the U.S. automotive supply chain. This study assesses the costs of imperfect interoperability to the U.S. automotive supply chain and describes the sources of these costs. This study estimates that imperfect interoperability imposes at least \$1 billion per year on the members of the U.S. automotive supply chain. By far, the greatest component of these costs is the resources devoted to repairing or reentering data files that are not usable for downstream applications.

This series of comprehensive manuals gives the home mechanic an in-depth look at specific areas of auto repair.

When gasoline prices rise, people notice: the news is filled with reports of pinched household budgets and politicians feeling pressure to do something to ameliorate the burden. Yet, raising the gasoline tax to internalize externalities is widely considered by economists to be among the most economic efficiency-improving policies we could implement in the transportation sector. This dissertation brings new evidence to bear on quantifying the responsiveness to changing gasoline prices, both on the intensive margin (i.e., how much to drive) and the extensive margin (i.e., what vehicles to buy). I assemble a unique and extremely rich vehicle-level dataset that includes all new vehicle registrations in California 2001 to 2009, and all of the mandatory smog check program odometer readings for 2002 to 2009. The full dataset exceeds 49 million observations. Using this dataset, I quantify the responsiveness to gasoline price changes on both margins, as well as the heterogeneity in the responsiveness. I develop a novel structural

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model of vehicle choice and subsequent utilization, where consumer decisions are modeled in a dynamic setting that explicitly accounts for selection on unobserved driving preference at both the time of purchase and the time of driving. This utility-consistent model allows for the analysis of the welfare implications to consumers and government of a variety of different policies, including gasoline taxes and feebates. I find that consumers are responsive to changing gasoline prices in both vehicle choice and driving decisions, with more responsiveness than in many recent studies in the literature. I estimate a medium-run (i.e., roughly two-year) elasticity of fuel economy with respect to the price of gasoline for new vehicles around 0.1 for California, a response that varies by whether the vehicle manufacturer faces a tightly binding fuel economy standard. I estimate a medium-run elasticity of driving with respect to the price of gasoline around -0.15 for new personal vehicles in the first six years. Older vehicles are driven much less, but tend to be more responsive, with an elasticity of roughly -0.3. I find that the vehicle-level responsiveness in driving to gasoline price changes varies by vehicle class, income, geographic, and demographic groups. I also find that not including controls for economic conditions and not accounting for selection into different types of new vehicles based on unobserved driving preference tend to bias the elasticity of driving away from zero -- implying a greater responsiveness than the true responsiveness. This is an important methodological point, for much of the literature estimating similar elasticities ignores these two issues. These results have significant policy implications for policies to reduce gasoline consumption and greenhouse gas emissions from transportation. The relatively inelastic estimated responsiveness on both margins suggests that a gasoline tax policy may not lead to dramatic reductions in carbon dioxide emissions, but is a relatively non-distortionary policy instrument to raise revenue. When the externalities of driving are considered, an increased gasoline tax may not only be relatively non-distortionary, but even economic efficiency-improving. However, I find that the

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welfare changes from an increased gasoline tax vary significantly across counties in California, an important consideration for the political feasibility of the policy. Finally, I find suggestive evidence that the "rebound effect" of a policy that works only on the extensive margin, such as a feebate or CAFE standards, may be closer to zero than the elasticity of driving with respect to the price of gasoline. This suggestive finding is particularly important for the analysis of the welfare effects of any policy that focuses entirely on the extensive margin.

The ability to conceptualize an economic problem verbally, to formulate it as a mathematical model, and then represent the mathematics in software so that the model can be solved on a computer is a crucial skill for economists. Computational Economics contains well-known models--and some brand-new ones--designed to help students move from verbal to mathematical to computational representations in economic modeling. The authors' focus, however, is not just on solving the models, but also on developing the ability to modify them to reflect one's interest and point of view. The result is a book that enables students to be creative in developing models that are relevant to the economic problems of their times. Unlike other computational economics textbooks, this book is organized around economic topics, among them macroeconomics, microeconomics, and finance. The authors employ various software systems--including MATLAB, Mathematica, GAMS, the nonlinear programming solver in Excel, and the database systems in Access--to enable students to use the most advantageous system. The book progresses from relatively simple models to more complex ones, and includes appendices on the ins and outs of running each program. The book is intended for use by advanced undergraduates and professional economists and even, as a first exposure to computational economics, by graduate students. Organized by economic topics Progresses from simple to more complex models Includes instructions on numerous software

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systems Encourages customization and creativity

Text mining is a new and exciting area of computer science research that tries to solve the crisis of information overload by combining techniques from data mining, machine learning, natural language processing, information retrieval, and knowledge management. Similarly, link detection – a rapidly evolving approach to the analysis of text that shares and builds upon many of the key elements of text mining – also provides new tools for people to better leverage their burgeoning textual data resources. The Text Mining Handbook presents a comprehensive discussion of the state-of-the-art in text mining and link detection. In addition to providing an in-depth examination of core text mining and link detection algorithms and operations, the book examines advanced pre-processing techniques, knowledge representation considerations, and visualization approaches. Finally, the book explores current real-world, mission-critical applications of text mining and link detection in such varied fields as M&A business intelligence, genomics research and counter-terrorism activities.

The aim of this book is to present a number of digital and technology solutions to real-world problems across transportation sectors and infrastructures. Nine chapters have been well prepared and organized with the core topics as follows: -A guideline to evaluate the energy efficiency of a vehicle -A guideline to design and evaluate an electric propulsion system -Potential opportunities for intelligent transportation systems and smart cities -The importance of system control and energy-power management in transportation systems and infrastructures -Bespoke modeling tools and real-time simulation platforms for transportation system development This book will be useful to a wide range of audiences: university staff and students, engineers, and business people working in relevant fields.

Dig deep into the data with a hands-on guide to machine learning

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with updated examples and more! Machine Learning: Hands-On for Developers and Technical Professionals provides hands-on instruction and fully-coded working examples for the most common machine learning techniques used by developers and technical professionals. The book contains a breakdown of each ML variant, explaining how it works and how it is used within certain industries, allowing readers to incorporate the presented techniques into their own work as they follow along. A core tenant of machine learning is a strong focus on data preparation, and a full exploration of the various types of learning algorithms illustrates how the proper tools can help any developer extract information and insights from existing data. The book includes a full complement of Instructor's Materials to facilitate use in the classroom, making this resource useful for students and as a professional reference. At its core, machine learning is a mathematical, algorithm-based technology that forms the basis of historical data mining and modern big data science. Scientific analysis of big data requires a working knowledge of machine learning, which forms predictions based on known properties learned from training data. Machine Learning is an accessible, comprehensive guide for the non-mathematician, providing clear guidance that allows readers to:

- Learn the languages of machine learning including Hadoop, Mahout, and Weka
- Understand decision trees, Bayesian networks, and artificial neural networks
- Implement Association Rule, Real Time, and Batch learning
- Develop a strategic plan for safe, effective, and efficient machine learning
- By learning to construct a system that can learn from data, readers can increase their utility across industries.

Machine learning sits at the core of deep dive data analysis and visualization, which is increasingly in demand as companies discover the goldmine hiding in their existing data. For the tech professional involved in data science, Machine Learning: Hands-On for Developers and Technical Professionals provides the skills and techniques required to dig deeper.

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Automotive technicians and students need a firm grasp of science and technology in order to fully appreciate and understand how mechanisms and systems of modern vehicles work. Automotive Science and Mathematics presents the necessary principles and applications with all the examples and exercises relating directly to motor vehicle technology and repair, making it easy for automotive students and apprentices to relate the theory back to their working practice. The coverage of this book is based on the syllabus requirements of the BTEC First in Vehicle Technology, BTEC National in Vehicle Repair and Technology, and the IMI Certificate and Diploma in Vehicle Maintenance and Repair, but will help all automotive students and apprentices at levels 2 and 3 and up to and including HNC/HND, foundation and first degree with their studies and in achieving the Key Skill 'Application of Number' at levels 2 and 3. The book is designed to cater for both light and heavy vehicle courses. Full worked solutions of most exercises are available as a free download for lecturers only from <http://textbooks.elsevier.com>. Allan Bonnick is a motor vehicle education and training consultant and was formerly Head of Motor Vehicle Engineering, Eastbourne College. He is the author of several established automotive engineering textbooks.

R is a language and environment for data analysis and graphics. It may be considered an implementation of S, an award-winning language initially developed at Bell Laboratories since the late 1970s. The R project was initiated by Robert Gentleman and Ross Ihaka at the University of Auckland, New Zealand, in the early 1990s, and has been developed by an international team since mid-1997. Historically, econometricians have favored other computing environments, some of which have fallen by the wayside, and also a variety of packages with canned routines. We believe that R has great potential in econometrics, both for research and for teaching. There are at least three reasons for this: (1) R is mostly platform independent and runs on Microsoft Windows, the Mac family of

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operating systems, and various flavors of Unix/Linux, and also on some more exotic platforms. (2) R is free software that can be downloaded and installed at no cost from a family of mirror sites around the globe, the Comprehensive R Archive Network (CRAN); hence students can easily install it on their own machines. (3) R is open-source software, so that the full source code is available and can be inspected to understand what it really does, learn from it, and modify and extend it. We also like to think that platform independence and the open-source philosophy make R an ideal environment for reproducible econometric research.

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