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an acknowledged expert on beer. He has written a number of best-selling books on beer and brewing, including 101 Beer Days Out, London's Best Pubs and
The Beer Book.

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The Elise saw the return of the genuinely exciting sports car. This was the first Lotus for a generation truly to revive Colin Chapman's ideals, proving a worthy successor to the seminal Lotus 7. The Elise was the first modern sports car to generate real enthusiasm, tempting many classic car fans to change their allegiance to this no-compromise contemporary classic. This fully updated second edition, published in the Haynes Enthusiasts' Guide Series, brings the story right up to date to include Toyota-powered and supercharged cars. Essential reading for all Elise owners and enthusiasts.

The story of these British budget performance cars.

A practical restoration manual written by journalist and E30 enthusiast Andrew Everett. Covers E30 models: 316, 316i, 318i, 320i, 323i, 325i, 325e, 324d and 324td, 318iS, M3 & Alpina in saloon, convertible & touring forms. Professional advice also is given on buying a good used model E30 for restoration.

Conceived by Colin Chapman, the Seven started life as a Lotus in 1957, and in 1973 the manufacturing rights transferred to Graham Nearn's Caterham, which has made a commercial success of the venture ever since. The 'Seven' is enduringly popular, offering a uniquely raw and exhilarating road-driving experience, and has spawned many lookalikes, replicas and kit cars. This new edition is updated with 24 extra pages to cover the seven years' worth of new variants of Caterham Seven released since publication of the second edition in May 2007.

Continuing the popular Haynes Owners' Workshop Manual space series, which currently comprises Apollo 11 Manual and NASA Space Shuttle Manual, this unique book provides an insight into the only car ever built to be driven on the surface of another world. With a Foreword by the first Apollo astronaut to drive it on the Moon, Dave Scott, and published to coincide with the 40th anniversary of mankind's final drive on the Moon in December 2012. The book is part mechanical guide, illustrated with many of the technical drawings from the time, and part narrative-driven story of engineering ingenuity and human triumph. It draws on the rich NASA photographic archive and the complete transcripts of the crews' reaction to driving across the Moon, which the authors have an un-paralleled knowledge and experience of working with.

The Porsche 914 was born into consistently confusing and troubled times at Porsche and Volkswagen, not least with the idea of a non-911 Porsche horrifying many at the time. A Porsche with an engine that wasn't in the back was simply unthinkable. Richard Gooding examines the story of a car of mixed parentage, which against the odds became a success in its relatively short, six-and-a-half year lifespan. Around 119,000 cars were sold from 1969 to 1975, outselling contemporary rivals such as the Opel GT, and meaning it was the first mid-engined car to achieve six-digit sales. As a present-day classic, although challenging to some, low-slung looks and bright colours make the 1970s 914 period-perfect. Combined with near-ideal weight distribution and a low centre of gravity, its mid-engine layout means the 914 can achieve cornering G-forces comparable to the contemporary 911. The 914 was seen as a car that could inject a shot of glamour into VW's slightly worthy and dependable range of air-cooled cars. This book covers the history, development and manufacture of the 914 through troubled times at Porsche and Volkswagen and studies the impact of its design upon its successors. Buying and owning a 914 today is covered, and the book is illustrated with 218 colour photographs.

The German Sturmgeschütz series of assault guns was a successful and cost-effective range of armoured fighting vehicles; of which some 10,000 were built during the Second World War. Based on the chassis of the Panzer III tank; the turret was replaced by an armoured fixed superstructure fitted with a more powerful 7.5cm StuK 40 L/48 gun. Originally intended as a mobile assault weapon for infantry support; the StuG was constantly modified and saw extensive use on all battlefronts as an assault gun and tank destroyer. Its fixed superstructure with limited-traverse mounting for the main armament was simpler and cheaper to build than the turret of the battle tank; plus its low height meant it was easy to camouflage and conceal. Towards the end of the war; more StuGs were built than tanks. StuGs also saw combat when used by several Axis allies; notably Romania and Finland. They were also exported to Bulgaria, Hungary, Italy, and Spain. The Soviet Union gave some of their captured German vehicles to Syria in the 1950s, which continued to use them up until the War over Water against Israel in the mid-1960s. By the time of the Arab-Israeli Six-Day War in 1967; all of them had been either destroyed,

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stripped for spare parts, or placed on the Golan Heights as static pillboxes.

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