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After going bankrupt again in December 1974, Citroen was partnered with Peugeot, and continued to produce unusual and innovative, if not huge-selling, cars. At Haynes, we have an extensive range of Citroen repair manuals and online procedures available for professional mechanics and DIY car enthusiasts. We can give you all the help you need.

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Citroen C2. Citroen C2 – a small stylish three-door hatchback with front-wheel drive and front-engine layout. Produced from 2003 to 2009 at the plant in the town of Aulnay-sous-Bois in the north-eastern suburbs of Paris. The model is developed on the shortened platform Citroen SZ.

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The Fiat Punto is distinctively Italian with subtle design cues that set it apart from other superminis, suggesting that the manufacturer has mastered the sleek Euro look perfectly. The modifier can only enhance this look with a huge range of aftermarket modifying products designed especially for the Punto, that are easy to obtain. But what if you should run into problems when creating the car of your dreams - ill-fitting kit, no instructions? Well, Haynes are here to help at every stage of your car's transformation with the full colour Haynes Extreme guide to DIY modifying - everything you need to know, under one cover.

The primary objective of this NATO Advanced Study Institute (ASI) was to present an up-to-date overview of various current areas of interest in the field of photovoltaic and related photoactive materials. This is a wide-ranging subject area, of significant commercial and environmental interest, and involves major contributions from the disciplines of physics, chemistry, materials, electrical and instrumentation engineering, commercial realisation etc. Therefore, we sought to adopt an inter disciplinary approach, bringing together recognised experts in the various fields while retaining a level of treatment accessible to those active in specific individual areas of research and development. The lecture programme commenced with overviews of the present relevance and historical development of the subject area, plus an introduction to various underlying physical principles of importance to the materials and devices to be addressed in later lectures. Building upon this, the ASI then progressed to more detailed aspects of the subject area. We were also fortunately able to obtain a contribution from Thierry Langlois d'Estaintot of the European Commission Directorate, describing present and future EC support for activities in this field. In addition, poster sessions were held throughout the meeting, to allow participants to present and discuss their current activities. These were supported by what proved to be very effective feedback sessions (special thanks to Martin Stutzmann), prior to which groups of participants enthusiastically met (often in the bar) to identify and agree topics of common interest.

INTERACT 2009 was the 12th of a series of INTERACT international conferences supported by the IFIP Technical Committee 13 on Human-Computer Interaction. This year, INTERACT was held in Uppsala (Sweden), organized by the Swedish Interdisciplinary Interest Group for Human-Computer Interaction (STIMDI) in cooperation with the Department of Information Technology at Uppsala University. Like its predecessors, INTERACT 2009 highlighted, both to the academic and to the industrial world, the importance of the human-computer interaction (HCI) area and its most recent breakthroughs on current applications. Both experienced HCI researchers and professionals, as well as newcomers to the HCI field, interested in designing or evaluating interactive software, developing new interaction technologies, or investigating overarching theories of HCI, found in INTERACT 2009 a great forum for communication with people of similar interests, to encourage collaboration and to learn. INTERACT 2009 had Research and Practice as its special theme. The reason we selected this theme is that the research within the field has drifted away from the practical applicability of its results and that the HCI practice has come to disregard the knowledge and development within the academic community.

A renowned Jaguar expert offers a comprehensive historical review of the highly collectable XJS series of coupes, cabriolets and convertibles with particular emphasis on quality

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evaluation, maintenance and upgrades. Jaguar XJS takes the reader through the 20-year history of a model series which, after a lukewarm reception in 1975 by Jaguar enthusiasts who expected a replacement for the famed E-Type, matured through many evolutions into some of the most stylish cars ever to wear the Jaguar badge, earning along the way an enviable reputation on the international motor racing scene.

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