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Combining case studies with accessible but rigorous production models and historical background, this book challenges accepted views on Japanese production methods in the world car industry. The Myth of Japanese Efficiency casts a familiar debate in an unfamiliar light. It will strongly appeal to management and business strategy academics, political economists and industrial sociologists interested in the debate on Fordist versus 'post-Fordist' production methods/'lean and flexible'

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manufacture and Japanese post-war success in the world market for manufactured goods. Human resource management specialists interested in best production practice will also find much to interest them within this book.

Since the late 1980s Japanese motor manufacturers have been producing a line of high-performance cars that has found a ready market around the world. The combination of their abilities on the road, their traditional Japanese build quality and their reasonable pricing has captivated enthusiasts. Yet there has never been a single source in which to read

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and find out about these giants of the motoring world. Now, this exciting book profiles all Japan's greatest performance models, detailing their history, technical make-up and potential for speed. Each car is also rated for its desirability, tuneability and availability. At last, here is a book that fills a yawning gap: a reliable source of information about all the most significant and fascinating Japanese performance cars, many of which have never been written about in English before.

This book, originally published in 1993, develops for the US automobile industry a demand-supply model

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which incorporates both wholesale and retail sectors and which allows strategic pricing behaviour of US and Japanese producers to be internally determined and its effects on market behaviour and national welfare analyzed. It develops the framework for and presents the results of an econometric simulation of the transaction and wholesale prices, quantities demanded and produced, manufacturer's costs and factor demands. The impact of the Voluntary Export Restraint of 1981 on profits and consumer welfare are generated from the simulation results. Notebooks makes a great gift idea for any occasion

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that adds a personal touch and can be used year round for daily note-taking to just keep around the house, or for notes for school or work. Perfectly sized at 6" x 9" 100 page Softcover bookbinding Flexible Paperback

[The Effect of Expanding Japanese Automobile Imports on the Domestic Economy](#)

[Model and Challenge for the Future?](#)

[The Bulletin](#)

[Japan Report](#)

[Restructuring the Global Automobile Industry](#)

[Japan and Protection](#)

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[*Supply Chain Resilience Management: Is the Japanese Automotive Supply Chain resilient enough? Japan as an Automotive Market*](#)
[*Oversight of the Trade Act of 1988: Super 301 Japan and the Global Automotive Industry*](#)
[*Oversight of U.S. Trade Policy with Japan*](#)
[*DJIT.*](#)

As the University of Michigan Center for Japanese Studies reflected on the deteriorating position of the domestic auto industry in the fall of 1980, and the strong competitive threat being posed by the Japanese automakers, we were struck by the extraordinary low

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quality of the public discussion of these critical issues. The national importance of the issues seemed only matched by the superficiality of the analyses being offered. The tendency to think in terms of scapegoats was particularly evident. The Japanese as the basic cause of our problems has been a particularly notable theme. To be sure, cooperation with the Japanese in formulating a rational overall trade policy may be an important part of the solution. It has also been fashionable to blame it all on American auto industry management for not concentrating on the production of small cars when "everyone knew" that was the

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thing to do. Alternatively, government meddling was blamed for all our problems. Clearly, the complex problem we faced required more penetrating analyses. It seemed therefore, that the time was ripe for a public seminar which moved beyond the rhetoric of the moment and probed some of the deeper causes of our problems and possible directions for future policy. In holding the January 1981 auto conference, the Center took it as their task to begin addressing the critical issues facing the industry, with particular, but not exclusive, attention to examining the role of the Japanese auto industry. They had in mind not to

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simply conduct a rational discussion of the trade issue but to probe the sources of Japanese competitive strength, especially those features whose study might profit them. In these proceedings, they bring those discussions to a wider audience. Question and answer sessions at the conference were necessarily short and a few speakers delivered abbreviated remarks; this volume restores a number of omissions, and provides additional answers to some pertinent questions put by the audience. The Center hopes to encourage the serious problem-solving these complex issues demand. Far too much time has been spent trying to fix the

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blame. [intro]

This study chronicles the success of the Japanese car in America. Starting with Japan's first gasoline-powered car, the Takuri, it examines early Japanese inventors and automotive conditions in Japan; the arrival of Japanese cars in California in the late 1950s; consumer and media reactions to Japanese manufacturers; what obstacles they faced; initial sales; and how the cars gained popularity through shrewd marketing. Toyota, Honda, Datsun (Nissan), Mazda, Subaru, Isuzu, and Mitsubishi are profiled individually from their origins through the present. An

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examination follows of the forced cooperation between American and Japanese manufacturers, the present state of the industry in America, and the possible future of this union, most importantly in the race for a more environmentally-sound vehicle.

Presents industry reviews including a section of "trends and forecasts," complete with tables and graphs for industry analysis.

Originally published in 1991, this book examines the spatial implications of the changes to the automobile industry at world, national and local levels. The volume brings together the work of North American,

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European and Japanese geographers, economists and sociologists, and includes perspectives from the components industry, the shop floor experience and local economic policy making.

[Where Now in the 1980s?](#)

[Into the Next Millennium](#)

[Hearing Before the Subcommittee on Oversight of Government Management of the Committee on Governmental Affairs, United States Senate, One Hundred Second Congress, First Session, May 8, 1991](#)

[Access Nippon](#)

[Accelerated Vehicle Retirement Programs in Japan](#)

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[and South Korea: Background for Congress](#)

[Japanese Supercars](#)

[Ancillary Industries for Automobile Manufacture in Japan](#)

[The Myth of Japanese Efficiency](#)

[Japanese Technical Periodical Index](#)

[Japanese Car Drifting 90s Japan Turbo Togue Drag](#)

[Men Boosted Premium Journal/Notebook Blank Lined Ruled 6x9 100 Pages](#)

[Japanese Cars in America](#)

[Strategic Adjustment of Price by Japanese and American Automobile Manufacturers](#)

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The Japanese automotive industry enjoyed spectacular success in the 1980s. This was largely due to the so-called 'Lean Production System' - the combination of an efficient production system, an effective supplier system, and a product development system. In the 1990s the industry fell on hard times because of the Japanese asset price bubble and extreme currency appreciation. In this book, eminent industry specialist Koichi Shimokawa draws on his thirty years of research and fieldwork with Japanese and American firms, to show how the Japanese automotive industry has managed to recover

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from this difficult period. He shows how firms like Toyota were able to transfer Japanese systems to overseas plants and how they have changed in order to compete in increasingly globalized markets. In addition, the book also addresses the two major challenges to the current industry model: the rise of China and the environmental and energy supply situation.

Follows the growth of the Japanese automobile industry, with information on the production of every Japanese manufacturer, technical specifications, racing car versions, the evolution of car design and all experimental

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prototypes

After the Second World War, Japanese toy makers made tinsplate replicas of many American and European cars, often reaching surprising heights of realism. Today, these tin cars are the most desirable of all vintage toys, fetching prices at auction in excess of diecast cars such as Dinky Toys. Seeking out the finest examples of these toys has been a lifelong passion for Bruce Sterling of New York, who has allowed his collection to be pictured in this volume. 150 of the rarest and best toys are shown, all of them in pristine condition with their

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original boxes. Cadillac, Chevrolet, Buick, Packard and many other famous American names are represented, in addition to a good selection of European vehicles. All the toys are described in detail, and background information is provided about the prototypes on which they are based. A guide to current values is also given. This is a book that will be treasured, not only by specialist collectors, but by all who are passionate about vintage toys and classic vehicles. An in-depth examination of the stunning supercars from Japan; the history & achievements of each car -- the ideals & the

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men who made them a reality. Includes technical specification panels as well as driving impressions on each car with an analysis of performance. Over 100 full-color photos throughout the book reveal all aspects of the cars. Includes: Honda Acura NSX; Lexus SC400; Mitsubishi 3000 GT VR-4; Nissan 300ZX; Mazda MX-5 Miata; Mazda RX-7; & hot rods.

[Japanese Multinationals in Europe](#)

[Practical Marketing](#)

[Digest of Japanese Industry & Technology](#)

[Hearings Before the Committee on Commerce, Science, and Transportation, United States Senate, Ninety-seventh Congress, Second](#)

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[Session, on S. 2300 ... December 16, and 17, 1982](#)

[The Japanese Car Industry](#)

[Composition Notebook](#)

[The World Car Industry in a Globalizing Age](#)

[Trade Deficit](#)

[A Study of Windshield-Related Injuries in Cars of Japanese Manufacture](#)

[A Comparison of the Automobile and Pharmaceutical Industries](#)

[Japanese Voluntary Restraints on Auto Exports to the United States](#)

[The Growth of Protectionist Sentiment and the Japanese Response](#)

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This title was first published in 2002. This compelling text provides fresh insight into an area that is often touched upon, but rarely examined in any great detail - the relationship between Multinational Enterprises (MNEs) and their host governments. Taking Japanese Foreign Direct Investment (FDI) strategy, arguably the model of FDI, Young-Chan Kim takes a revealing look at why the United Kingdom (UK) has dominated among the EU member states for FDI destination, while ironically losing its nationalized car manufacturers. Scholars of business history, international business and

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business economics will find this work invaluable.

Seminar paper from the year 2010 in the subject Business economics - Supply, Production, Logistics, grade: Distinction, University of Manchester (Manchester Business School), language: English, abstract: Since 1980's the Japanese car manufacturing industry has been celebrated as the most efficient car industry in the world regarding production systems and processes. However, on 16 July 2007 this efficiency of the entire Japanese automotive industry was challenged when an earthquake hit

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the Chuetsu region in Japan and decimated a small but critical portion of its supply chain. Riken Corp., a supplier of automobile engine components such as piston rings, was this critical supply chain bit. Its failure to operate after the event caused a chain reaction of plant closures of the main eight Japanese car manufacturers and parallelised nearly 70 per cent of the world biggest auto production industry. The underlying qualitative study adopts some conceptual supply chain resilience management models available in the academic literature as theoretical lenses to analyze the Riken Corp. case. The main

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argument of this research paper is that while the Japanese automotive supply chain is capable of delivering an efficient and effective response to and recovery from an interruption, it, however, lacks the capability of event readiness, which is the active resilience preparation for a supply chain disruption.

The main objective of this work is to reflect on the relative position of Japanese car manufacturers in Europe and North America, with a major focus on the United States.

Furthermore, this work looks at the reasons for the sales differences between Japanese car

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manufacturers in North America and Europe. Is it fair to say that they are unsuccessful in Europe or that the European market is tougher than the North American? Is this the reason why their sales are lower in the European market? What are the differences between their strategies for their premium brands and market shares in North America and Europe? The subject matter of this work throws up certain challenges. Some information has not yet been published, as it is still confidential to only the company executives. Furthermore, obtaining certain data is just not possible such as; the sales numbers of a brand's

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model with a specific engine type, or customer and quality ratings of a brand or a model. In order to overcome this problem, the sales and production figures of Japanese carmakers in Europe, between 1994 and 2006, are thoroughly investigated; these numbers are derived from 'Automotive News Europe.'

In the 1980s, the extent of Japanese export penetration into other Western economies, particularly the USA, became a matter of international concern. There were demands for Japan to reciprocate on imports, for the Japanese market to be 'opened up' and, by some people,

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for sanctions or a trade war if the Japanese did not respond. This book, first published in 1989, examines the growth of protectionist sentiment and the Japanese response to it. It examines in detail the debates within Japan and discusses the measures which the Japanese took, including the voluntary export restraint measure in the motor sector. It concludes that, broadly, the Japanese did indeed respond to world demands for their market to be opened up but that successful exporting to Japan depended equally on efforts by Western companies to service that market, which they were slow to do.

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[Hearings Before the Subcommittee on International Trade, Finance, and Security Economics of the Joint Economic Committee, Congress of the United States, Ninety-seventh Congress, First Session, June 19 and July 9 and 13, 1981](#)

[U.S.-Japanese Economic Relations Hearings Before the Committee on Small Business, House of Representatives, One Hundredth Congress, First Session, Washington, DC, July 21 and 22, 1987](#)

[Oversight of the Trade Act of 1988 Automotive Parts Industry and the U.S.](#)

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[*Aftermarket for Japanese Cars and Light Trucks Strategies of Japanese Car Manufacturers in Europe*](#)

[*Tinplate Toy Cars of the 1950s and 1960s from Japan*](#)

[*Hearings Before the Subcommittee on Trade of the Committee on Ways and Means, House of Representatives, Ninety-ninth Congress, First Session, February 28 and March 4, 1985*](#)

[*U.S. Industrial Outlook*](#)

[*A-Z Japanese Performance Cars*](#)

[*The Internationalisation of the Japanese Automotive Industry*](#)

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[Global Competition in the Auto Parts Industry](#)

This book is very timely in view of the growing importance of Asia. Over the past ten years, many Asian economies ranging from the newly industrialized economies of Taiwan, Hong Kong, Singapore and South Korea, to the semi-developing economies of Malaysia, Indonesia, and Thailand, have all experienced tremendous economic growth unparalleled in any part of the world. With the opening of China and other centrally planned economies like Vietnam, Myanmar, Laos, and Cambodia, Asia is on the path to astronomical economic growth.

'Ando's well-researched comparison of Japanese

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automobile and pharmaceutical investment in Europe not only provides a compelling demonstration of the strategic and organizational diversity of contemporary Japanese multinationals, but illustrates the challenges faced by all multinationals by the complex and multi-faceted process of European integration.' - Geoffrey Jones, Harvard Business School, US This book explores the regional strategy and management of Japanese MNEs in Europe. Ken-ichi Ando investigates, using case studies of the auto and pharmaceutical industries, how these companies can, and do, overcome the inherent difficulties and opportunities of trading in Europe, including the problems posed by cultural differences and geography, alongside the

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opportunities of expanding markets. While these companies are global players, they must increasingly be aware of, and evolve in response to, European economic integration. The strategy setting and management are influenced by company- and industry-specific factors, and some common features can be found. The locational and entry strategies are based both on the multinationals' own resources and capability, and on the changing locational conditions, while pan-European management is conducted to achieve the benefits of 'multinationality' at the regional level. The mutual relationships between the location of subsidiaries, the entry mode, and the pan-European operation are clearly shown from the

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detailed analysis at the company level. The impacts and limits of the EU on multinationals are also confirmed in the book, and the importance of national characteristics is suggested. Scholars and graduate students studying international business and economics, as well as European integration will find this book of great interest.

[Hearing Before the Subcommittee on Economic Stabilization of the Committee on Banking, Housing, and Urban Affairs, United States Senate, Ninety-sixth Congress, Second Session, April 3, 1980](#)

[Hearing Before the Subcommittee on International Trade of the Committee on Finance, United States Senate, Ninety-eighth Congress, Second Session,](#)

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[March 23, 1984](#)

[The Japanese Automotive Industry](#)

[Japanese Inward Investment in UK Car Manufacturing](#)

[Hearing Before the Committee on Finance, United](#)

[States Senate, One Hundred First Congress, First](#)

[Session](#)

[Analysis of Resilience Capabilities of Readiness,](#)

[Response and Recovery - A Case Study of Riken Corp.](#)

[Fair Practices in Automotive Products Act](#)

[An Asian Perspective](#)

[Driving from Japan](#)

[Japanese Car](#)

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