

## PICTORIAL HISTORY OF MOTORING

FROM OUR UNIQUE ARCHIVES BEGINNING IN 1895



*If you cherished thirty-four  
classic Ferraris,  
wouldn't you Rally them?*

**M**EEET JIM BOSISTO, EX-RACER OF THE LEGENDARY 500cc NORTONS AT BROOKLANDS IN THE LATE 1930's.

AND FOUNDER MEMBER OF THE 'IOTA' CLUB WHOSE 500cc CARS IN THE 40's WERE THE FORE-RUNNERS OF THE FORMULA 3 WE KNOW TODAY.

CURRENTLY, SIGNOR BOSISTO IS 'KEEPER' OF LORD BROCKET'S PRICELESS COLLECTION OF FERRARIS.

AS SUCH, HE'S NATURALLY JUST AS INTERESTED IN WHAT GOES ON TOP OF A BONNET AS WHAT GOES ON UNDER IT.

HIS CHOICE OF POLISH IS, AND ALWAYS HAS BEEN, OUR VERY OWN JOHNSON'S RALLY WAX.

(IN FACT, WE AT JOHNSON WAX HAVE BEEN PRODUCING QUALITY POLISHES SINCE JIM WAS IN HIS PEDAL CAR.)

'NO OTHER CAR WAX PRODUCES SUCH A DEPTH AND DURATION OF SHINE', HE ASSERTS, AND WHO ARE WE TO ARGUE WITH HIM.

OUR SPECIAL INTRODUCTORY PACKS OFFER NO LESS THAN 40% EXTRA FREE. NOT THAT THAT WILL INFLUENCE THE TRUE CAR BUFF.



*Pictured above: Jim Bosisto at the wheel of a 275 GTB Ferrari at Brocket Hall, family seat and Britain's premier conference centre.  
Distributed by Saxon Automotive, Lower Everlands Road, Hungerford, Berks.*

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# PICTORIAL HISTORY OF MOTORING

**Autocar & Motor's** heritage stretches back almost as far as the automobile itself. When Henry Sturmey launched *The Autocar* on 2 November 1895, there were no more than five or six 'autocars' in Britain and even the British motor industry had yet to be born. While the far-sighted Sturmey's fervent belief in the automobile's future was not shared by many of his contemporaries, *The Autocar* found so many readers in its early years that it gained a rival in 1903 in the shape of Edmund Dangerfield's *The Motor*.

Britain's two leading motoring weeklies, deadly rivals for 85 years, grew up not only with the automobile, but also with developments in photography and magazine publishing. At the turn of the century photography remained in its commercial infancy, even though Fox Talbot's pioneering techniques had been developed 50 years earlier. Cameras remained cumbersome, complicated and expensive – and reserved mainly for family portraits. Magazine publishing, too, was in its early days, with only a small output of news periodicals, satirical journals, political pamphlets and story magazines.

This pictorial history of motoring, as seen through the pages of *Autocar* and *Motor*, is as revealing about the changing character of the magazines as the transformation of motoring. As cameras developed, the posed style necessary for long exposures gave way to more atmospheric news and action photography. Improved printing techniques allowed more and better photographs to be used. The glorious artwork – paintings, technical drawings, cutaways – for which both magazines became renowned during the 1920s was gradually superseded by more 'realistic' photography. Although colour printing of artwork was first seen in the 1920s, colour photography only started to take off in the 1960s.

The pace of change has accelerated through the current decade. Photographic brilliance and lavish use of colour transformed both magazines up to their 1988 merger – and the visual quality of today's *Autocar & Motor* sets the standard for weekly car magazines.

See for yourself through the following pages how both motoring and photography have evolved. We have combed through our archives to select pictures for their sheer quality, significance, poignance and amusement to create a scrapbook showing how the car has revolutionised life.

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**Words** Mark Hughes **Picture Research** Christopher Balfour, Charles Armstrong-Wilson

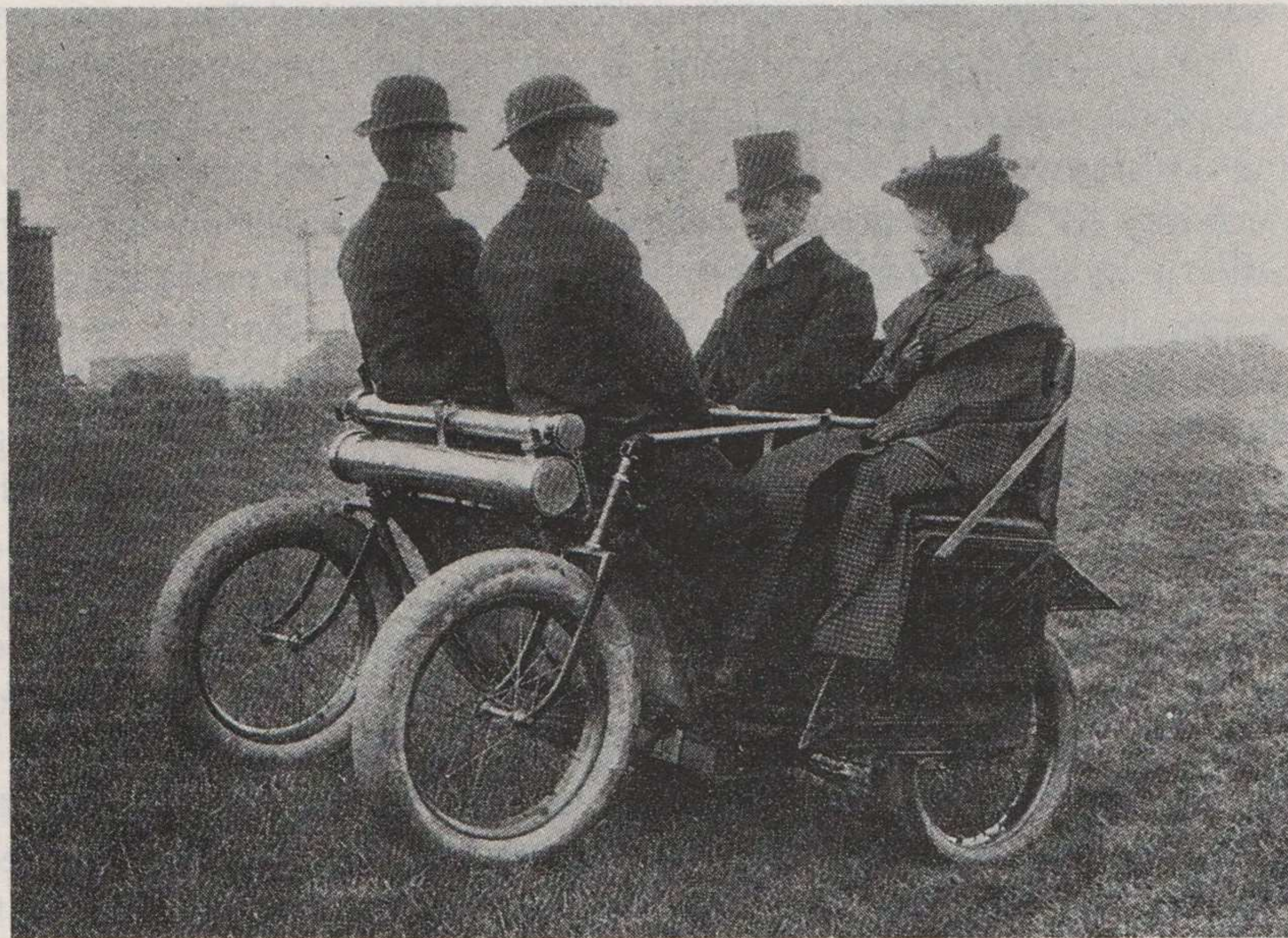
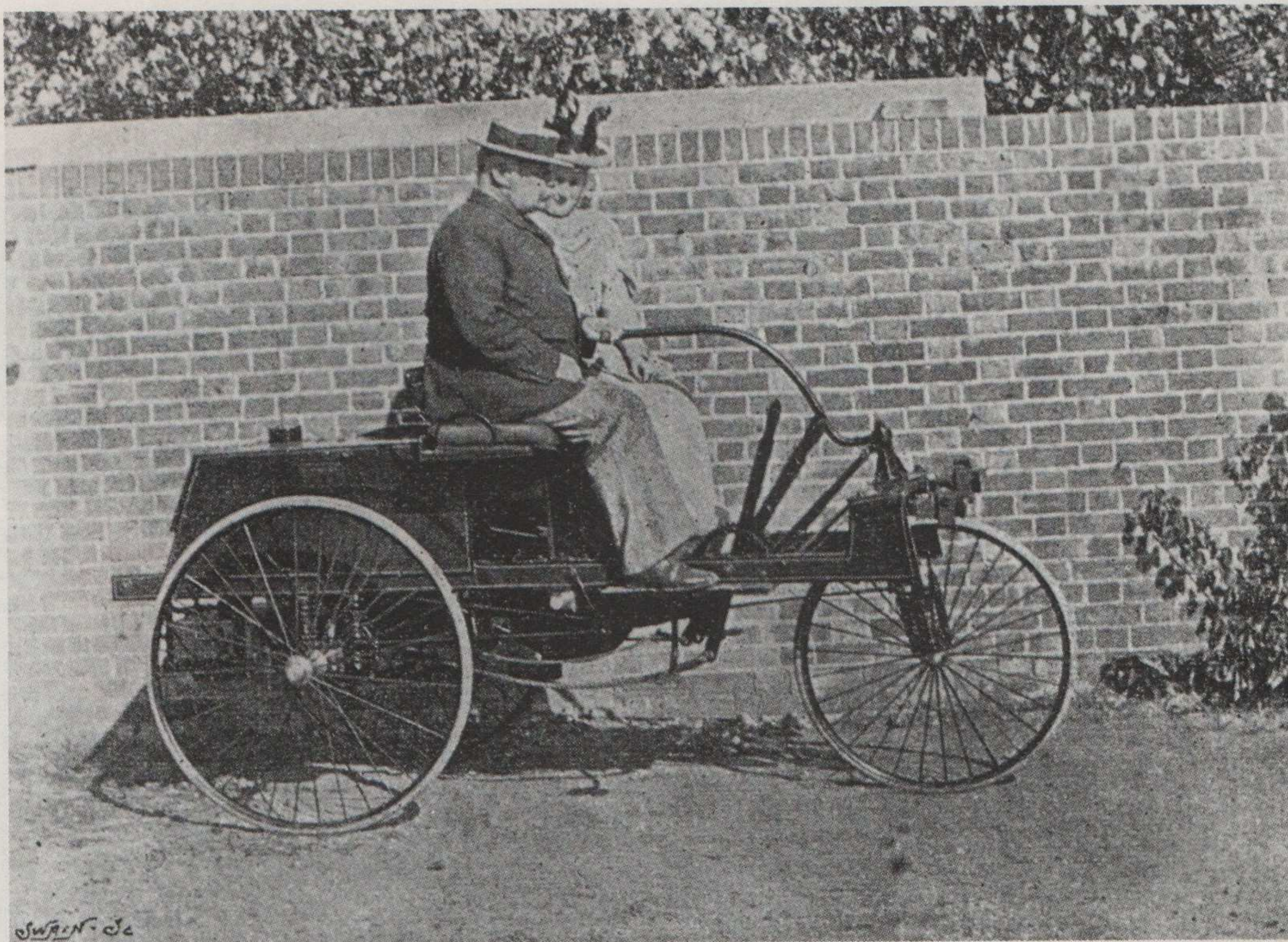
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**Managing Director** Simon Taylor.

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38/42 Hampton Road, Teddington, Middlesex TW11 0JE, UK.

## 1895/ 1909

Birth of *The Autocar* as the first motoring magazine – *The Motor* arrives in 1903 – drawings used as much as photographs – French industry at forefront with names like Panhard, De Dion Bouton, Renault, Peugeot – British industry begins in 1896 with Daimler – speed limit raised from 4mph to 12mph in 1896, then to 20mph in 1903 – variety of car design settles down largely to four-wheelers with in-line engines – Rolls-Royce founded in 1904, Austin in 1905 – 60,000 cars registered in UK by 1907 – motor racing born in great city to city races – Model T Ford launched in 1908 at only \$850



## 1895

Second issue of *The Autocar* showed engraving of experimental petroleum tricycle designed by J. H. Knight of Farnham. Could run at 8mph with one person aboard, less with two. Knight's machine was first British 'autocar', 10 years after Benz  
**9 November**

## 1896

Road impressions have always been part of *The Autocar's* brief. The Pennington Victoria, a four-wheeler seating four people face to face, was assessed up wet grassy slopes at Nunhead Recreation Grounds. Caption does not say, but *The Autocar's* chaps must be the pair in bowler hats. Test did not run smoothly, for the Pennington's regular four-cylinder engine was damaged early in the outing and had to be replaced by a two-cylinder alternative – but our men remained impressed by a machine which weighed only 400lb unladen

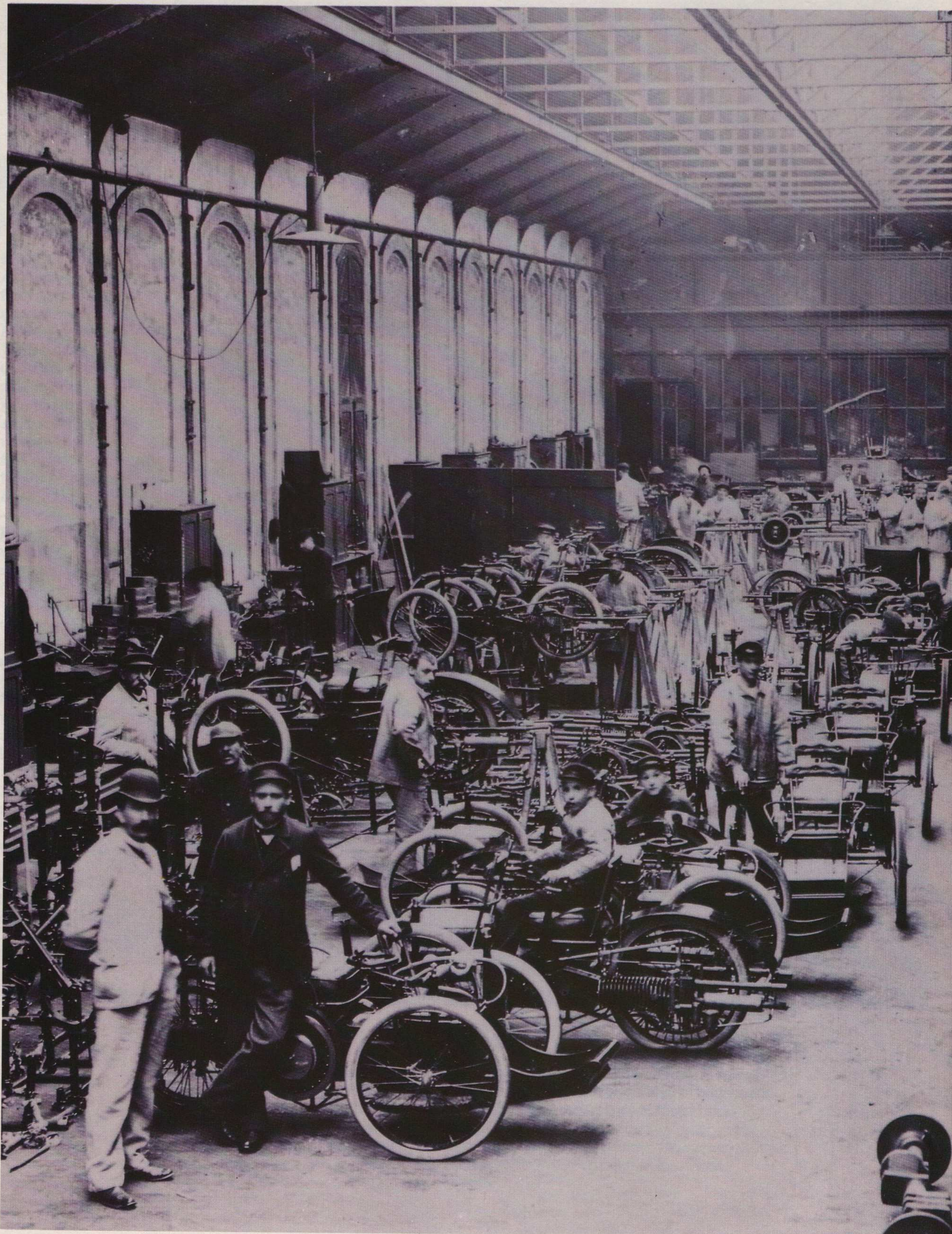
**7 March**



**1897**

As well as struggling to develop new technology, early automobile manufacturers brought imagination to bear on advertising. The Coventry Motor Co put a clown in the driving seat of its Motette tricycle when it took part in the town's Godiva Jubilee procession

**10 July**





## 1898

Motor enthusiasts on this side of the channel, where the motor industry made a slow start, looked enviously at progress in France. One company profiled in *The Autocar* was Bollée, this picture (left) showing just one of four manufacturing halls at its Hâvre factory. Bollée had 200 motor tricycles under construction at one time, sold 50 a month, and enjoyed a long waiting list

9 June



Two-wheelers, three-wheelers, four-wheelers . . . the creations of motoring pioneers were so varied that today's automobile/motorcycle divide could not exist in the last century. *The Autocar* kept readers informed about anything with an engine. This Beeston motor tricycle – a true horseless carriage – could tow a latter day Hansom cab

11 June



**1899**

The second Paris Autocar Show was an elegant occasion staged in two temporary halls erected in the Tuileries Gardens. Nearly 400 manufacturers took stands and 50,000 people attended on the first day – as large as a modern show. So rapid was the motor car's growth at this time that this second show was twice as big as the first

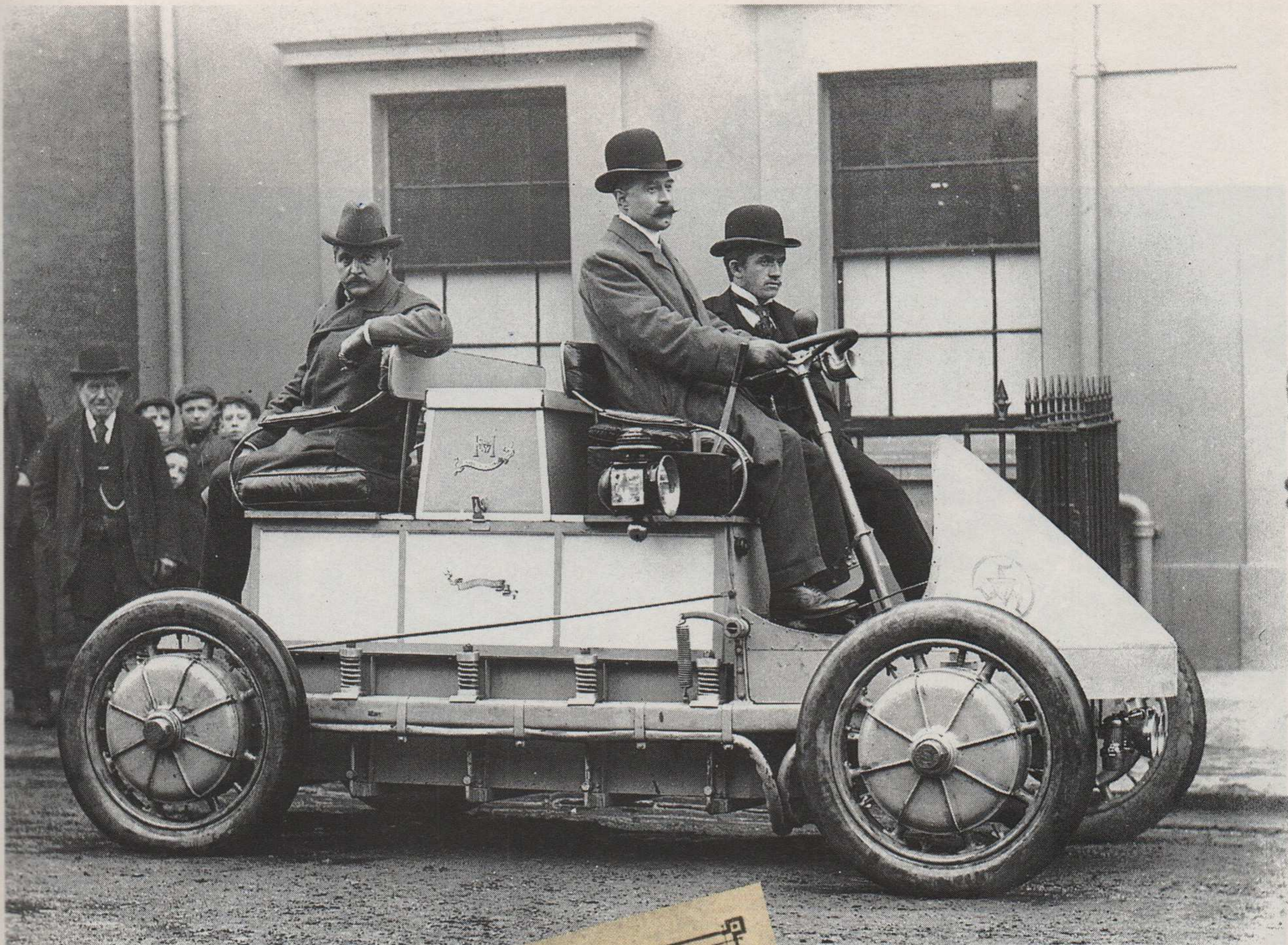
**1 July**



Before he made his own cars with Henry Royce, the Hon C. S. Rolls was an enthusiastic motorist at the wheel of other makes. Here he adjusts the clutch of his Panhard

**9 September**





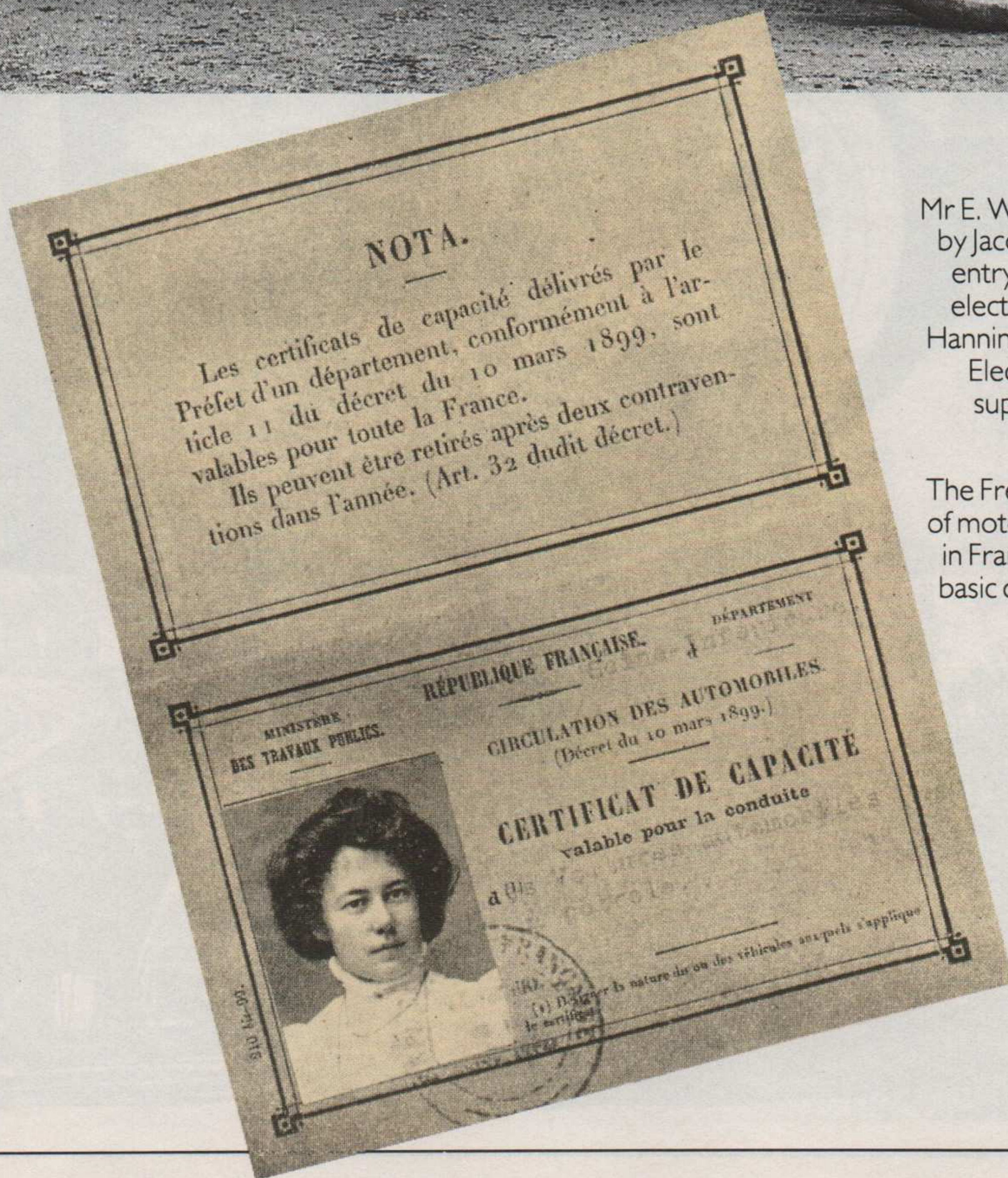
## 1900

Mr E. W. Hart's 'La Toujours Contenté', built by Jacob Lohner & Co of Vienna, was one entry for the Automobile Club's trial of electric vehicles in Kent. Apparently Mr Hanning and his assistants at the Chislehurst Electric Light Station had a busy time supplying so many extra customers

**10 November**

The French were pioneers in every respect of motoring. To obtain a certificate to drive in France, foreign motorists had to take a basic driving test when they arrived in the country

**15 September**

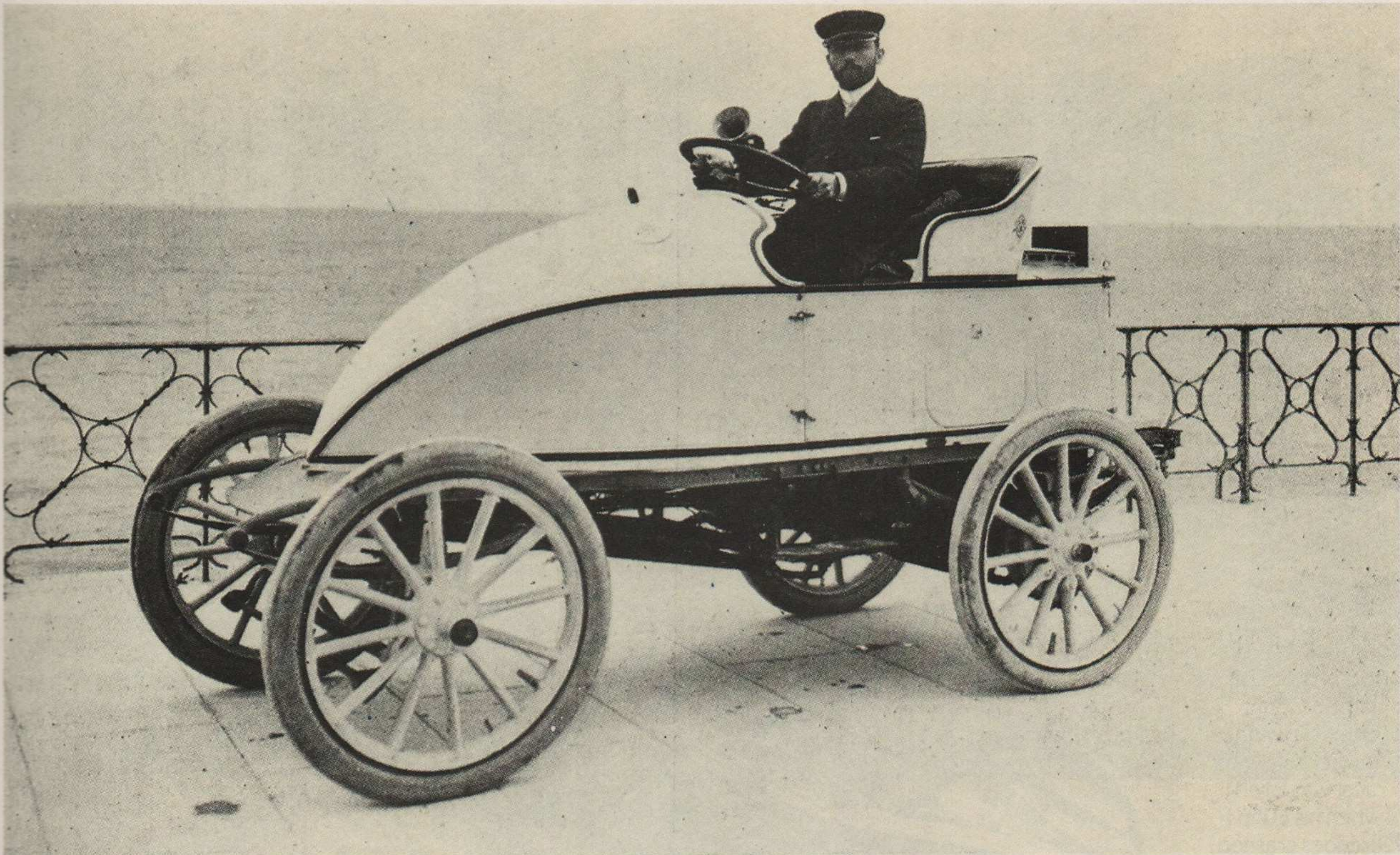




## 1901

Early marathons within France provided the inspiration for even grander events crossing national frontiers – the Paris to Berlin race of 1901 was one. Keen to reap publicity, manufacturers made great efforts to carry off the prizes – one company spent £20,000 on its campaign and posted 70 mechanics along the 744-mile route. Mors was a leading entrant, with the Hon C. S. Rolls one of its drivers. Still looking fresh before the off, Rolls' mechanic, Claude Crompton, prepares to whirl the starting handle

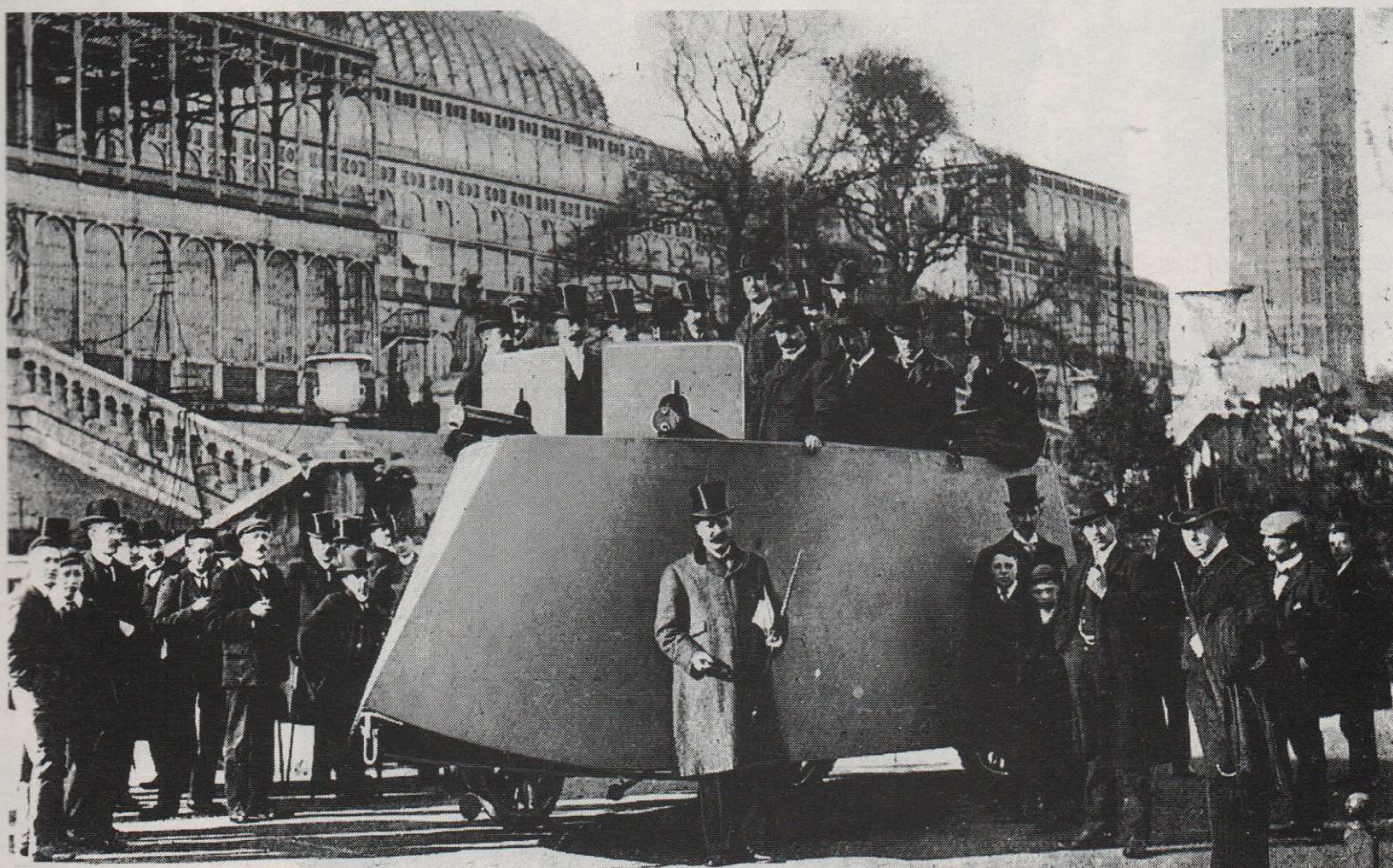
6 July



## 1902

Léon Serpollet was the great pioneer of steam-powered cars, which at this time looked a feasible alternative to the internal combustion engine. This superb creation, pictured on the Promenade des Anglais in Nice, was a record-breaker which exceeded 75mph for the flying kilometre. *The Autocar* wrote: 'It is difficult to imagine how this performance can be beaten, for it seems to represent the maximum at which a driver is capable of steering a vehicle, and M. Serpollet was quite pale when he got down from his car'

19 April

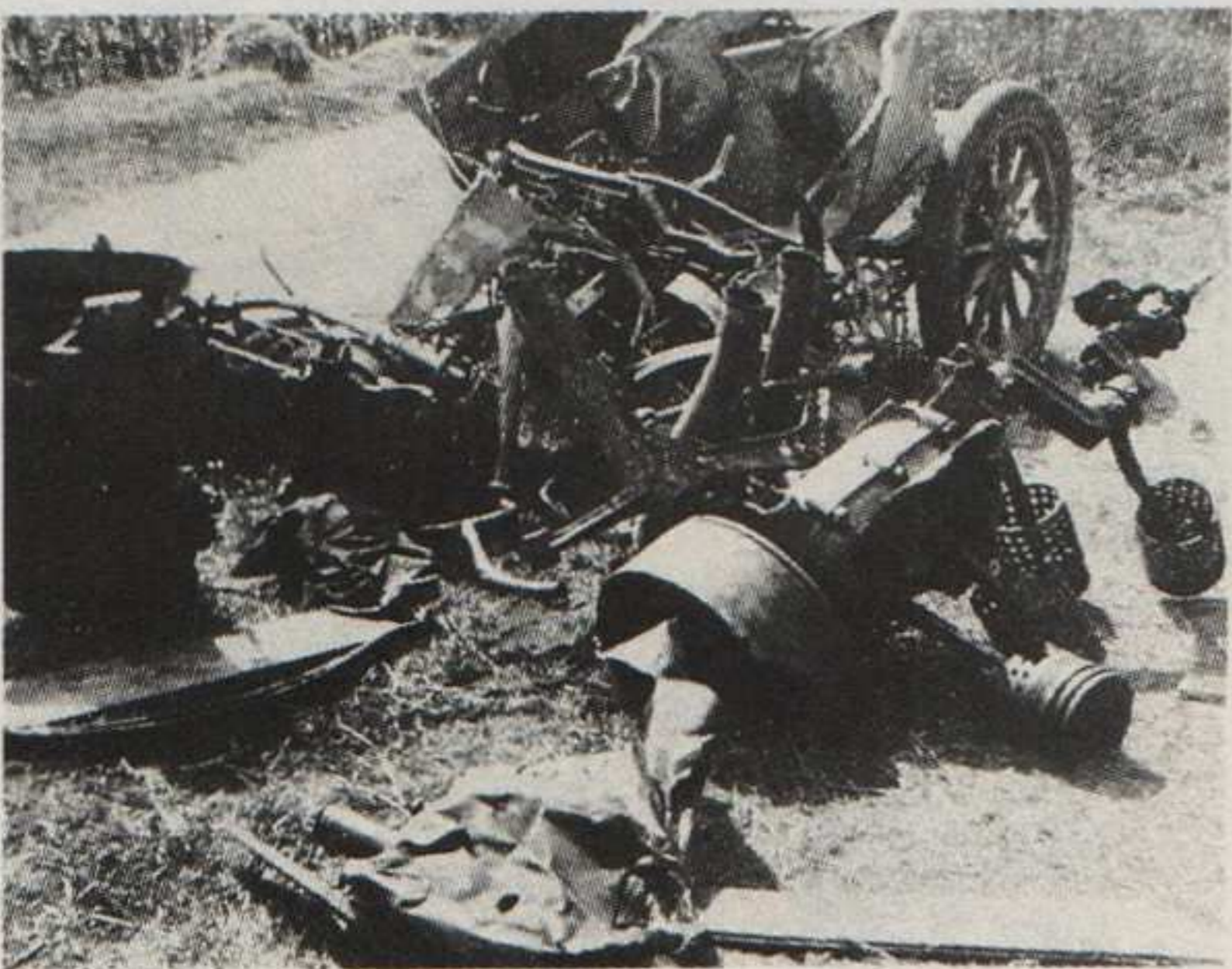
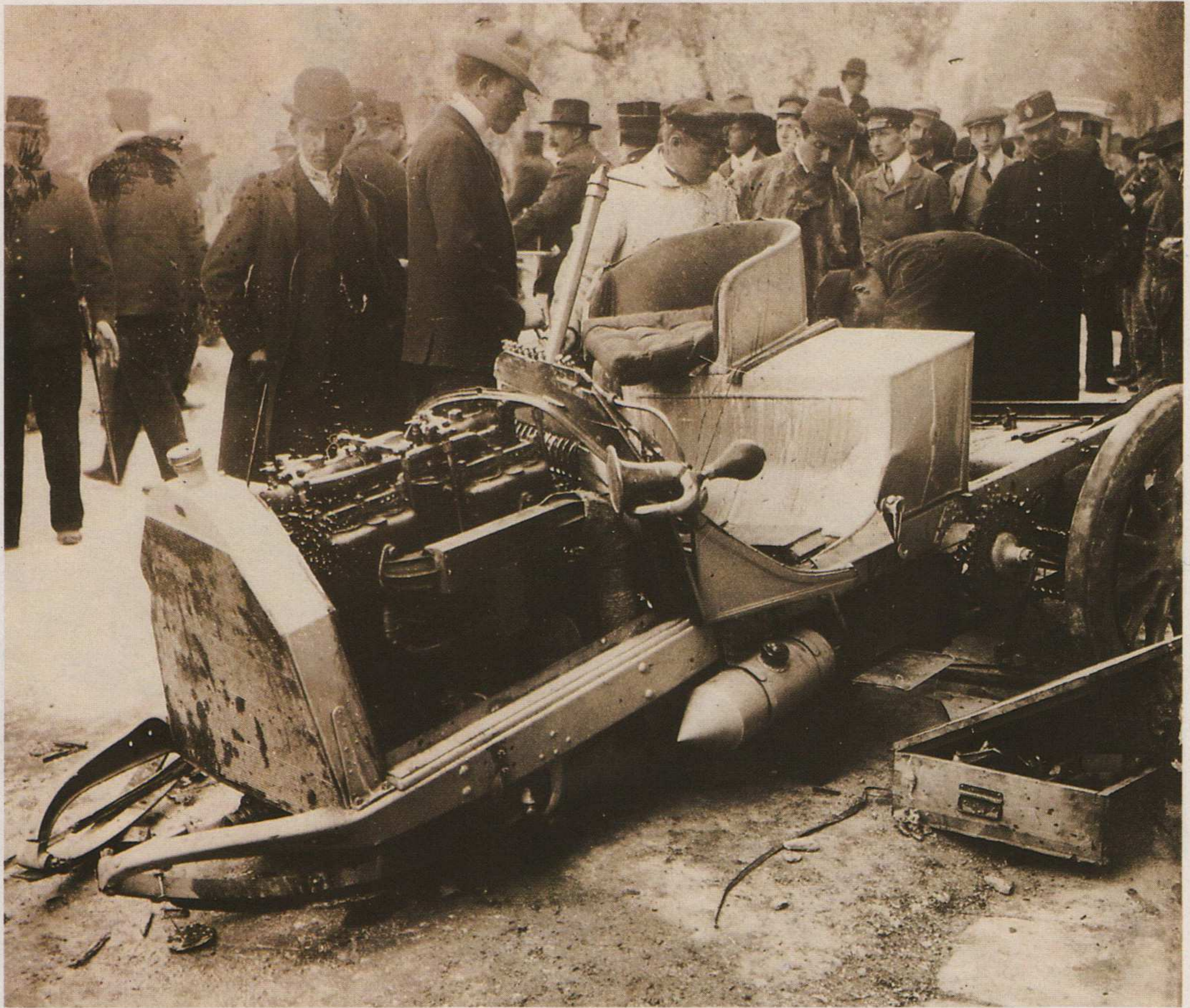


Military applications were soon found for the motor car. The Simms 'Motor War Car' was unveiled at Crystal Palace before enthusiastic army personnel who reckoned it would be indispensable for patrolling coast roads where invaders might land

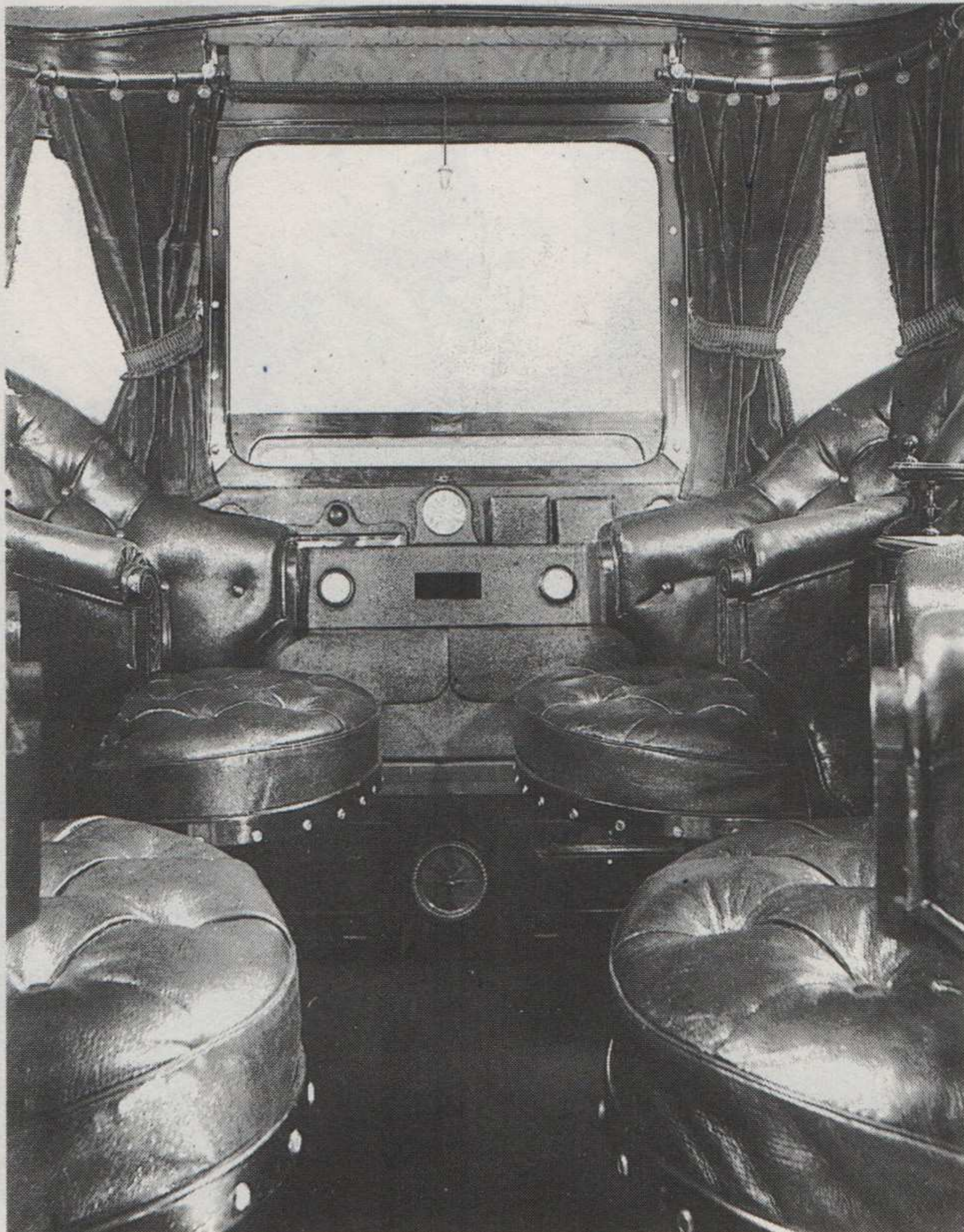
12 April

## 1903

Motor racing was dangerous. The famed Count Zborowski, winner of the Paris-Vienna race, was killed when his 60hp Mercedes crashed into a cliff during a speed event up La Turbie hill, above Nice  
**11 April**



Another accident, and even less is left of this car. Loraine Barrow was thrown from his car during the Paris-Madrid race after hitting a tree as he swerved to avoid a dog  
**20 June**



More like a gentleman's club than a motor car. If you had a chauffeur, why not make your motor car like a living room on wheels? This is a Lamplugh Pullman four-seater body on a Mors chassis  
**27 June**



**1904**

As motor cars became faster and more reliable, their manufacturers – and intrepid owners – could tackle increasingly adventurous journeys. A meeting between a car and camels, said *The Autocar*, 'was a graphic illustration of the utility and adaptability of the automobile'

14 May



**1905**

The autocar in China. Just like post-revolution China today, traffic in this Shanghai street was a mixture of carts, wheelbarrows, bicycles and the occasional motor car, such as this 6hp

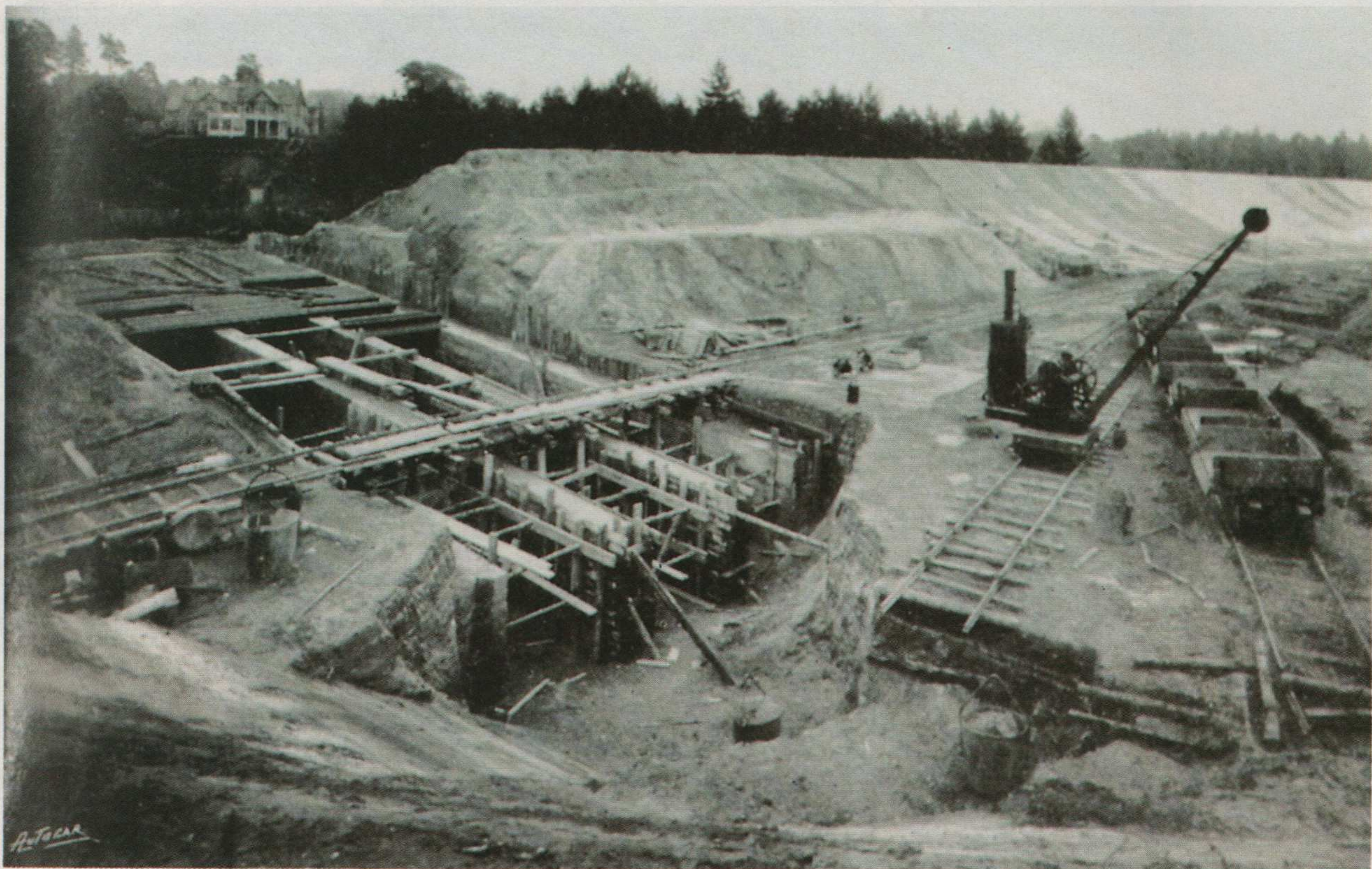
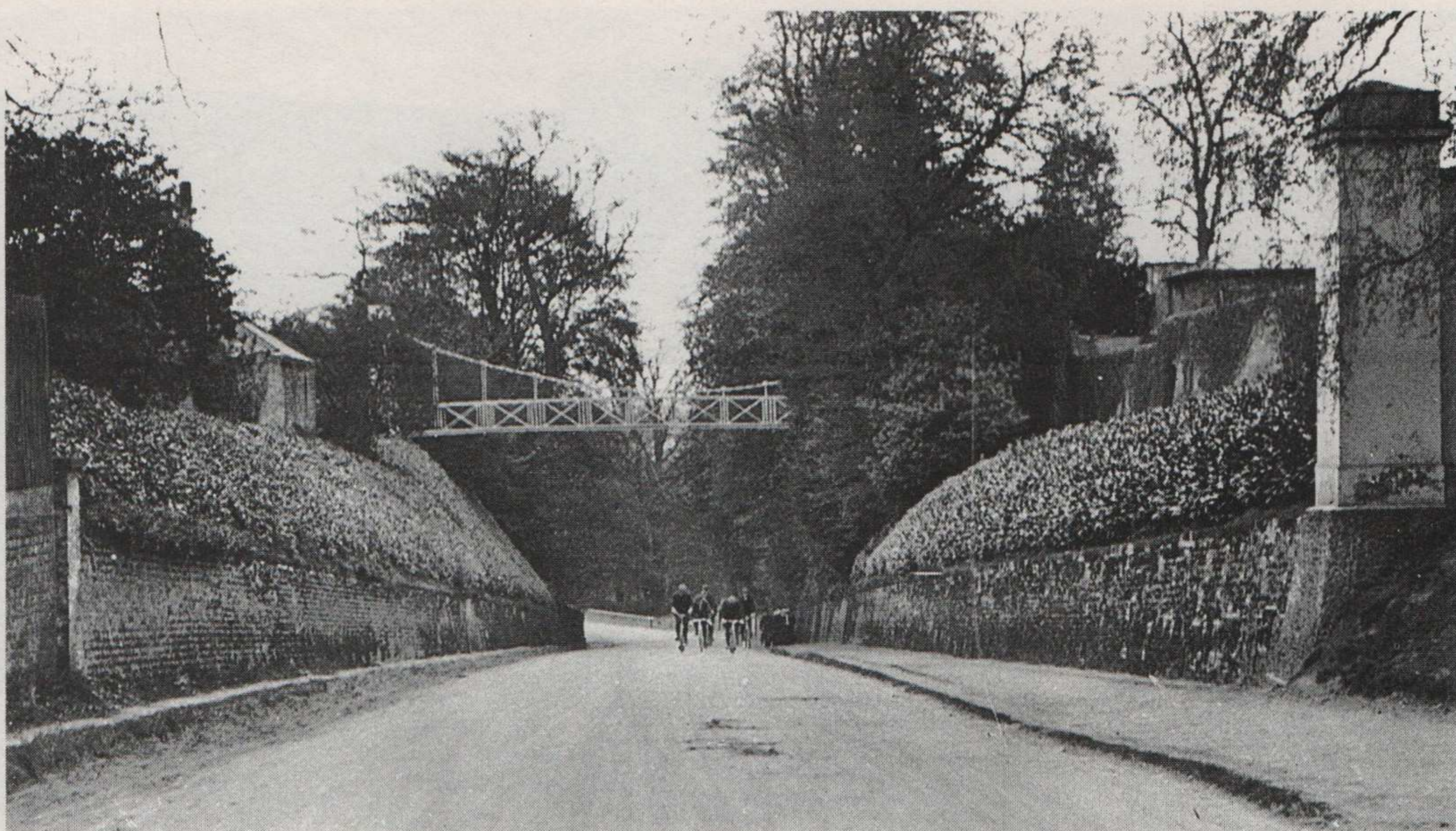
Siddeley  
2 December

## 1906

A police trap on Payne's Hill, Cobham, was discovered by AA scouts. A policeman was stationed on the bridge, from where he commanded a tempting downhill stretch of road. A

battle of wits developed between police and AA scouts – one constable was even seen crossing the bridge on hands and knees to avoid being seen

19 May

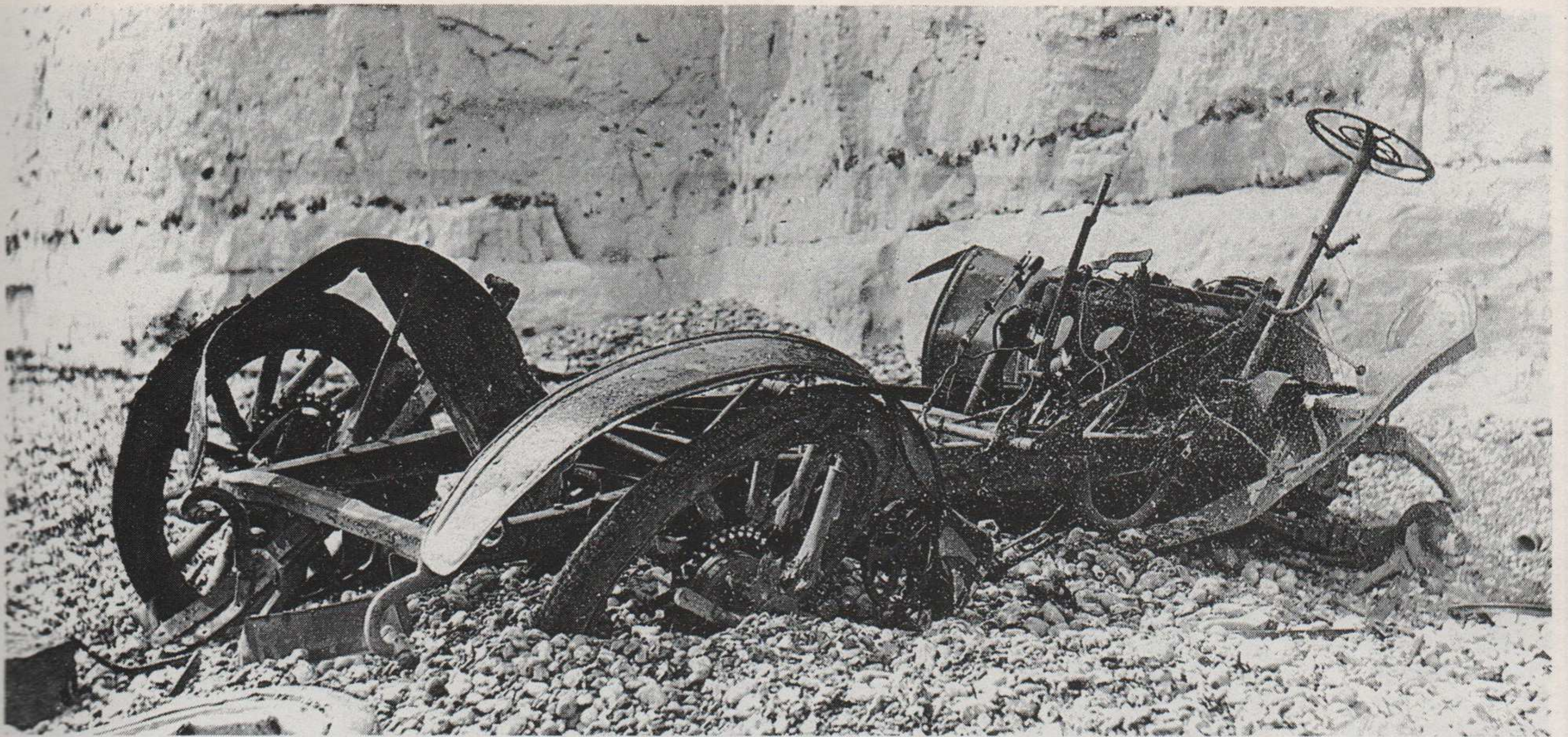


## 1907

View showing Brooklands banking under construction, with a subway in the foreground to lead from a grandstand to a new road to link with Weybridge railway station. Keen to create a new motor racing track which would be a proving ground for the British motor industry, H.

F. Locke King was the prime instigator of Brooklands. Its construction over the winter of 1906–7 was an astonishing achievement completed by 700 men in time for the official opening on 17 June

4 May



## 1908

A most extraordinary accident befell a Mr Ronald Williams. The car was being driven one night on the road above Beachy Head when the engine cut out. Driver and passenger got out to restart the motor, and the car ran backwards over the cliff...

**4 July**



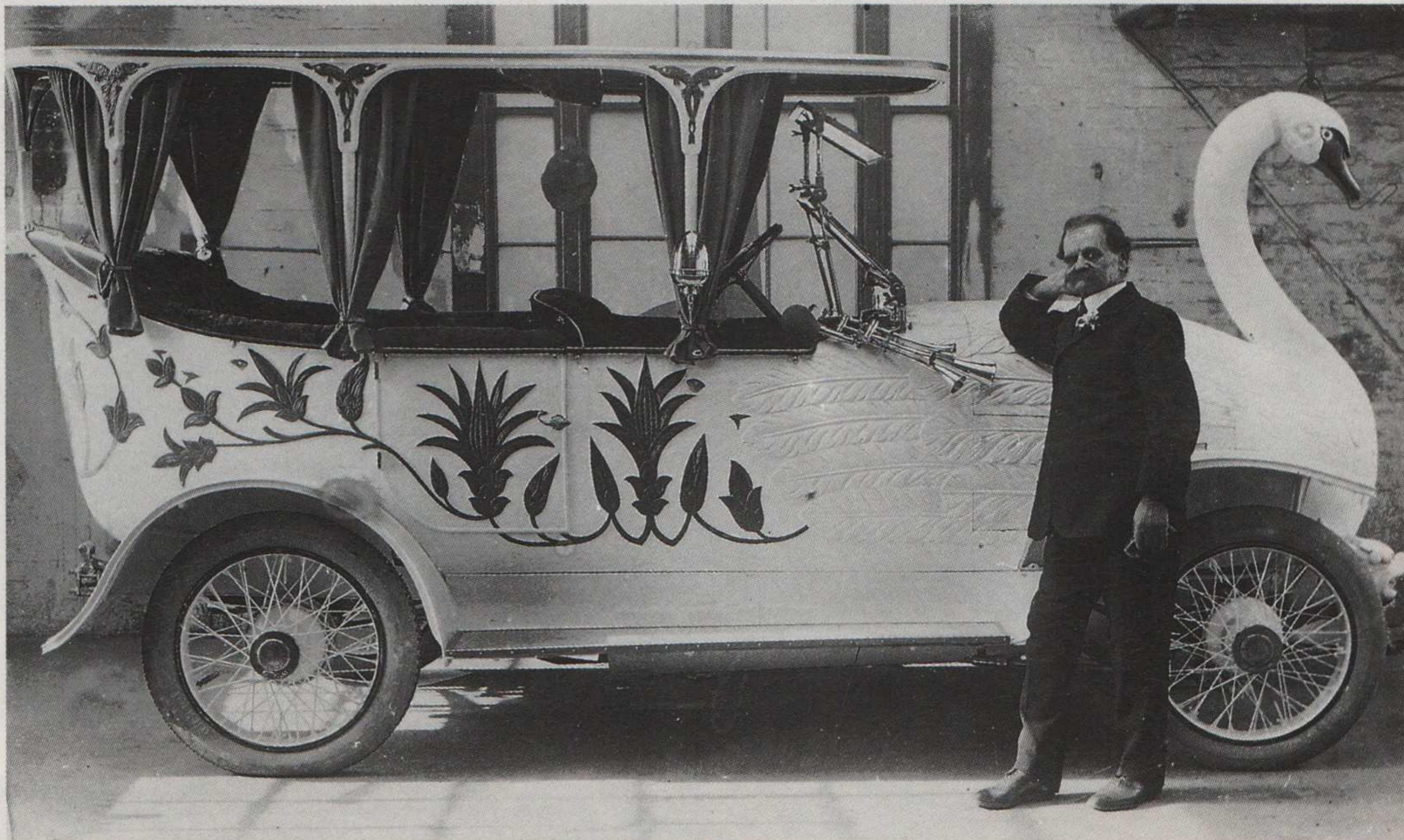
## 1909

As the numbers of cars on Britain's unsurfaced roads increased, the problem of dust thrown up grew worse. The RAC instigated dust trials to challenge manufacturers to produce effective solutions, but one farmer made his own suggestion...

**12 June**

## 1910-19

War brings motoring slump, but boom in 1919 – Bugatti production starts in 1910, Alfa Romeo in 1915 – Ford opens first British factory in Manchester in 1911 – half the world's cars are Model Ts by end of decade – of more than 250 makes at Olympia in 1919, 134 are British – Austin, Morris and Ford come to dominate British industry – post-war Hispano-Suiza, Bentley and Guy models have aero engine influence – American registrations exceed 5,000,000 by 1918 – *The Autocar* and *The Motor* start to assess new models more seriously – technical drawing and analysis improve – first caravans arrive in 1919



## 1910

Frostily, *The Autocar* said that this car's fine chassis, built by J. W. Brooke & Co of Lowestoft, deserved to carry a less ridiculous superstructure. The swan's nostrils were exhaust pipes, its eyes electric lights  
**9 November**

## 1911

Record-breaking played a large part in early motoring endeavour. Despite its strange appearance, with the exhaust running above the driving seat, this twin-cylinder Lion-Peugeot was driven by George Boillot to a string of new voiturette speed/distance records at Brooklands. Its highest speed was 75.33mph over 50 miles

**29 April**

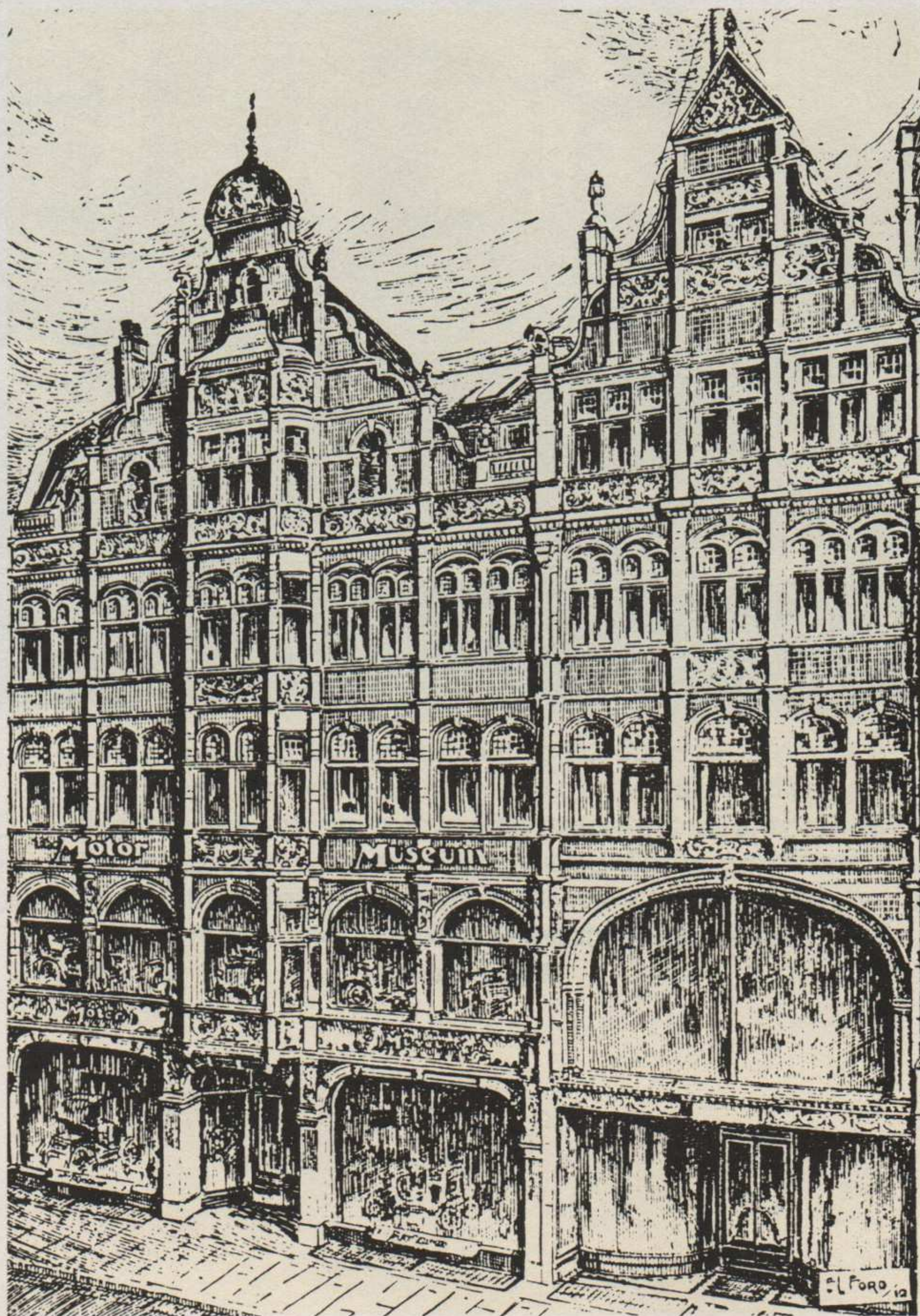




## 1912

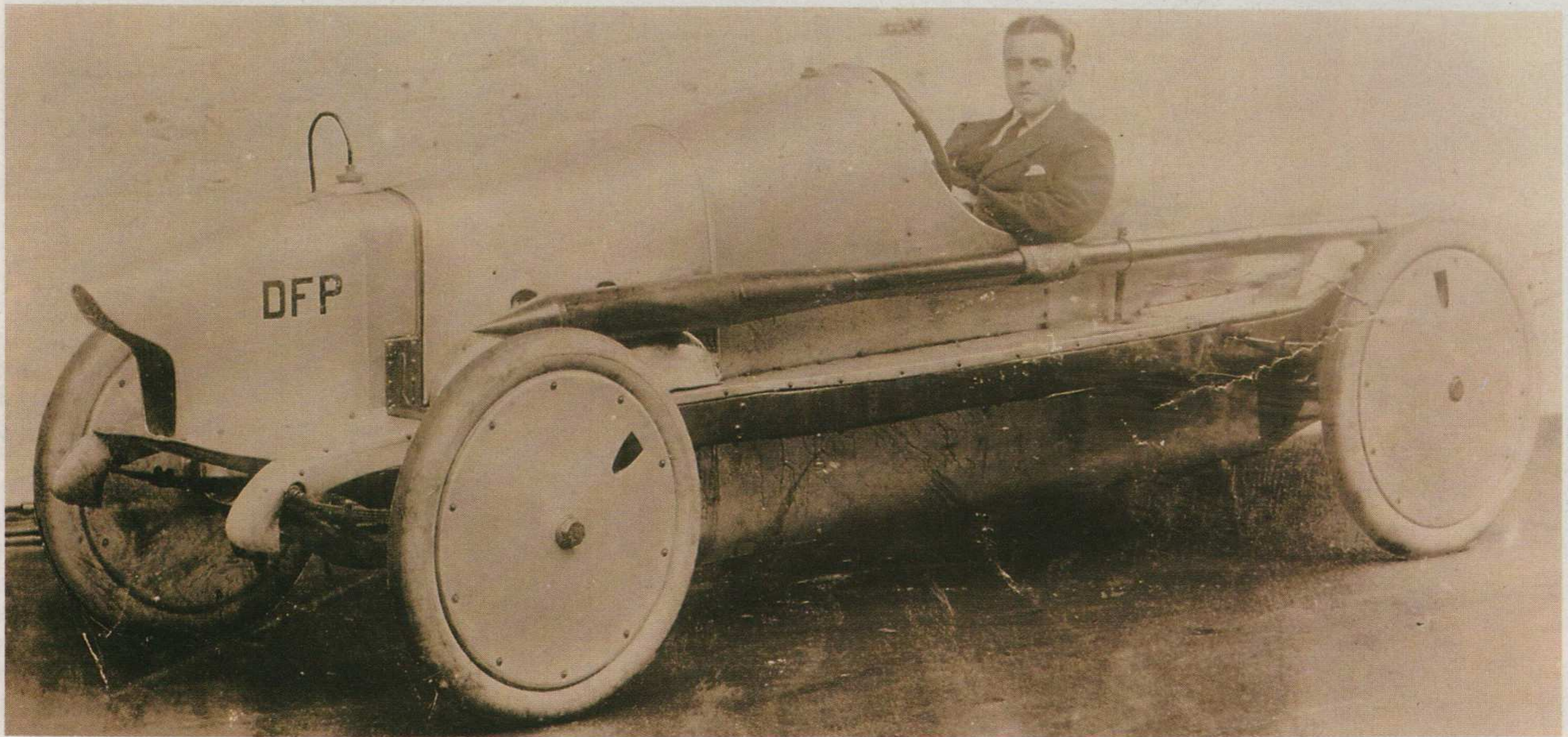
Up until World War I, the Delaunay-Belleville was regarded by many people as the best car in the world. Among the customers who favoured its refinement and dignity was the Czar of Russia

**28 September**



Already having a keen eye for motoring heritage, *The Motor* established a museum which was intended to be the nucleus of a national collection. This sketch shows premises in Oxford Street leased from Waring & Gillow Ltd as a home for the museum

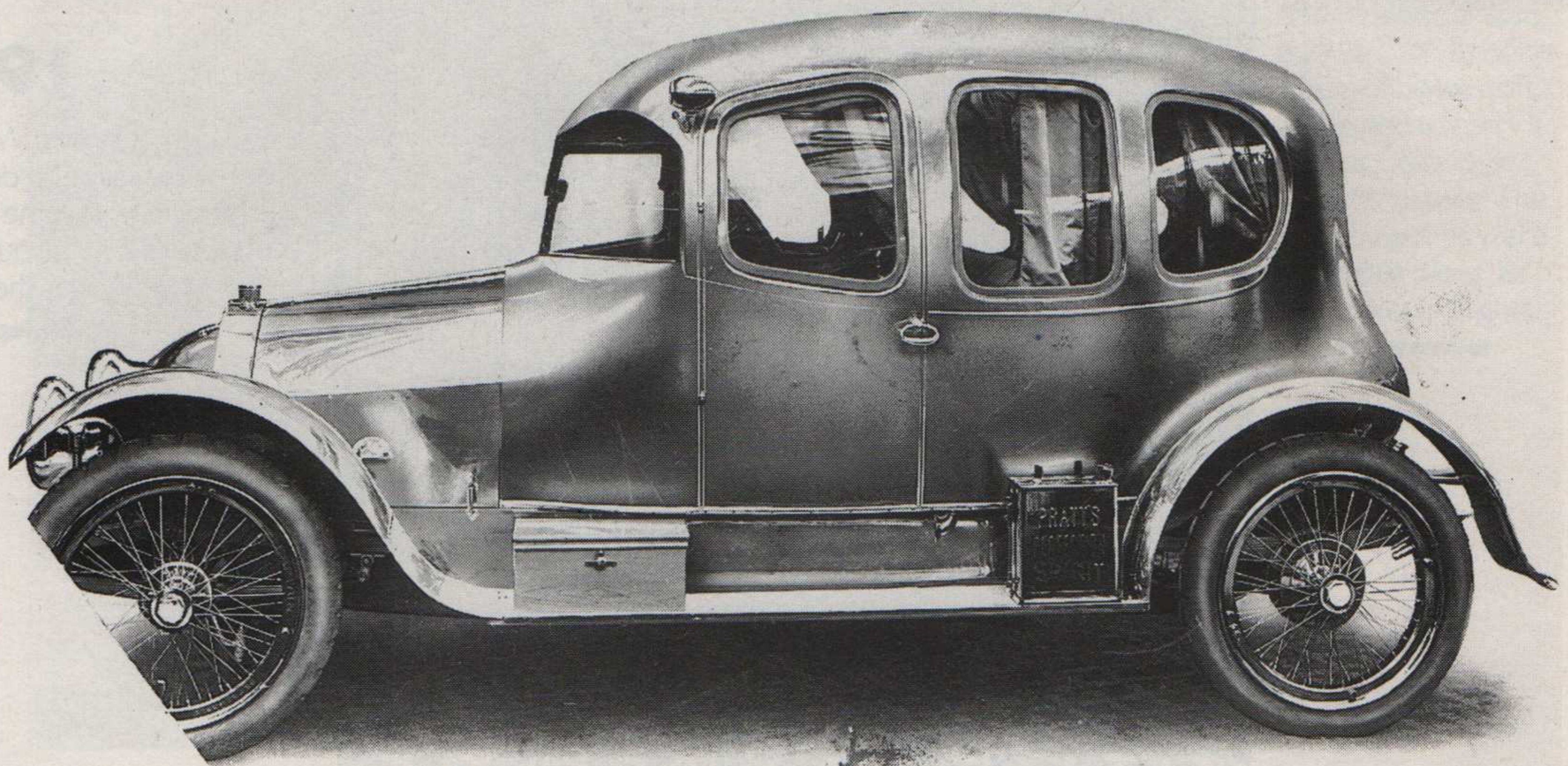
**23 April**



## 1913

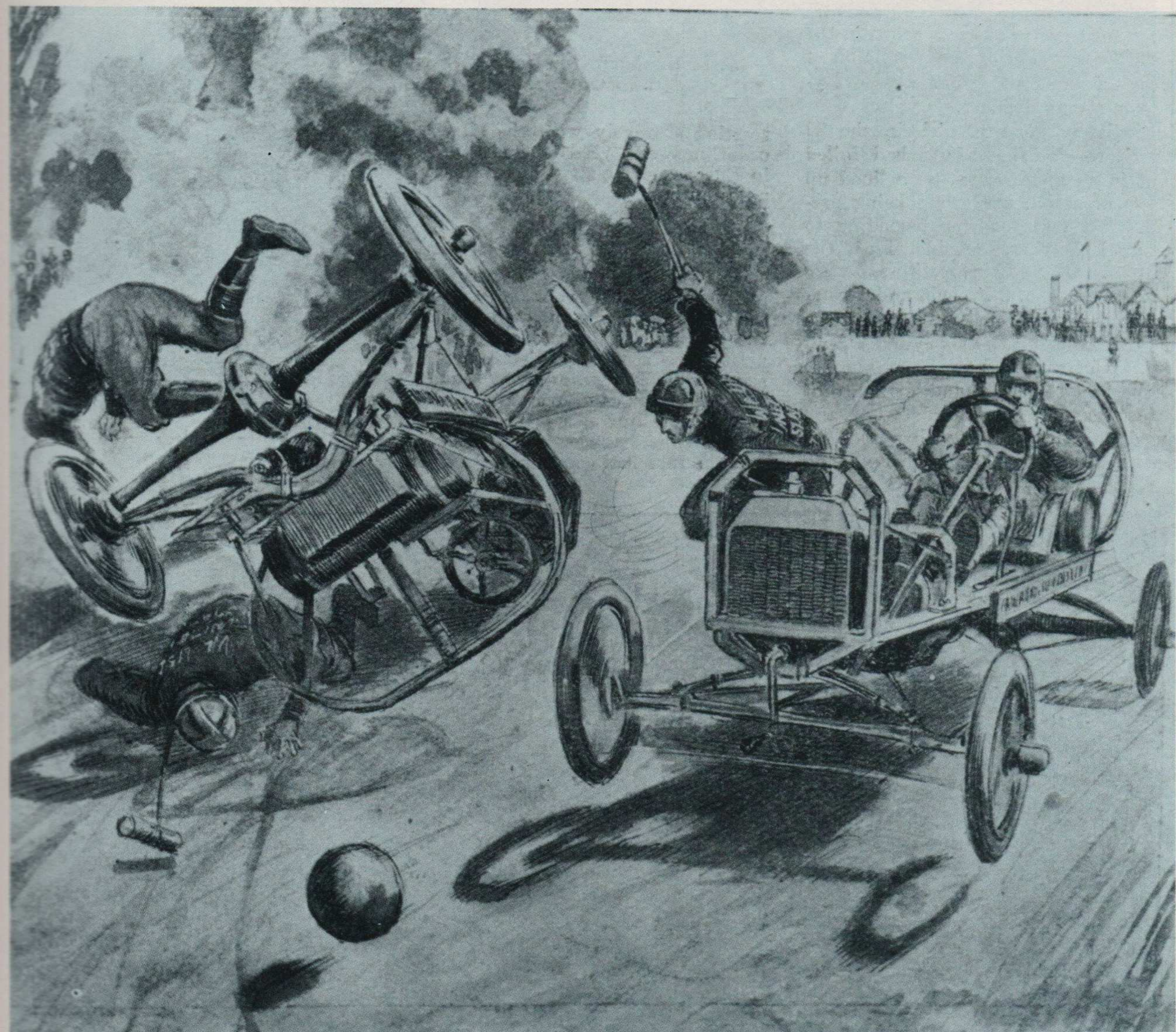
Six years before he built his first 3-litre chassis, W. O. Bentley had raced a French DFP four-cylinder car and sold the company's cars in Britain through an agency run with his brother. This is W. O. at the wheel of the DFP he used for record-breaking at Brooklands

**13 September**



In marked contrast to the square-rigged style of its contemporaries, the French Gladiator exhibited at the Olympia Show clearly showed aerodynamic thinking in its polished aluminium bodywork. How this 12–14hp design, using a monobloc engine, sold is not recorded, but Gladiator faded out of existence in 1920

**15 November**



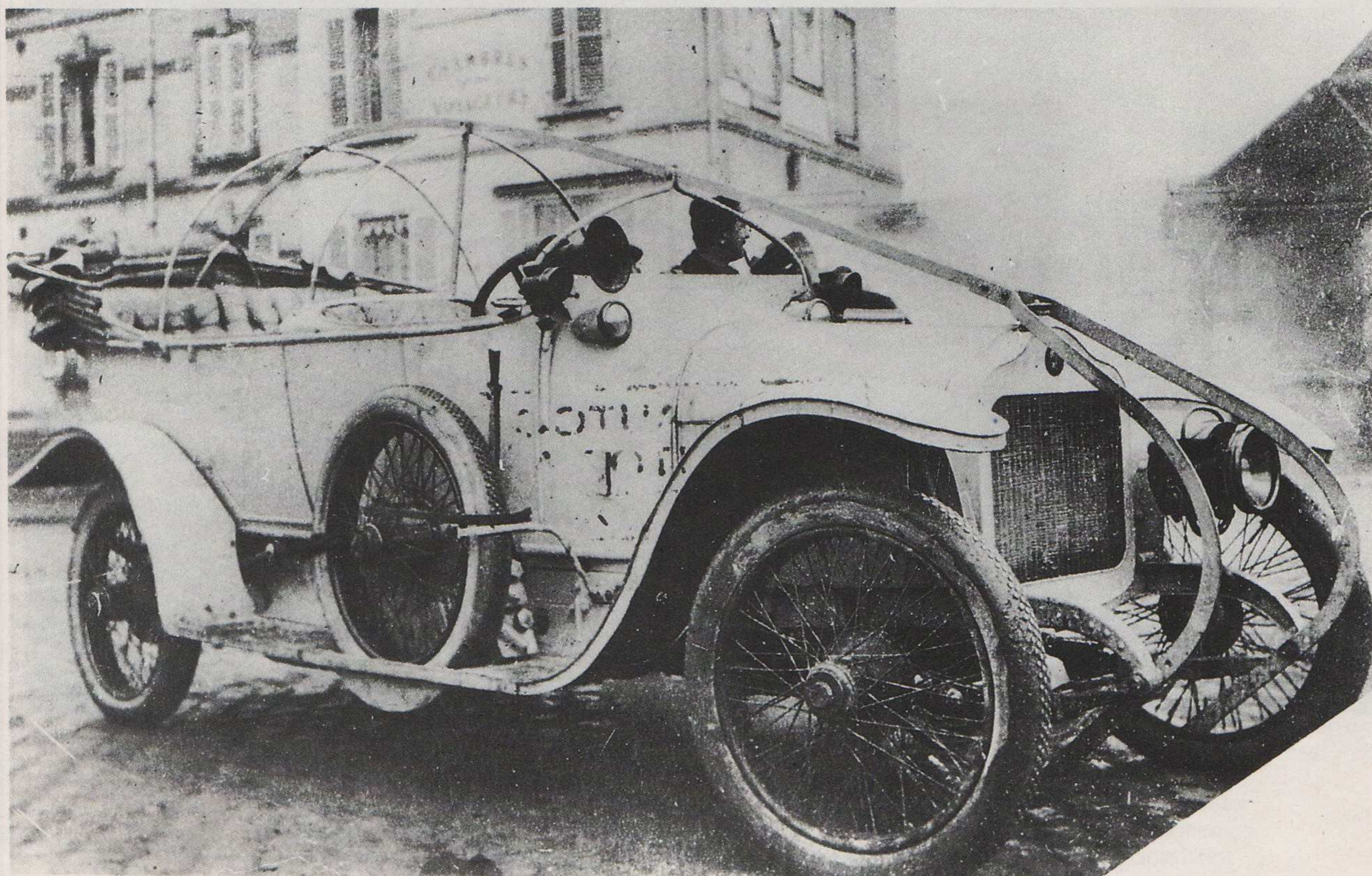
Inspired by seeing the game of 'auto polo' played in America, a group of enthusiasts staged a match in England before an aristocratic crowd at Ranelagh. Although American rules stated that the game was to be played by teams of four cars (two at the goals, two forward), the Ranelagh contest saw only one car on each side. At the wheel of their Ford, driver Clyde Ferriter and mallet-man Frank Quinlan won by five goals to two after five 10 min bouts. This exciting moment was captured in *The Motor*

**3 June**

## 1914

Motor vehicles played their part in Britain's war effort. A batch of 75 buses, which had been withdrawn from service in London, lines up at Eltham, Kent, for use by the army in France

**24 October**



This Belgian military staff car is fitted with a special steel frame for cutting or getting under barbed wire, which was often found stretched across roads near the fighting lines

**19 December**



## 1915

*The Autocar's* correspondence columns contained a letter from Mr J. Van Hooydonk explaining how he was helping Britain's army recruitment. He transformed his Phoenix car into a mobile billboard to spread the word at patriotic concerts organised in remote areas

**9 January**



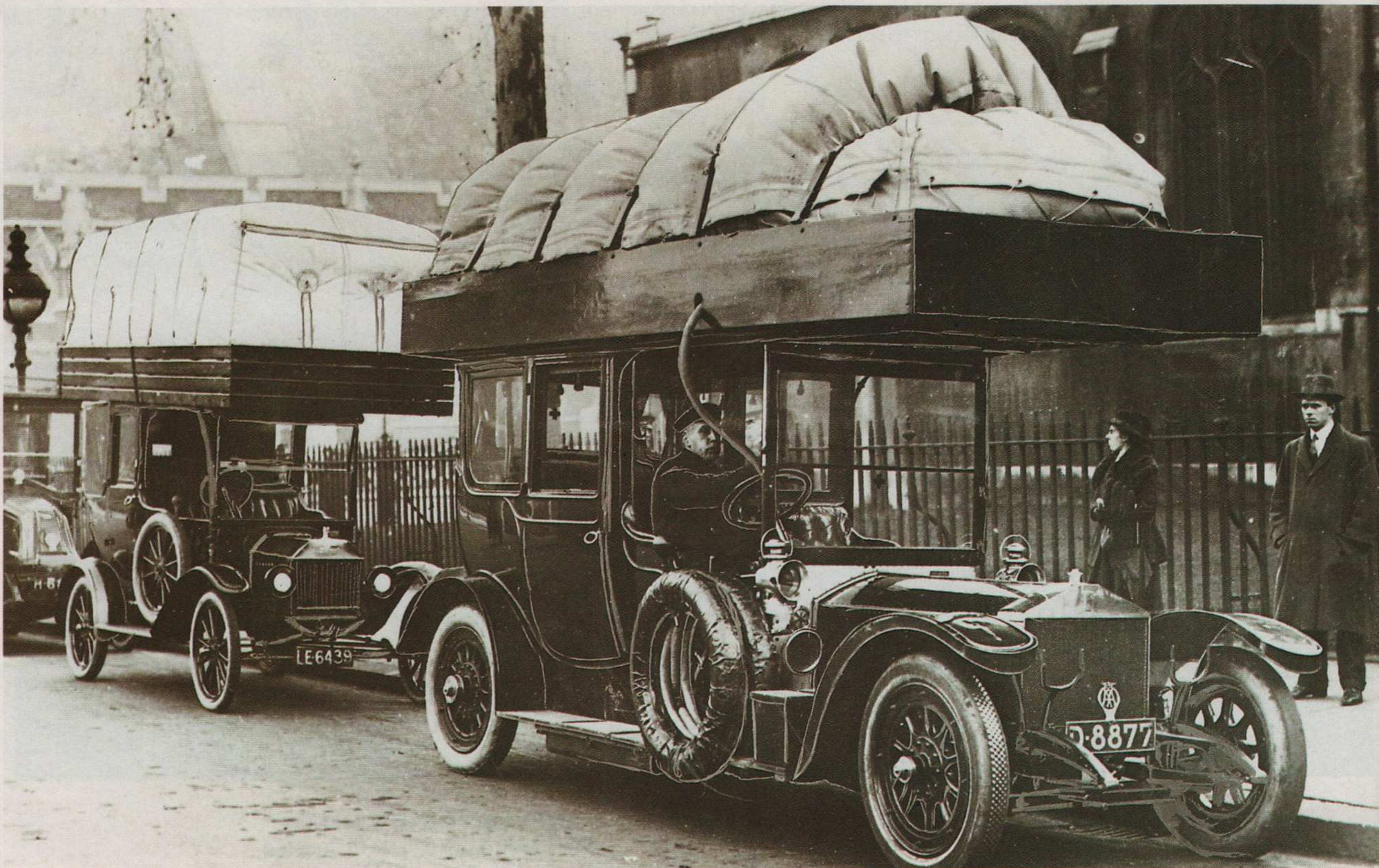
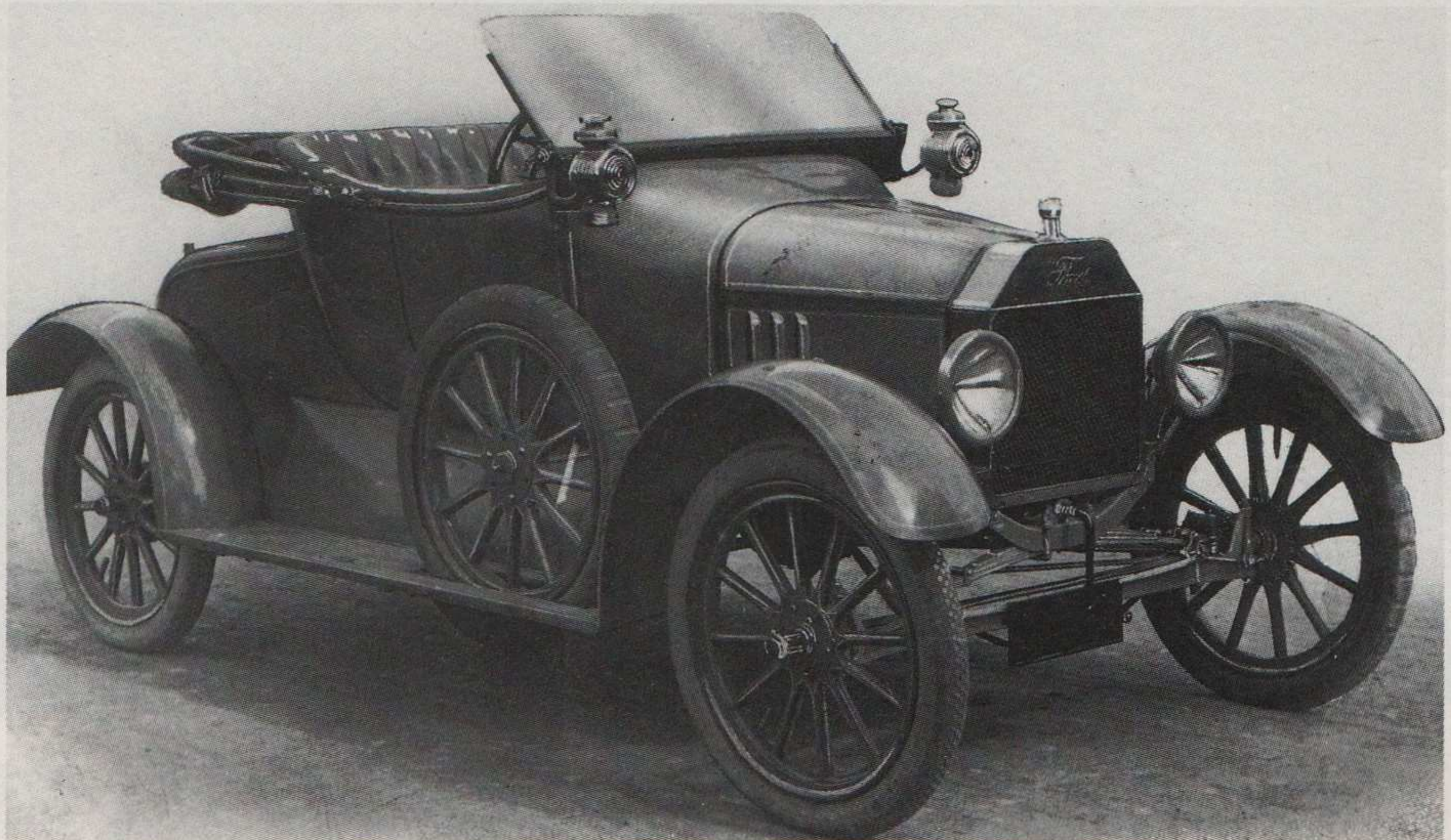
The war brought ingenious new uses for motorised transport. The BHS motor bathroom, built for the St John Ambulance Association, carried 12 collapsible baths (made of proofed canvas), two awnings and two circulating boilers capable of supplying four gallons of hot water per minute. Clothes could also be dried and disinfected in a fumigating cabinet

**27 March**

## 1916

Launched in 1909, the Ford Model T put the world on wheels, setting new production records as sales grew and prices fell – in 1916 more than half a million left the works

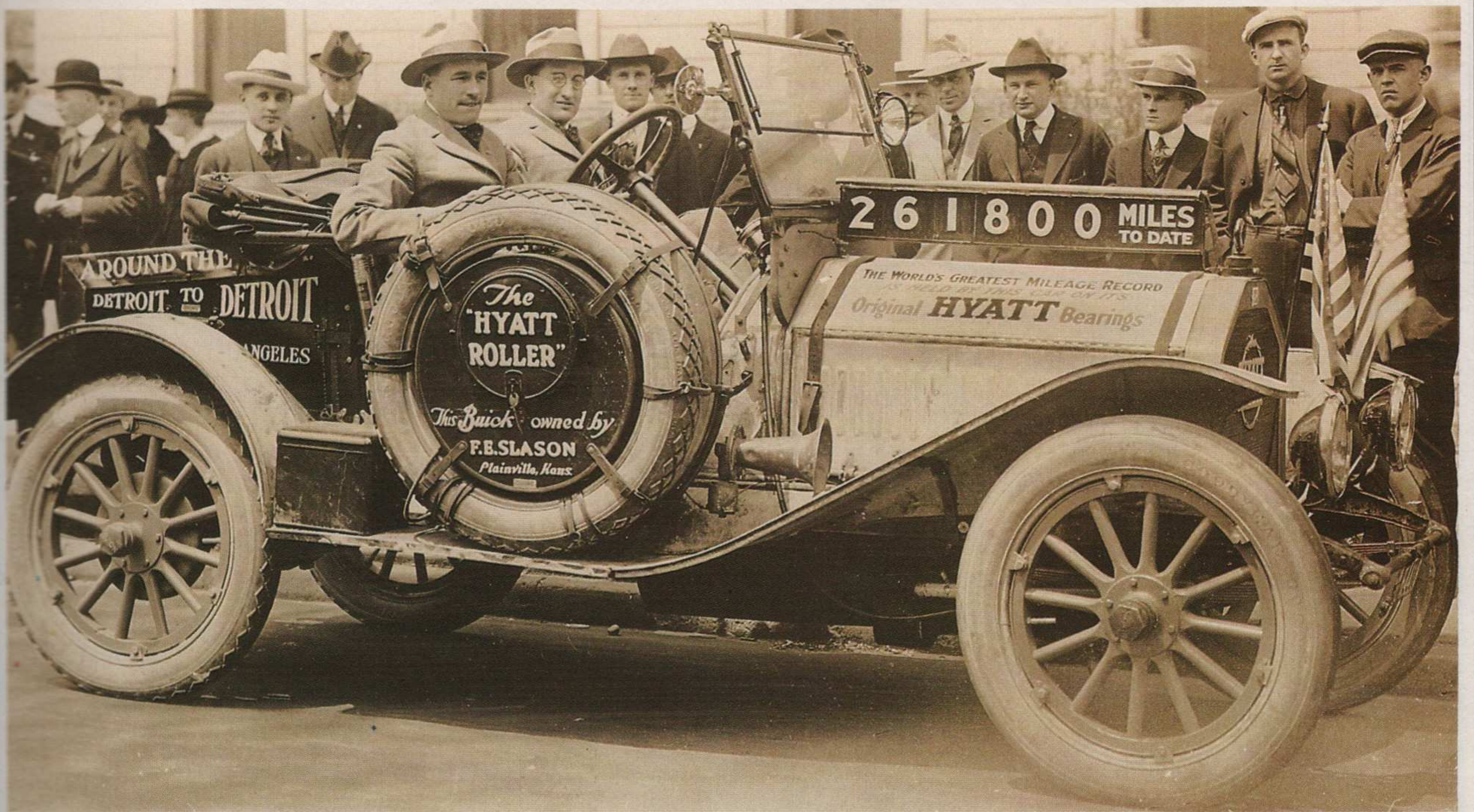
**23 December**



## 1917

Motoring extremes meet under gas propulsion. At a memorial service in Westminster, Lady Fitzgerald arrived in a gas-driven Rolls-Royce while Lady Ridley arrived on a gas-driven Ford. A roof-mounted balloon of this size contained 200 cubic feet of coal gas, the equivalent of four-fifths of a gallon of petrol; recharging took 2 min and cost 8d

**1 December**



## 1918

This Buick was claimed to hold the world's mileage record, having covered 261,800 miles on its original Hyatt roller bearings. Needless to say, the Hyatt company sponsored the escapade  
**30 March**



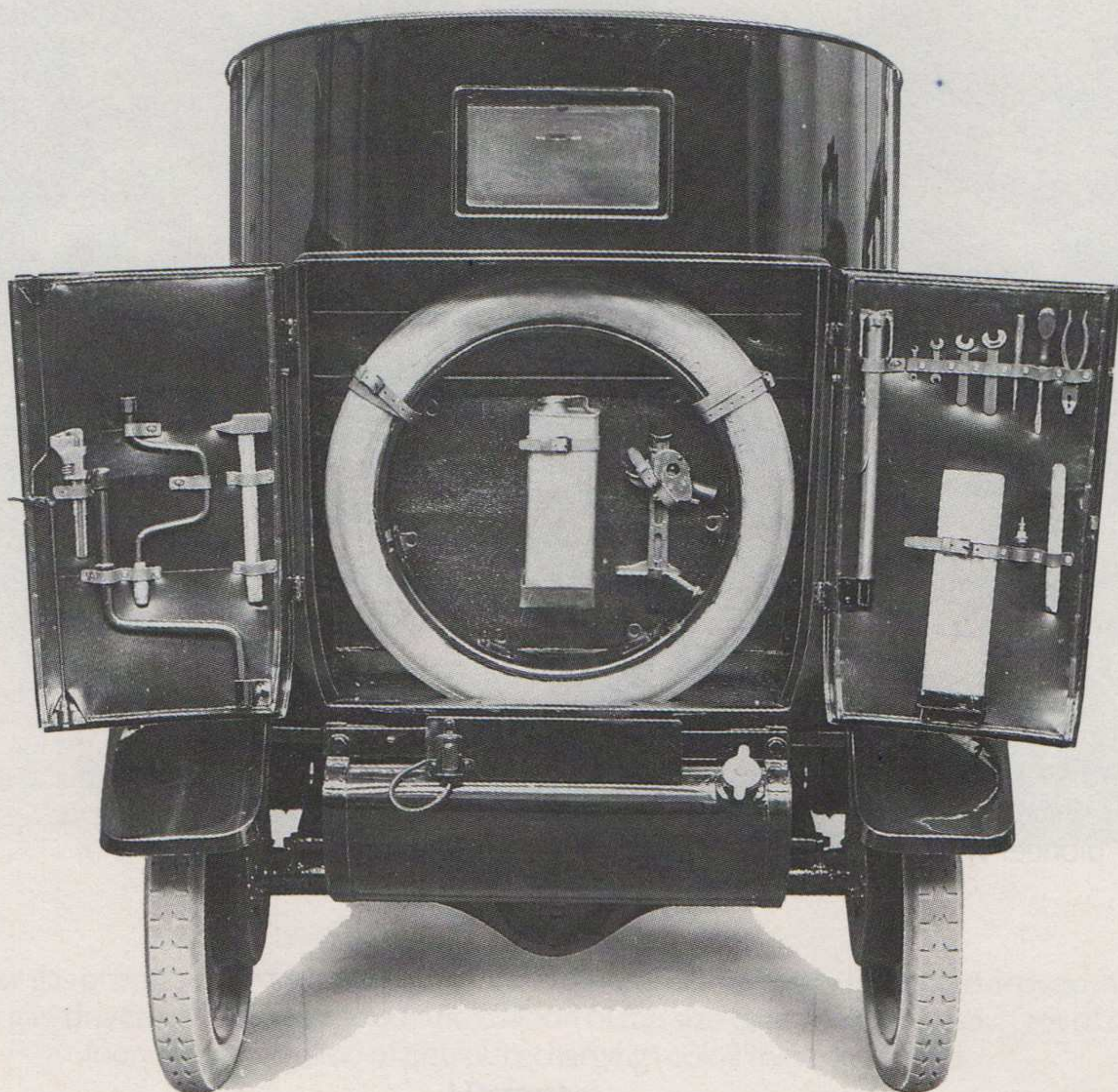
## 1919

Road testing resumed after armistice, and among cars evaluated by *The Autocar* in this period of optimism was this new six-cylinder Scripps-Booth from America. Lord Montagu of Beaulieu (father of the present Lord Montagu) is in the passenger seat – he was a motoring pioneer who became a great champion of motorists' rights

**31 May**

## 1920/29

First formal road tests appear in *The Autocar* and *The Motor* – early testing highlight is 92mph top speed for 4-litre Bentley in 1929 – Model T production exceeds 1,000,000 in 1922 – Grand Prix racing takes off with Alfa, Bugatti and Delage – Bentley's first of five Le Mans wins in 1924 – intense Land Speed Record activity, with Malcolm Campbell at forefront – Trico introduces electric windscreen wiper in 1922 – Bugatti Royale appears in 1927 – Britain's first catalogued front-wheel drive car from Alvis in 1928 – 1929 US output of 5,337,087 sets record lasting till 1950s



## 1920

The caravan vogue began to grow in this decade, particularly in Britain and France. This is the interior of a large trailer designed for taking parties to view French battlefields – even a waiter was provided!  
**24 April**

## 1921

Cars were still not very dependable, so Berliet showed this special coachwork option on a 20hp saloon at the Paris Salon. Wardrobe style back opened to reveal tool chest, spare wheel and a tank for extra oil  
**8 October**

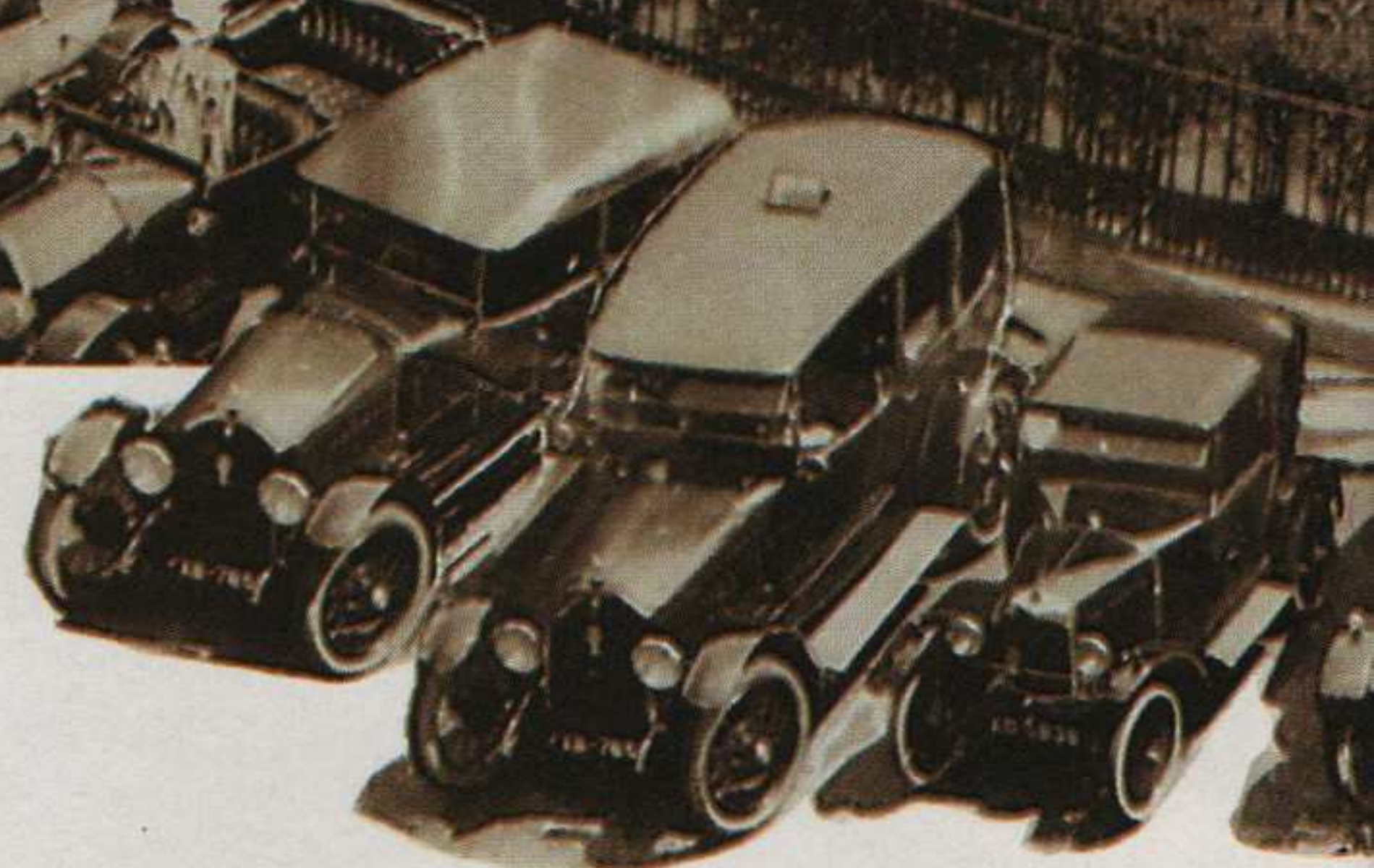




## 1922

An early example of F. Gordon Crosby's work for *The Autocar* shows a dramatic moment from the Brooklands 200 Miles. Pushing his Talbot-Darracq to the limit after engine trouble early in the race, J. Chassagne suffered a puncture and flew over the banking

**25 August**



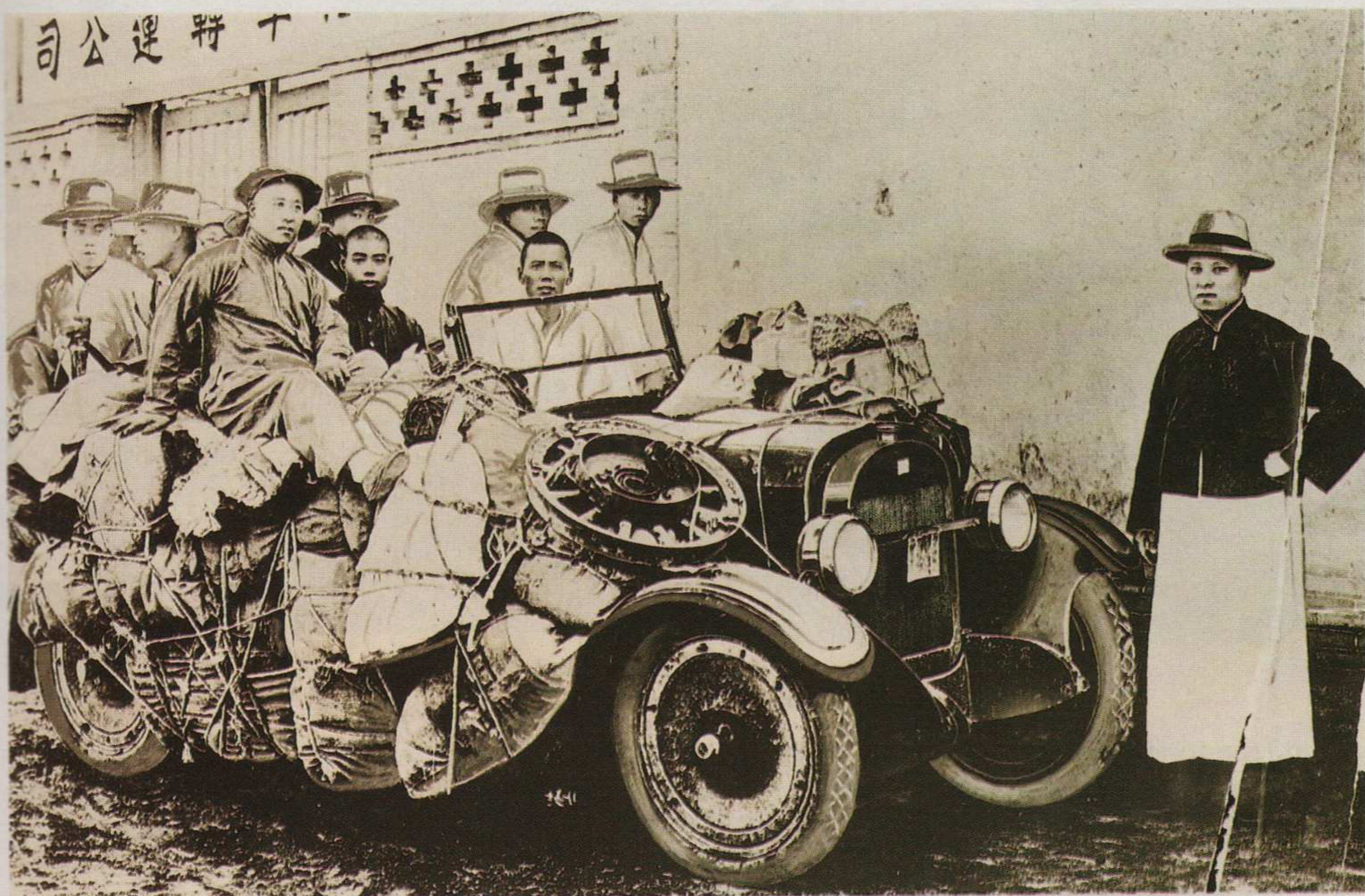
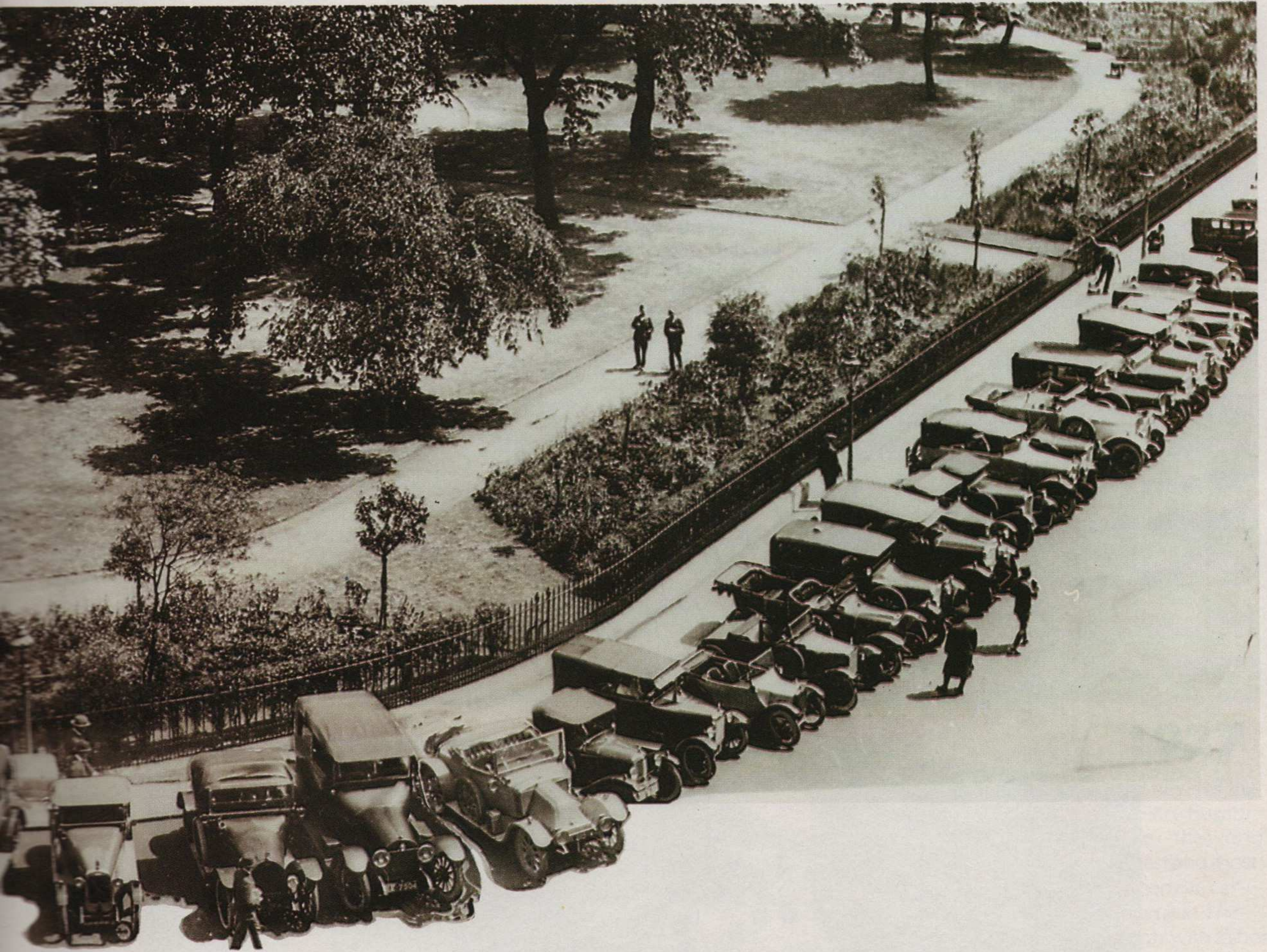
## 1923

Soon after the first demonstration of 'wireless telephony' in a moving car, Daimler and Marconi combined to exploit the commercial future of car radios – but at this stage an earpiece was still needed to catch the latest from Lords  
**19 January**



## 1924

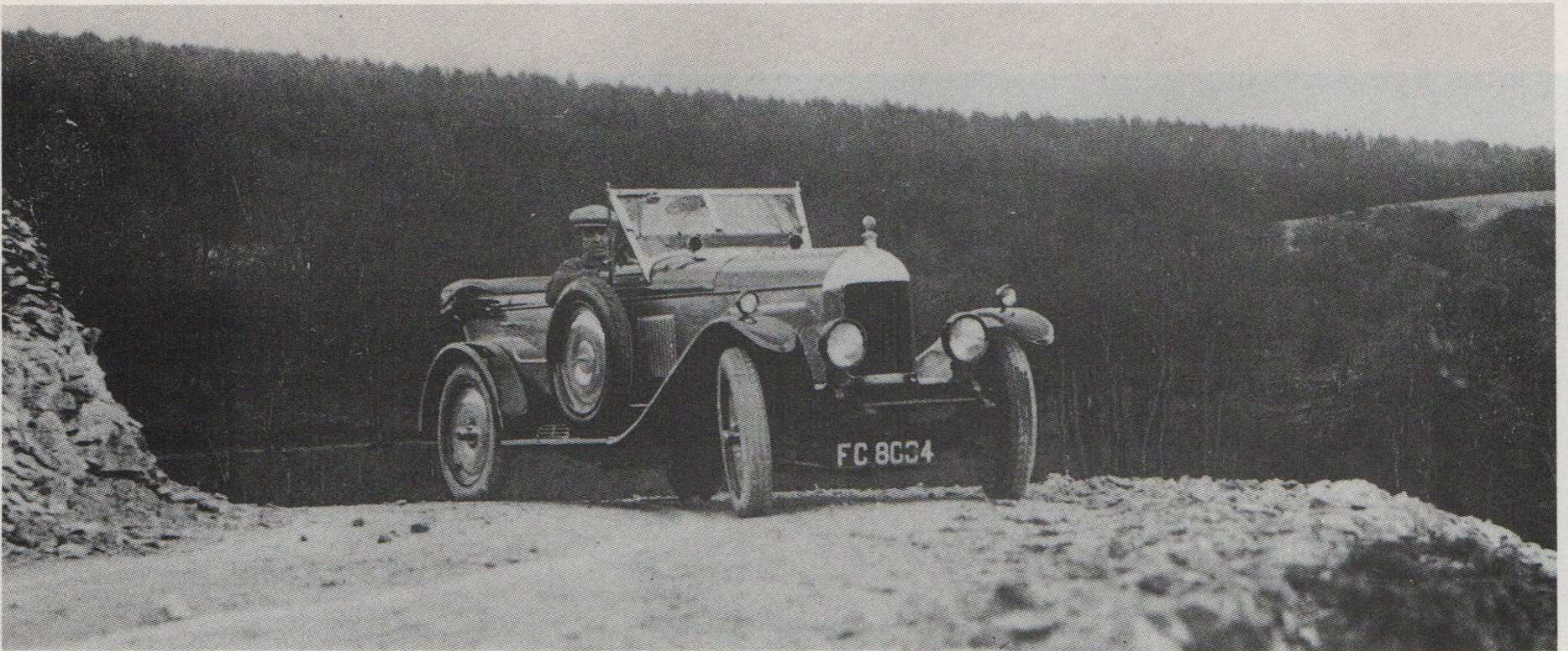
Parking problems are nothing new in the metropolis. New 'garages' were proposed to relieve parking congestion at places like St James's Square, but there was worry about the future: 'What will it be like a few years hence, when thousands of new cars are delivered to fresh owners?'  
**22 August**



## 1925

Far from home, this is one of a fleet of Buicks performing a transport service across the Gobi Desert, in China. Apparently this was a typical load, even though the driver had yet to climb aboard. Buicks took three days to make a journey which had taken 30 days by caravan

**14 August**



## 1925

Early days of MG: Cecil Kimber, Managing Director of Morris Garages in Oxford, created the first cars known as MGs by giving Morris Oxfords and Cowleys tuned engines and special bodies. This is the MG 'Super Sports' Morris Oxford which *The Autocar* took for a test run. The writer found the acceleration to be brisk, and top speed was given at 65mph

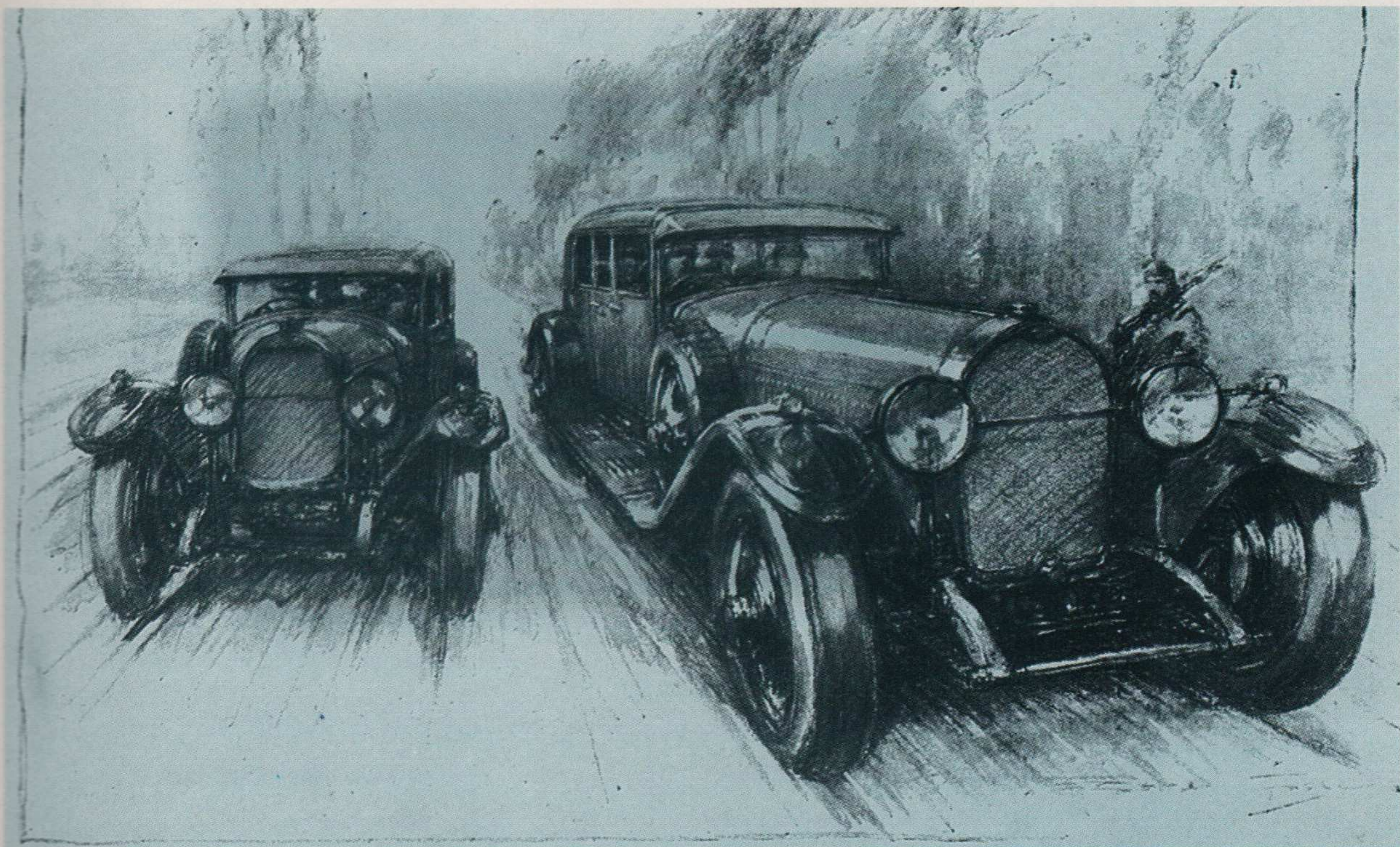
**1 May**



## 1926

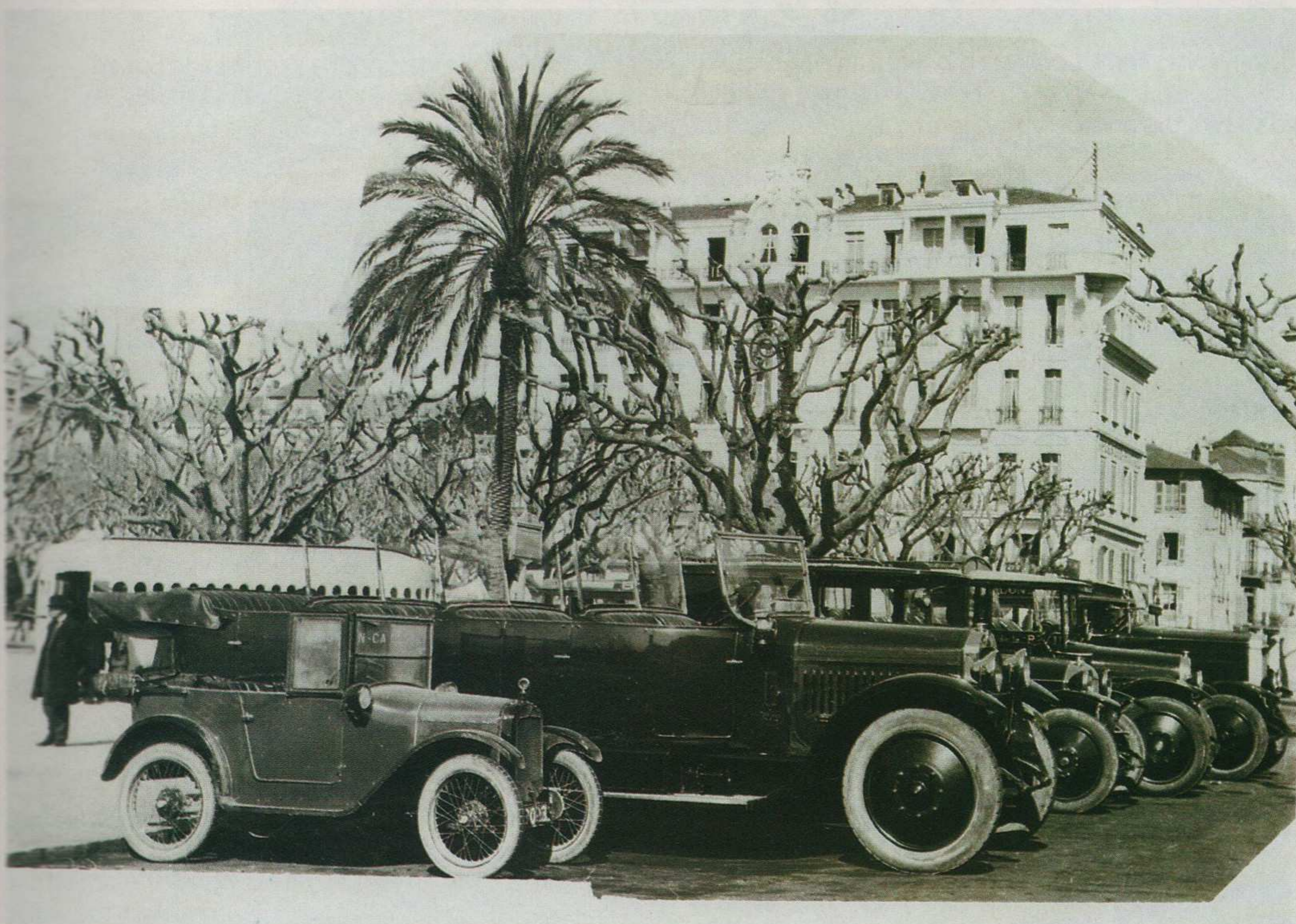
'Attractive and True-to-life Miniature Cars Now Obtainable which Appeal Both to the Youthful and to the More Elderly' – this was how *The Autocar* introduced a feature about motoring for younger enthusiasts. This little Bullnose Morris by Lines Bros had a hood, spare petrol tin, thermometer on the radiator cap and a trunk for luggage on a carrier at the rear

**31 December**

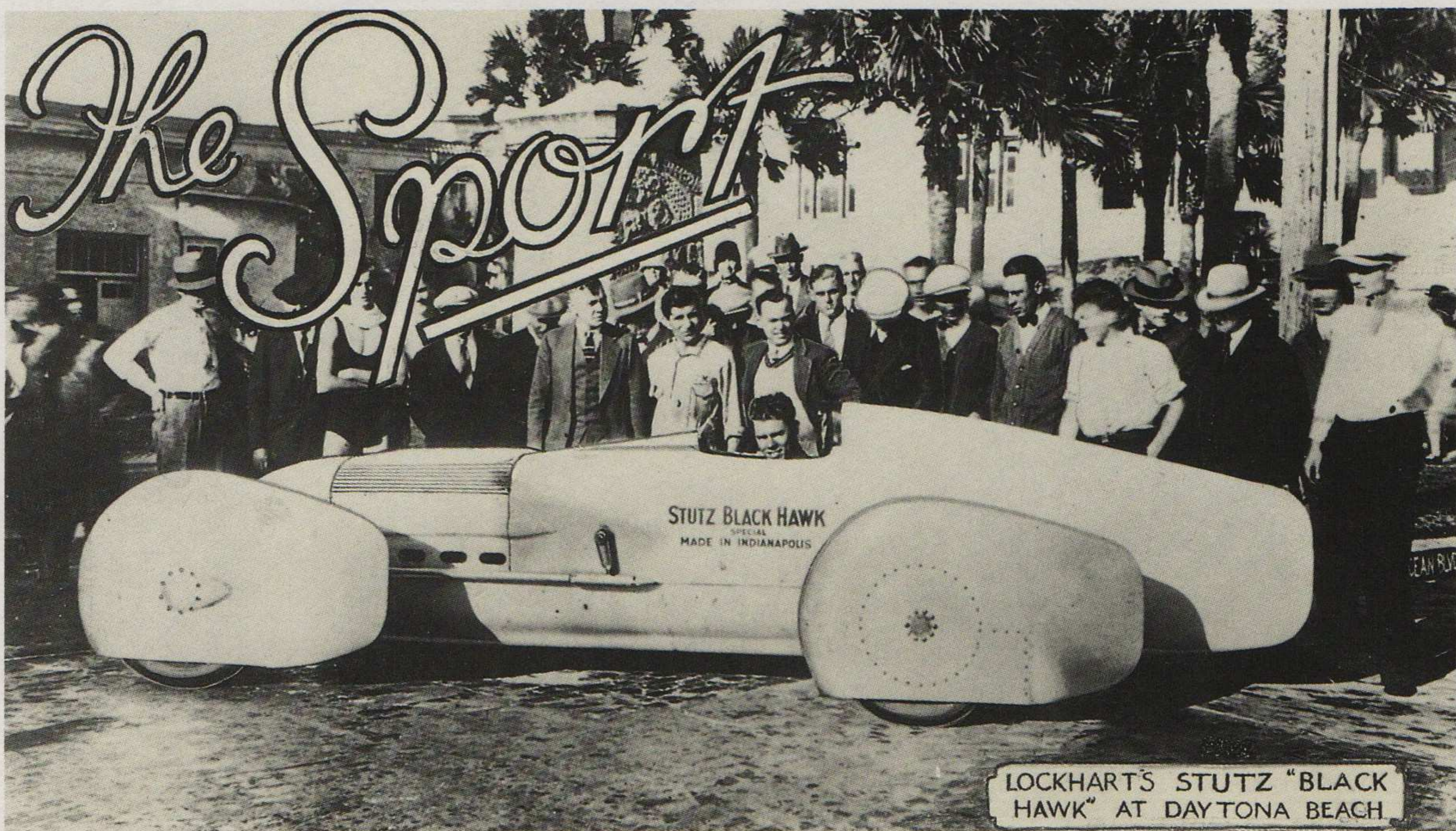


## 1927

First news of the 14-litre Bugatti Royale – the world's largest and most expensive car – came in *The Autocar* with a short feature and this Crosby sketch. Ettore Bugatti would not allow photographs of his prototype  
**18 March**



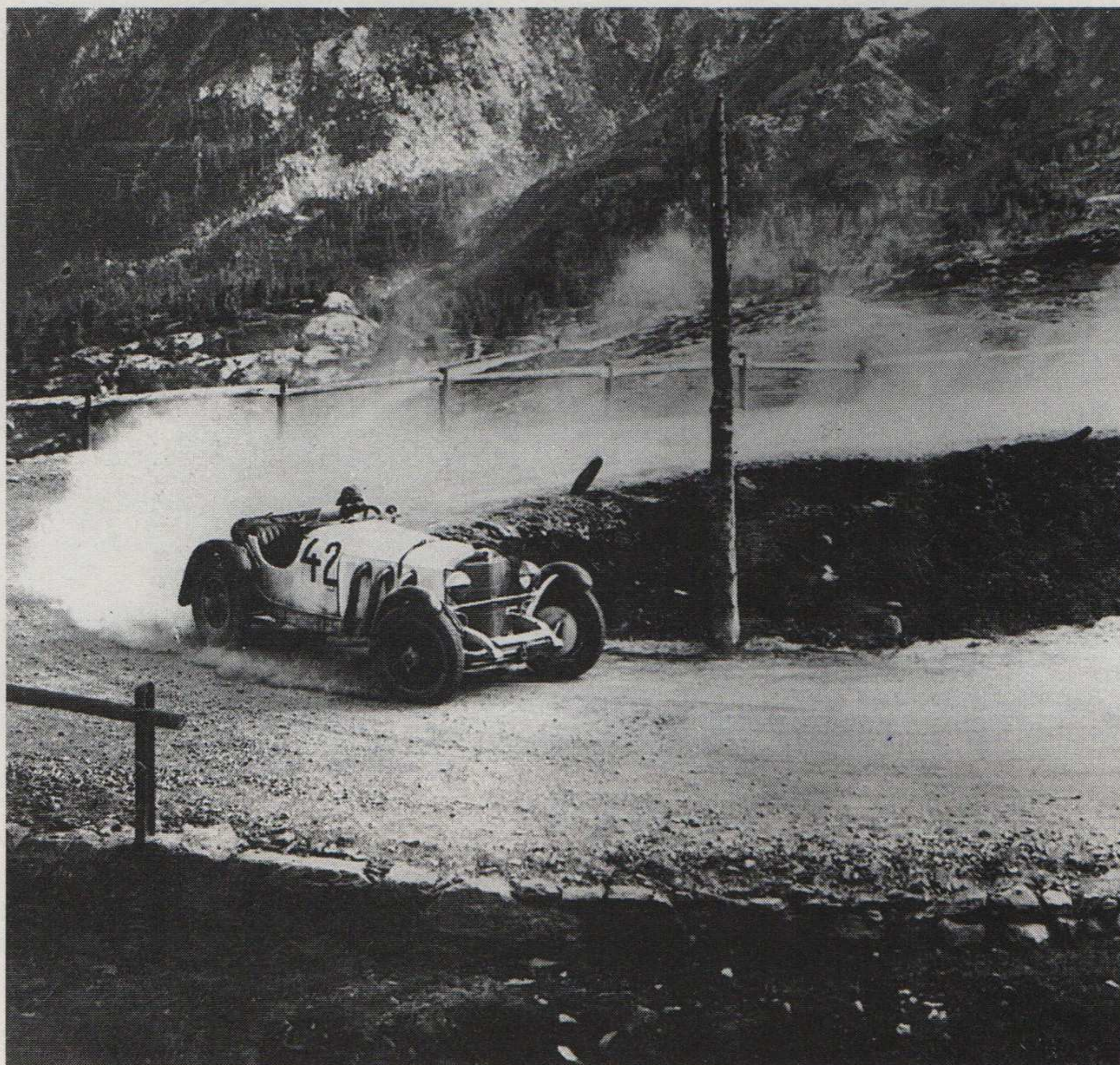
Another size comparison shows baby Austin Seven in heavyweight company at Monte Carlo  
**8 July**



## 1928

With his Stutz Black Hawk, Frank Lockhart mounted an American challenge upon Malcolm Campbell's World Land Speed Record, but it ended in disaster at Daytona Beach – the car overturned at over 200mph and Lockhart was killed instantly. As the logo shows, this photograph was used as a heading to the sports round-up by 'Casque' (S. C. H. Davis)

9 March



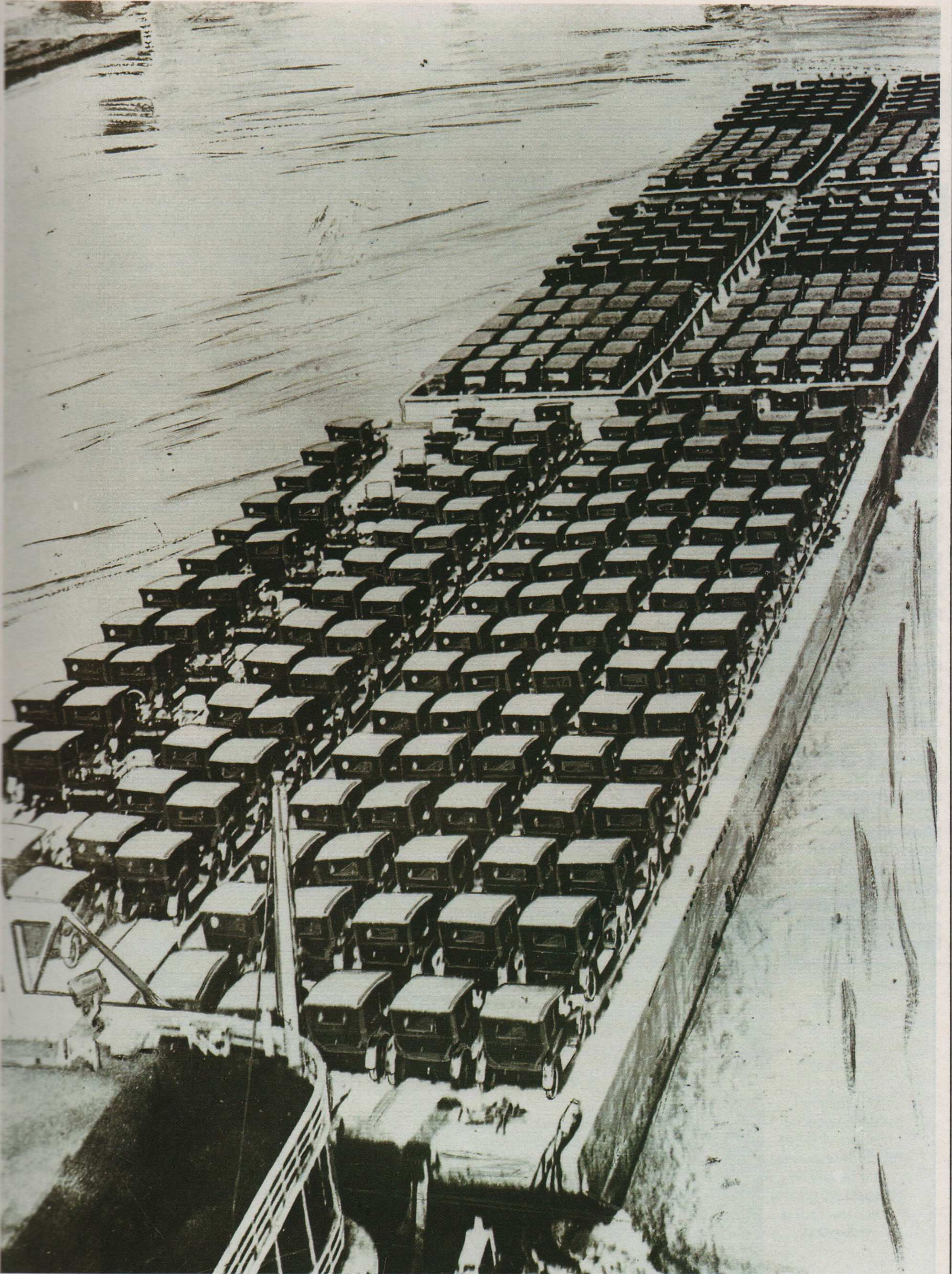
## 1929

Fearsome Mercedes SSK (left) charges up the Bernina hillclimb, near St Moritz, to one of many road racing successes during the decade

15 November

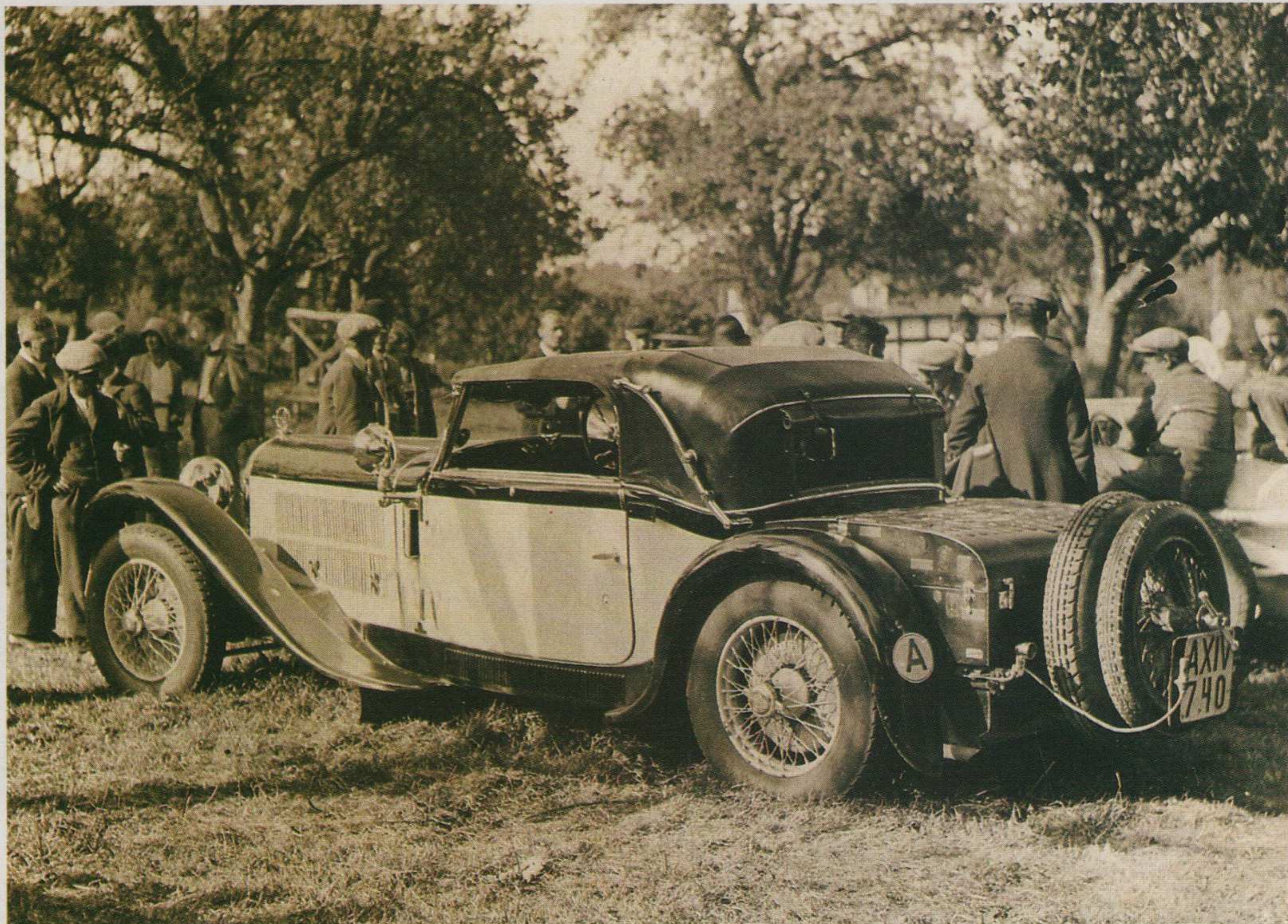
Ford, the home of mass production, was the largest car maker in the world through most of the 1920s – sales in 1929 topped more than a million. Here a few of those are ferried across the lake at Detroit

21 June



## 1930/39

Magazine road testing builds up, with 80 cars tried by *The Autocar* in 1933 – heyday of motoring art led by Crosby in *The Autocar* and de Grineau in *The Motor* – UK 20mph speed limit abolished in 1930, compulsory third-party insurance introduced – synchromesh gears arrive with Vauxhall Cadet – motoring popularised by Austin Seven – metallic paint first offered on UK cars in 1934 – Hore-Belisha creates pedestrian crossings, driving test, 30mph urban limit in 1935 – Motor Show moves from Olympia to Earls Court in 1937 – Mercedes and Auto Union dominate Grands Prix after 1934



Glamorous foreign visitor to Shelsely Walsh hillclimb was Hans Stuck's touring Austro Daimler with which he had travelled 1000 miles to compete at the hillclimb. The car bore badges of all the clubs whose events he had won

25 July

## 1930

Strange creation at Olympia motor show. The Crossley six-wheeler saloon was displayed on a raised dais contoured to represent rough stuff, indicating how the independent wheels could twist out of parallel – nothing came of it

17 October





## 1931

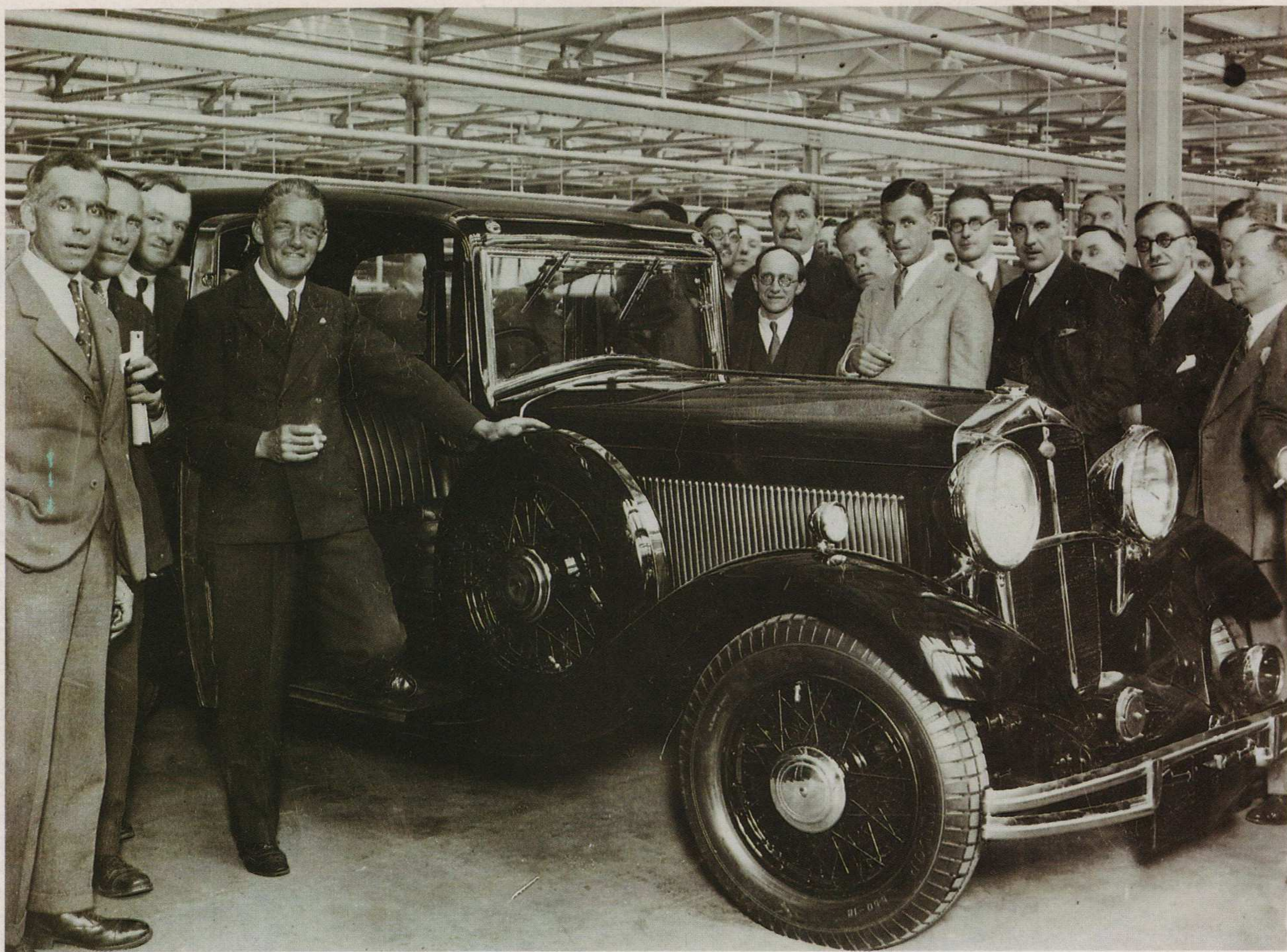
Terrific photography has always had a place in the two magazines.

Travel pictures were a speciality before World War II

**9 January**

Peugeot and Mercedes-Benz are the only modern survivors which can be picked out among the placards at the Paris Salon

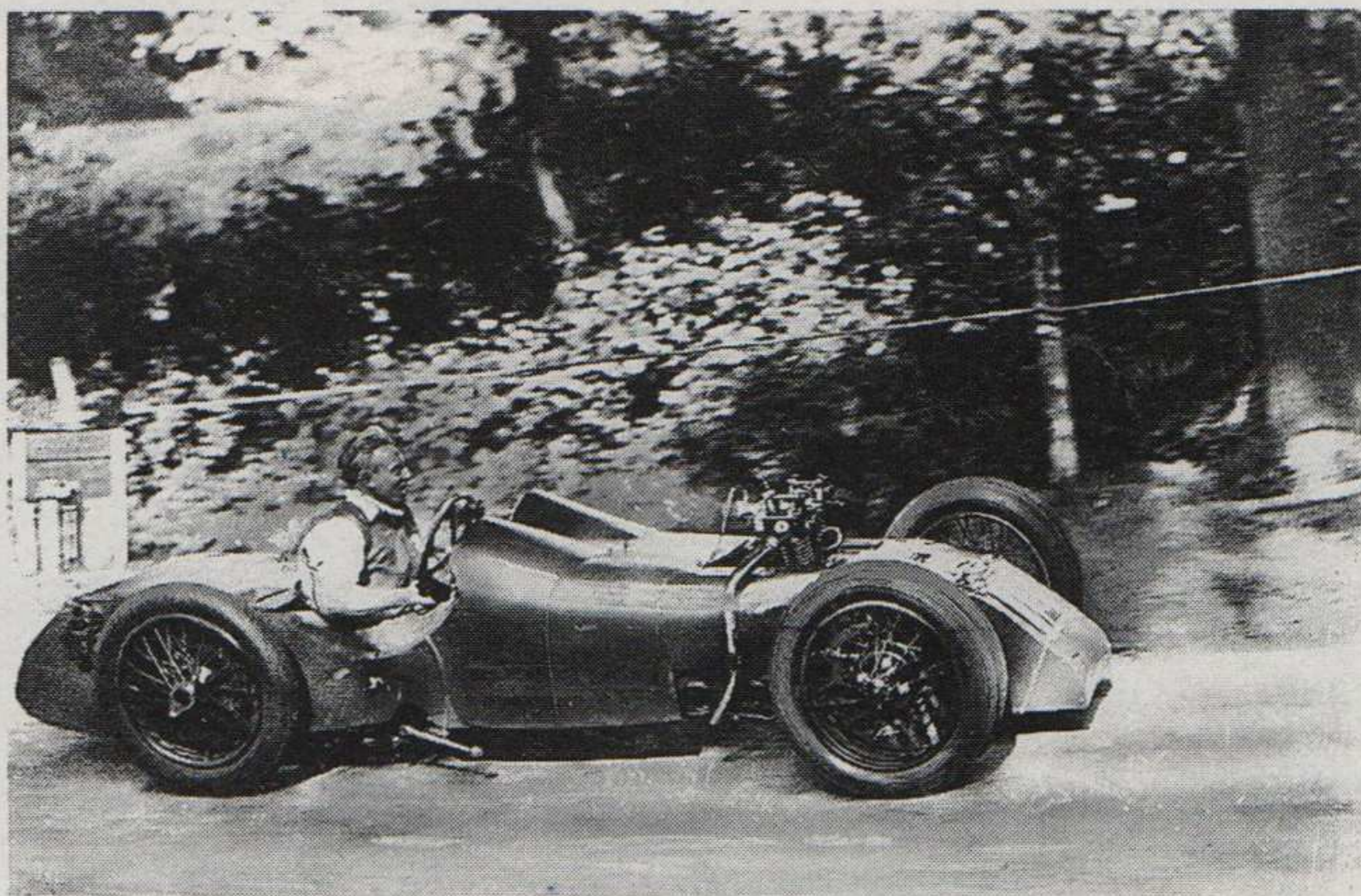
**23 October**



## 1932

Morris established itself as Britain's leading car maker during this decade, beating Austin to become, in 1939, the first British company to build more than one million cars. Sir William Morris, in cheery mood, here introduces the new Wolseley Sixteen (Morris had acquired Wolseley in 1927)

**2 September**

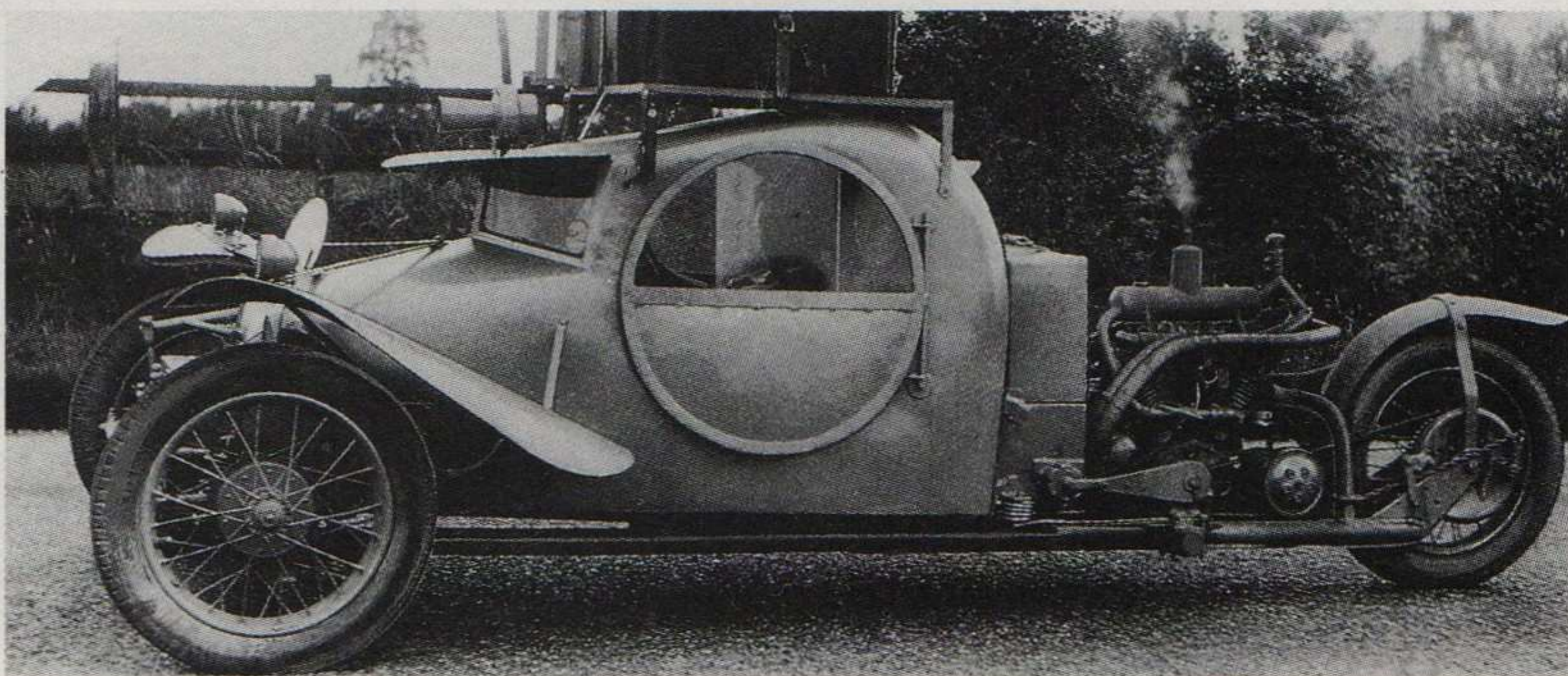


Then as now, hillclimbing appealed to the special builders. This front-wheel drive Dorcas II was driven at Shelsley Walsh by Lindsay Clegg

**9 September**

Enthusiasts have created their own specials since the dawn of motoring. *A propos* of nothing, this home-made three-wheeler was photographed at Rockbeare on the London-Exeter road

**29 July**



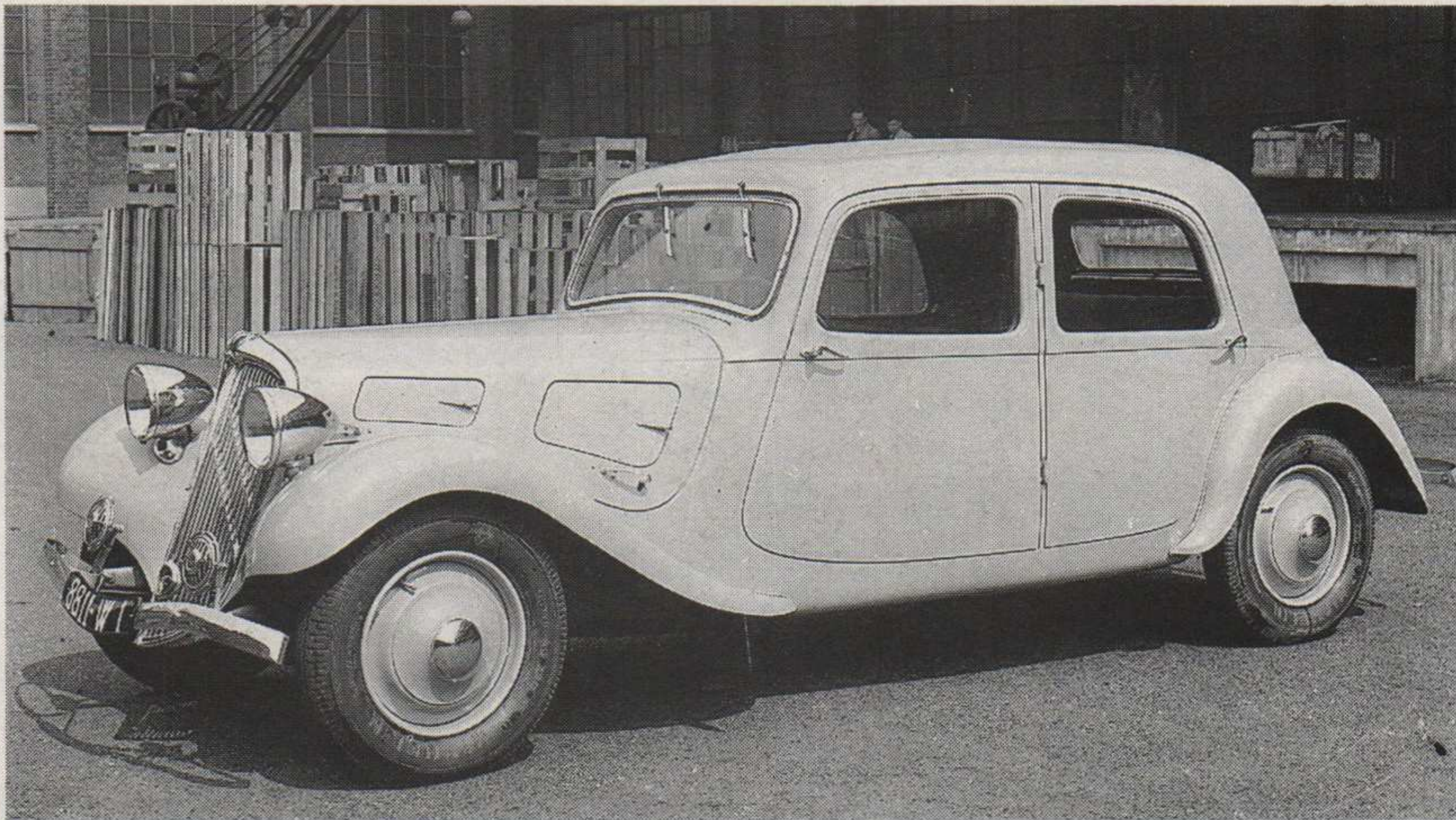
## 1933

This relaxed scene looks like just about any Sunday afternoon in Monaco, but these are competitors arriving at the final control of the Monte Carlo Rally. A Hotchkiss won the large car class, a Salmson the small car class  
**3 February**



## 1934

The most significant new car of the decade? The Citroën Traction Avant popularised front-wheel drive, but was novel also for its all-steel body/chassis assembly and independent suspension – and it looked terrific as well. *The Autocar's* ecstatic reporter clearly understood this car's importance  
**4 May**



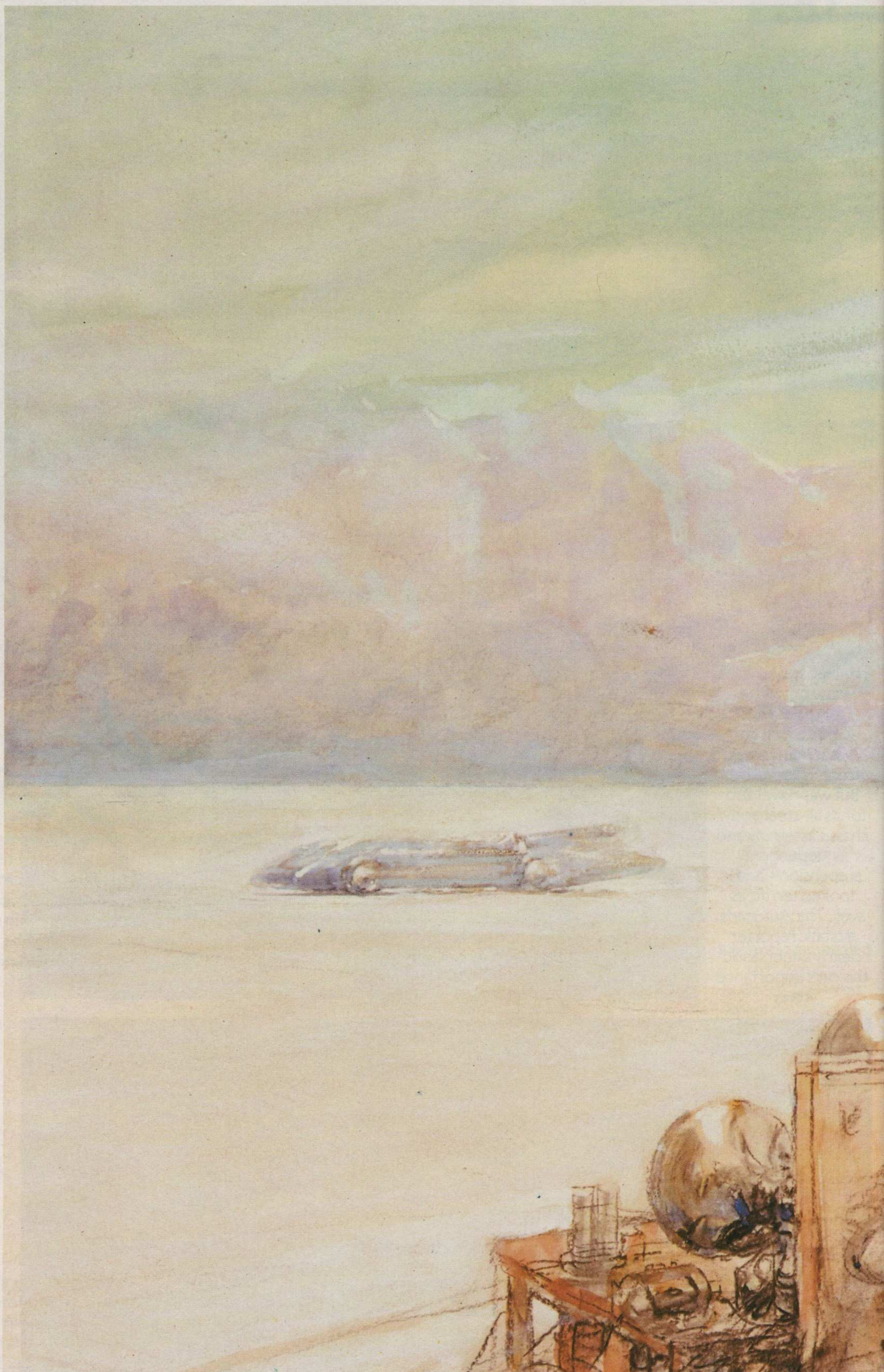
Colour artwork was beginning to appear in the magazines with increasing frequency. *The Autocar's* F. Gordon Crosby was equally at home with fantasy as with factual painting to record events  
**2 February**



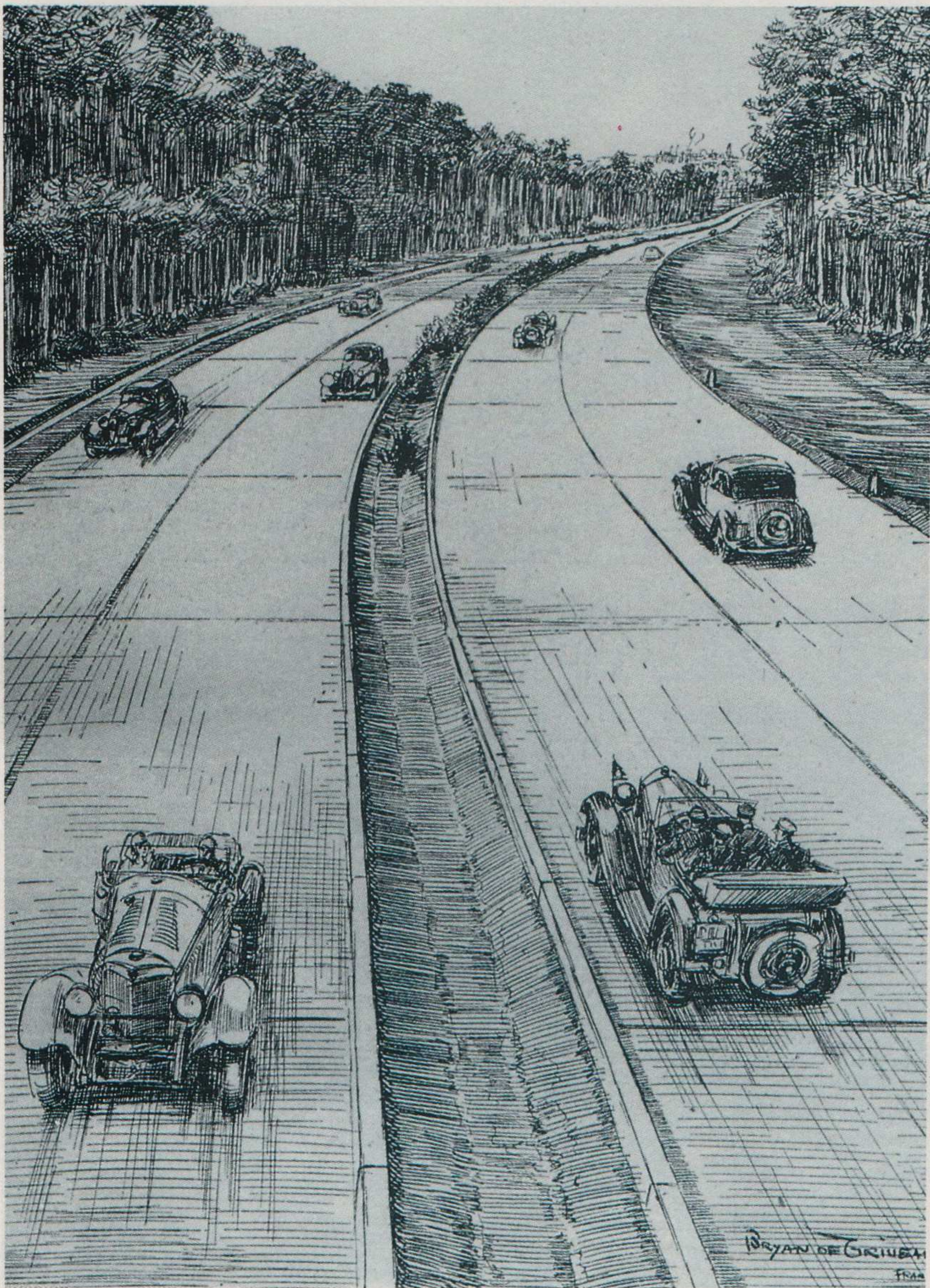
## 1935

Interviewed by *The Motor* in 1933, Sir Malcolm Campbell had said: "I shall never be happy until I have reached the 300mph mark, and if I am lucky enough to do this I shall then retire." The moment came on 3 September at Bonneville salt flats, Utah, when Campbell took *Bluebird* to 301.129mph for his ninth, and final, Land Speed Record

**20 September**



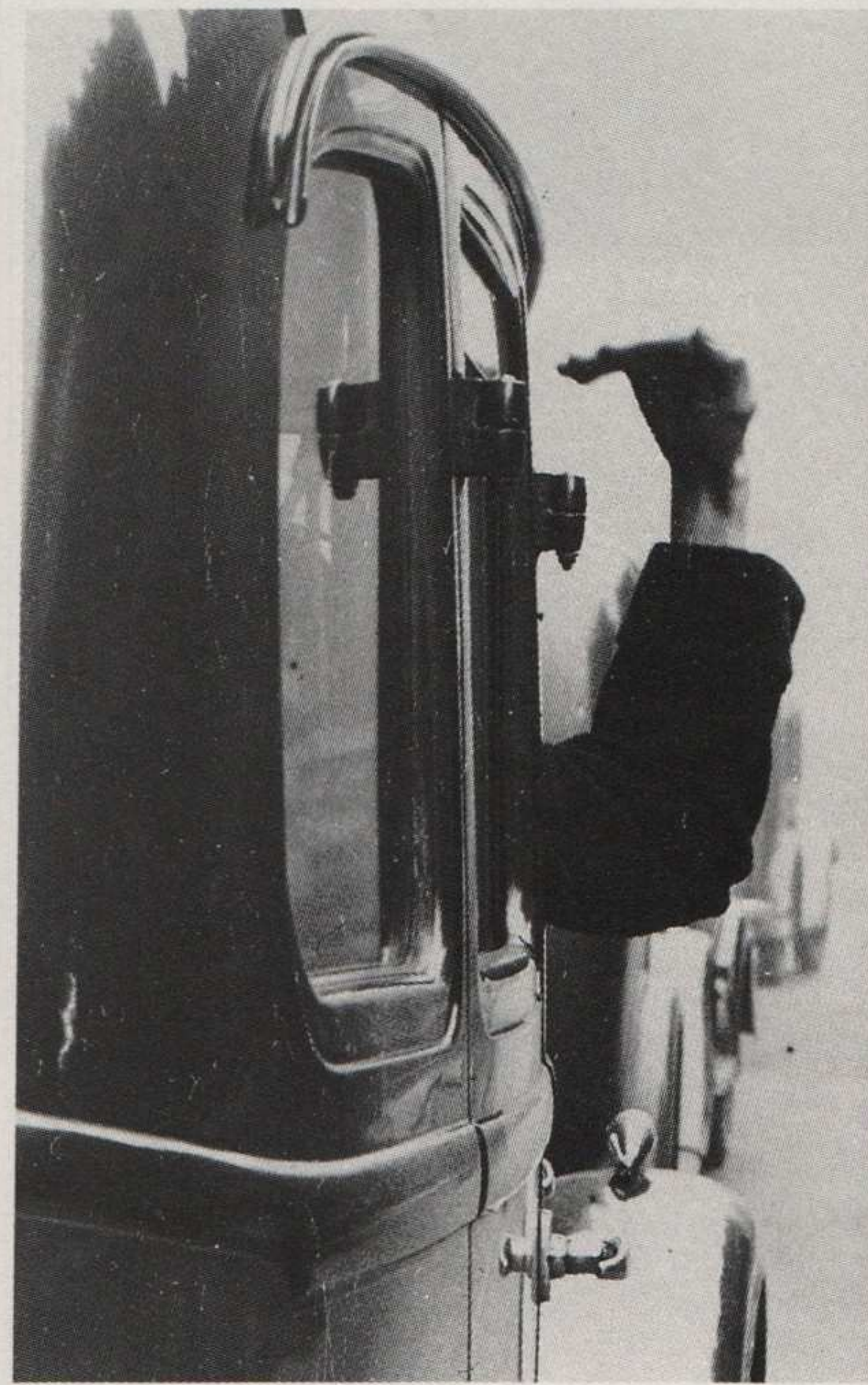




## 1935

Artist's portrayal from *The Motor* of one of Germany's magnificent new autobahns. This was the Frankfurt to Darmstadt section which had just been officially opened by Hitler. The magazine reported that a network of similar roads was to be built throughout Germany over a six-year period by a workforce of 120,000, at a cost of £160,000,000. At this stage, magazine references to Hitler were usually glowing – he was much praised, for example, for his Volkswagen 'people's car'

28 May



## 1936

'There are times when one wishes to signal to the driver of another car to stop, to warn him, for instance, that his luggage is working loose, or that a wheel is becoming detached' – *The Autocar*. This hand signal was the AA's MoT-approved solution. Yes, seriously

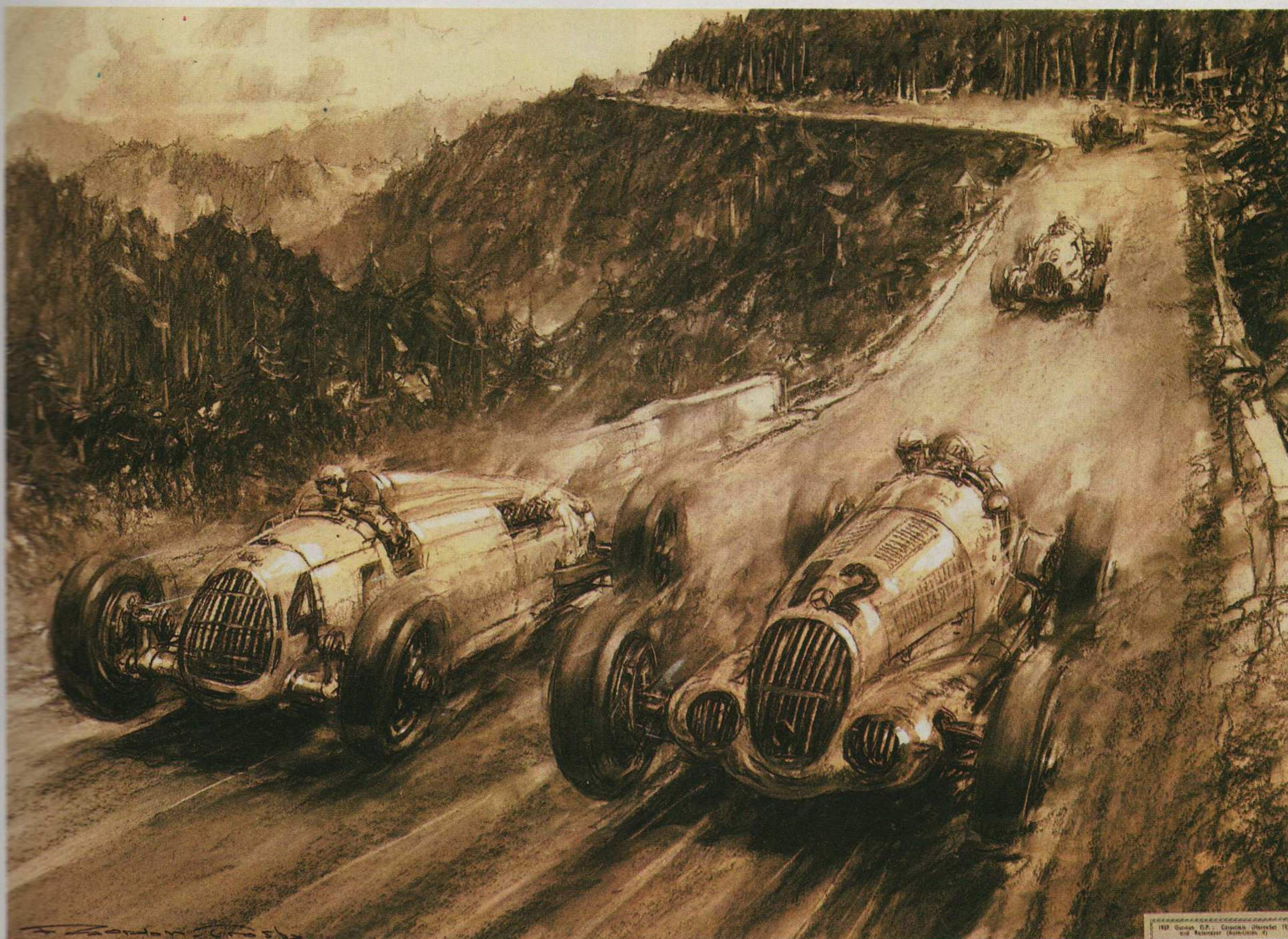
18 December



## 1937

Women were more prominent in motor sport than they are today. Pictured at Brooklands are Mrs T. Wisdom, Mrs 'Amy' Morrison (better known as Amy Johnson, the aviator) and Mrs A. C. Lacey with the Darracq they were due to drive on the Monte Carlo Rally

**24 December**



Grand Prix racing in the second half of this decade was enlivened by the crack Mercedes-Benz and Auto Union teams – the Silver Arrows. Of all their great encounters, few were as dramatic as the 1937 German Grand Prix at the Nurburgring, where the two teams entered five cars each – after previous defeats Mercedes were all out for a win. Bernd Rosemeyer (left) lost time when he hit a bank and damaged a wheel on his Auto Union, but drove heroically back through the field to finish third; Rudolf Caracciola (right) led home a Mercedes one-two

**30 July**



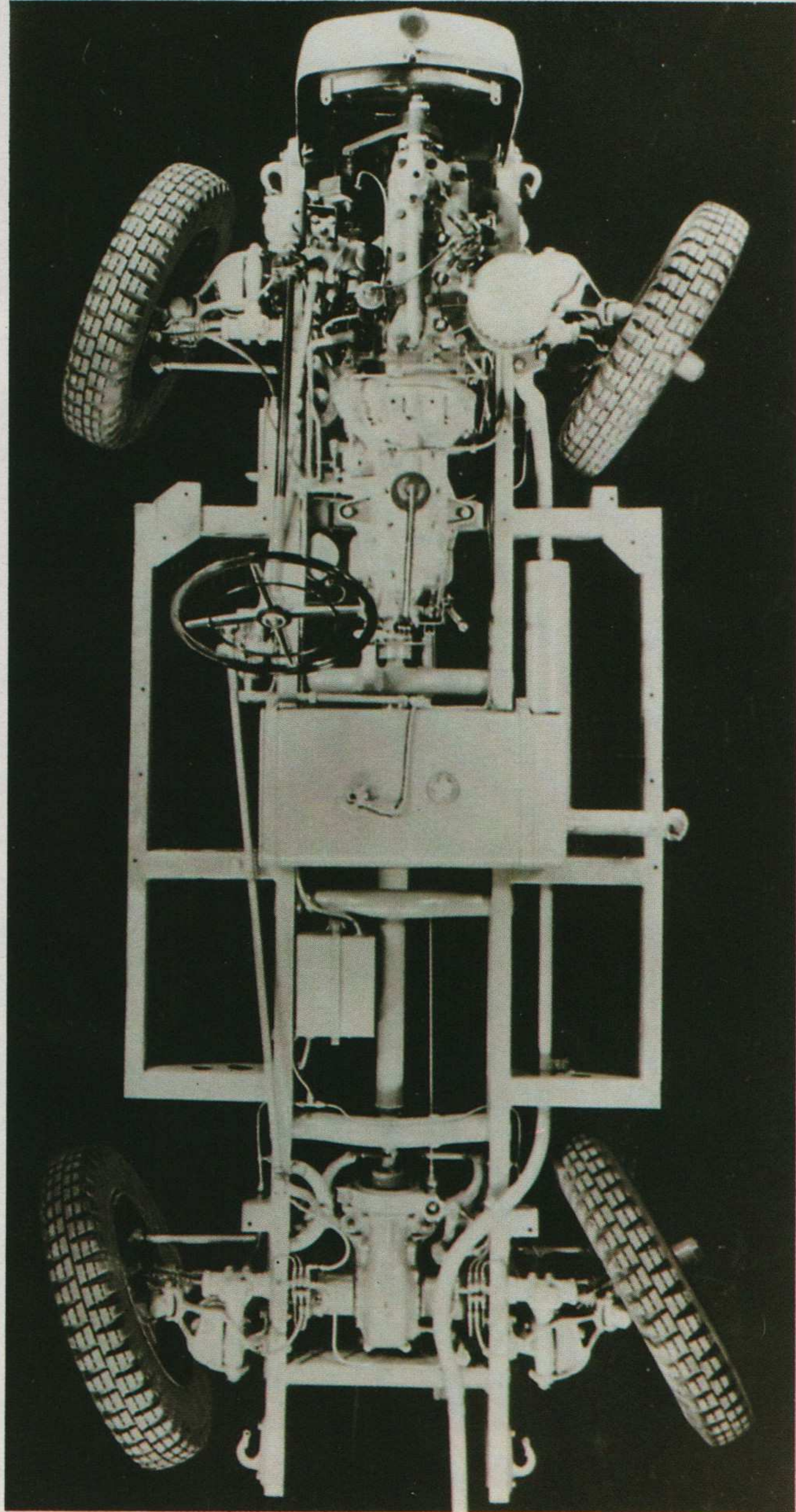
With some surprise, *The Autocar* reported that the Russian motor industry was growing – 'Car production had been rather looked upon as the Cinderella of the famed Five Year Plan'. This shot taken inside the Stalin plant in Moscow shows ZIS 101 models, which were markedly American in character

**30 December**

## 1938

Four-wheel steering is not a Japanese innovation after all. Mercedes-Benz revealed this 2-litre car designed for cross-country use; it drove and steered on all four wheels, although the driver could lock the rear wheels in the straight-ahead position

**25 February**



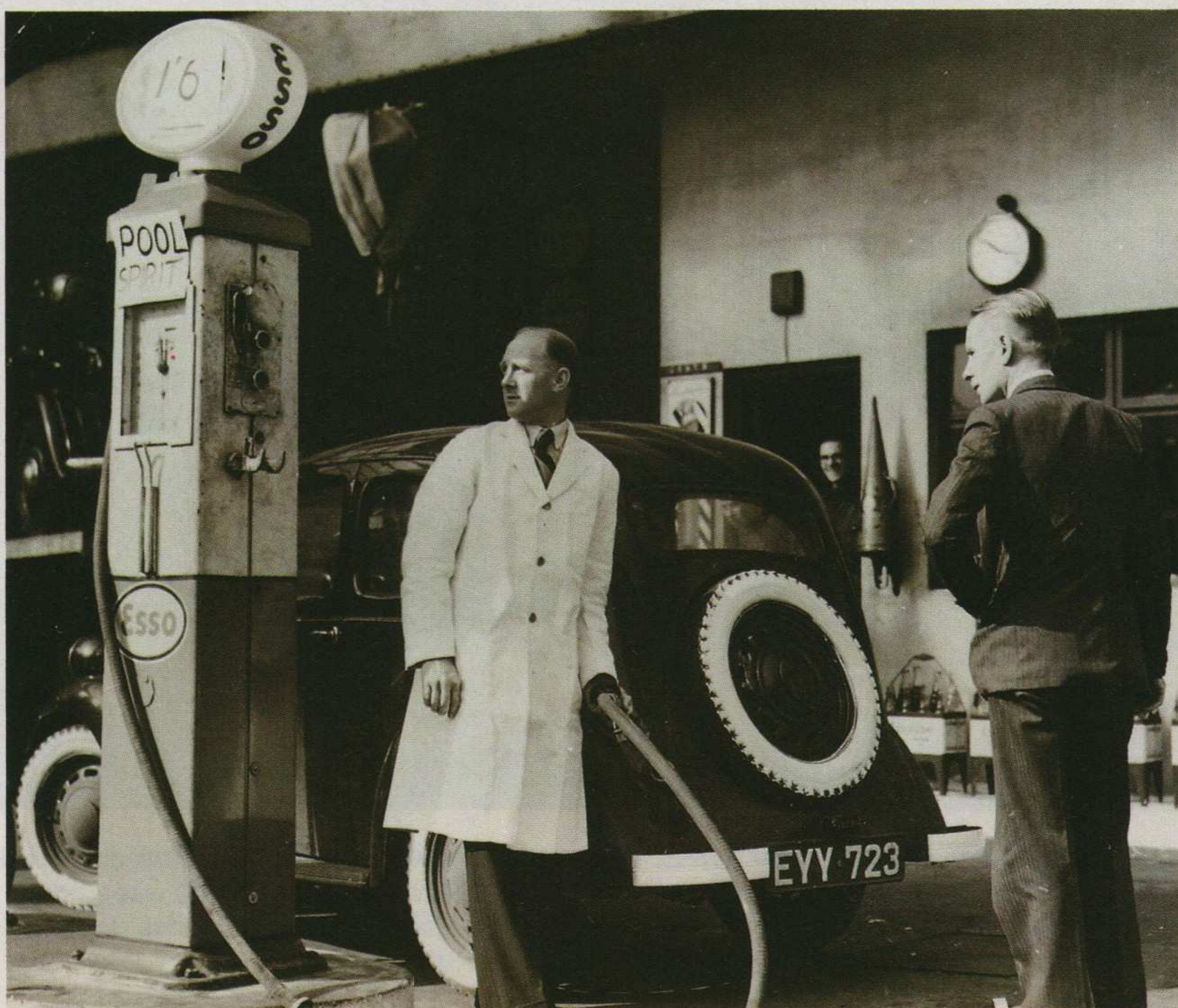




## 1939

Days before war was declared on 3 September after Hitler's invasion of Poland, British motorists on the continent were advised to return home immediately. Queues formed at the channel ports as over 2200 cars were shipped back from France in three days; a Rover carried its luggage trailer and baggage on the roof (above), while calm seas allowed cars to be loaded on one freighter's hatches (left)

**1 September**

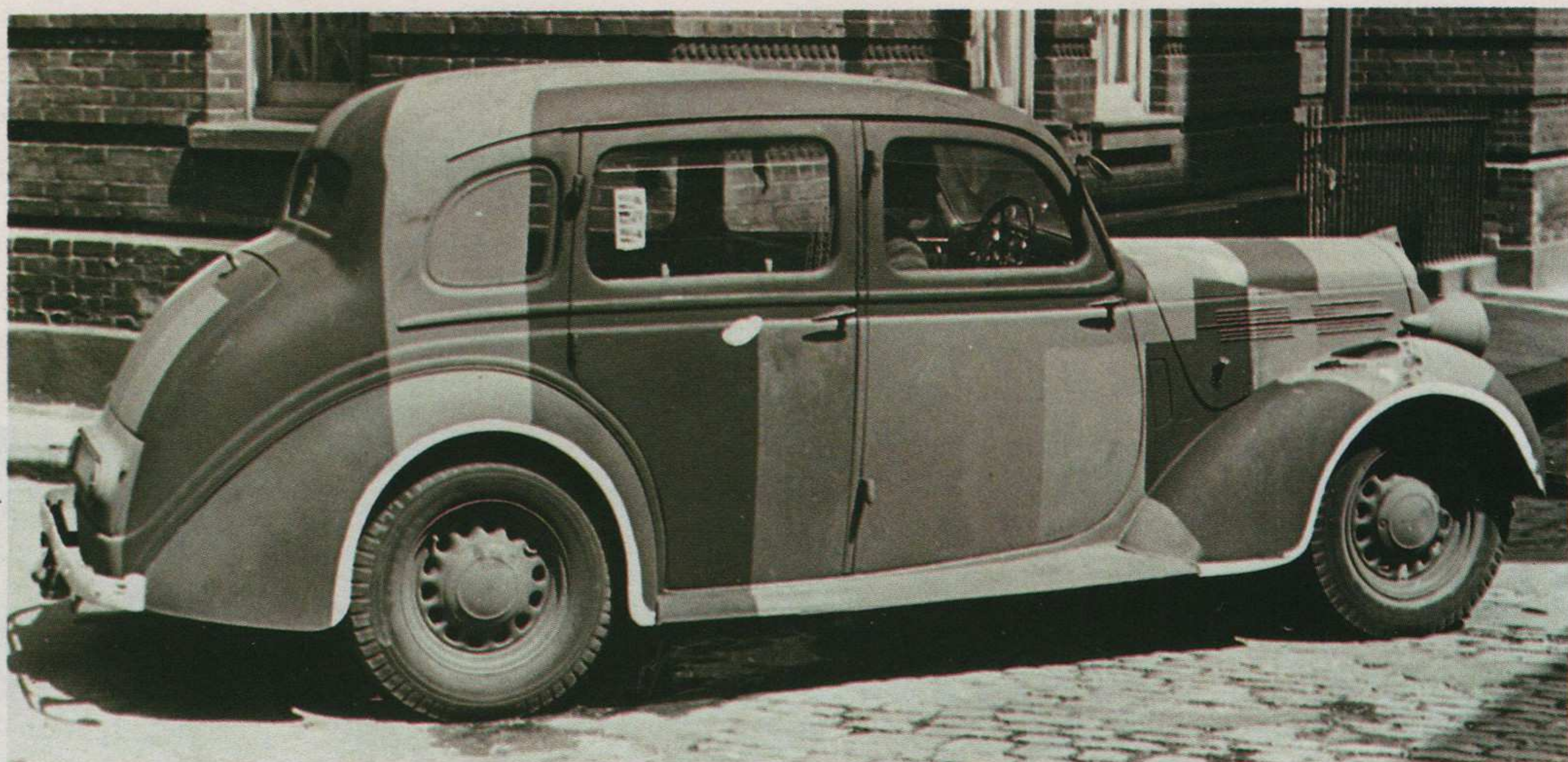


Within a fortnight of war being declared, *The Autocar* put together a string of features offering advice on 'MPG and Rationing', 'Wartime Motoring Information' and 'Regulations in Handy Form'. Pool petrol was now being sold at 1s 6d a gallon

**15 September**

## 1940/49

*The Autocar* and *The Motor* publish throughout war – more use of photographs brightens magazines – all British car factories turned over to war production – new models slow to appear post-war, but Jaguar XK120 and Morris Minor are 1948 highlights – purchase tax arrives in 1940 – Buick introduces torque convertor automatic in 1948 – post-war export push starves British buyers of new cars – Ferrari wins his first race in 1947 – Michelin invents radial tyre – RAC hp rating abandoned for stunting engine progress in UK – 100,000,000th car built in US in 1948



## 1940

Created before the war from fairground dodgem origins, the Rytcraft Scootacar, powered by a 250cc Villiers engine, was marketed as a serious economy model in 1940 – its size was handy for pipe smokers

10 May



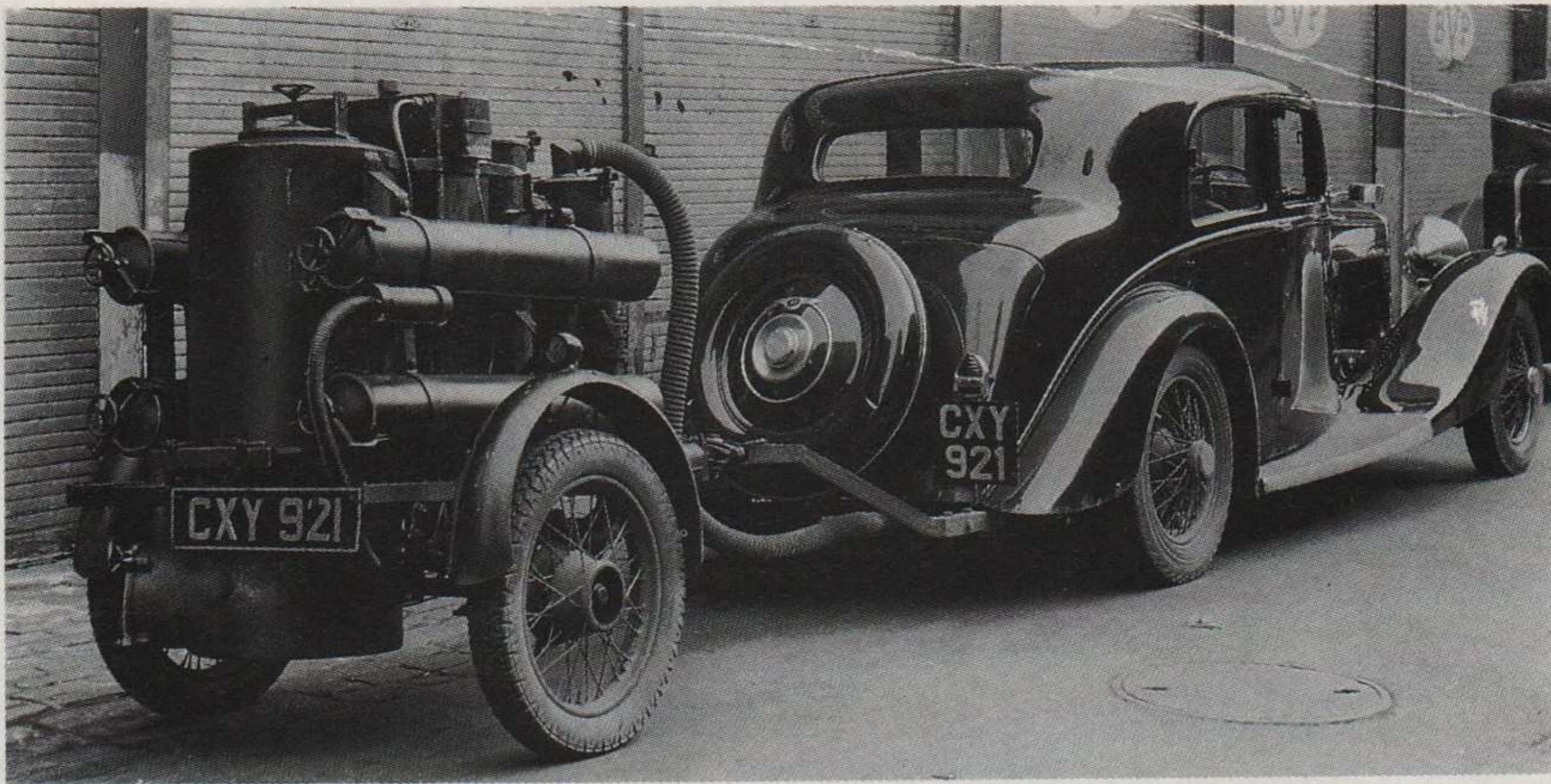
*The Autocar* devoted two pages to the subject of camouflage, giving special praise to this British Industrial Design Group suggestion; a car's offside, shown above, was painted to merge with buildings, while the nearside was intended to harmonise with a wooded background

2 August



Several floors of the great Olympia Garage were reserved for stored cars which were not contributing to the national fund to win the war

19 January



## 1941

Due to the shortage of petrol, several companies converted cars to run on producer gas even though the installations were massive and performance was greatly reduced. Manufactured by BVP Developments, this trailer plant, attached to a 4¼-litre Bentley, was the most cumbersome of four conversions tested by *The Autocar*, but the fact that it could be detached when petrol was available was considered an advantage over rival systems

12 December



One of Henry Ford's contributions to the war effort was the donation of 350 Emergency Food Vans, at a cost of £150,000. Each van carried insulated containers capable of carrying 800 pints of hot food which could be distributed to people whose gas, electricity and water services had been put out of action by bombing

22 August



## 1942

Britain was not so badly off for petrol as this photograph suggests. Major Villers, a city banker, made sure that he could always get to work by converting his car to 1hp propulsion  
**17 July**



## 1943

British forces discovered that this military vehicle captured in Libya was a converted Volkswagen; apart from its new body, the only changes were special tyres and reduction gears in the wheel hubs  
**3 December**



## 1944

This French version of camouflage must have been inspired by the Pointillist school of painting; this Peugeot, we were told, was used by Resistance men during street fighting in Paris  
**13 October**

## 1945

Winston Churchill addressing the crowd from a Humber in Trinity Street, Coventry, during campaigning for the 1945 General Election. The man with his arms folded is Sir William Rootes

6 July



War-time cinema audiences watching newsreel footage can rarely have thought about the tribulations encountered by those who made the films. British Movietone used this Humber, pictured passing through the wrecked town of Poggibonsi on its way to reach General Montgomery and the 8th Army at Vasto. Later, at Garigliano, the Humber went nearer to the firing line than any other film-recording outfit had been before

19 January



## 1946

Motor sport had been suspended in the USA as well as Europe during the war. The first post-war Pike's Peak hillclimb took place in 1946 and was won at record speed by Louis Unser, born in the shadow of the peak, in this Maserati

**8 November**



Despite its busy war-time aircraft engine programme, Armstrong Siddeley found time to develop two models, the drophead Hurricane and saloon Lancaster, to be launched as Britain's first new post-war cars in May 1945. With the British motor industry being urged to export, the company sent two left-hand drive Hurricanes on a sales tour of the USA. At this sunset halt in snowy Delaware the Armstrong Siddeleys and accompanying Talbot-Darracq pause on a dual-carriageway to Washington

**22 March**

## 1947

Britain's most prestigious car makers also made a big sales push in the USA with this fleet of seven Rolls-Royce Silver Wraiths and Bentley MkVIs. Following a two-day exhibition at the Waldorf Astoria Hotel in New York, the cars travelled 20,000 miles in four months on a coast-to-coast tour visiting 4 American cities. With the British government having dictated export quotas, Rolls-Royce could promise American customers delivery within four weeks for any model with standard coachwork – British buyers, on the other hand, faced a wait of

three years  
**21 November**



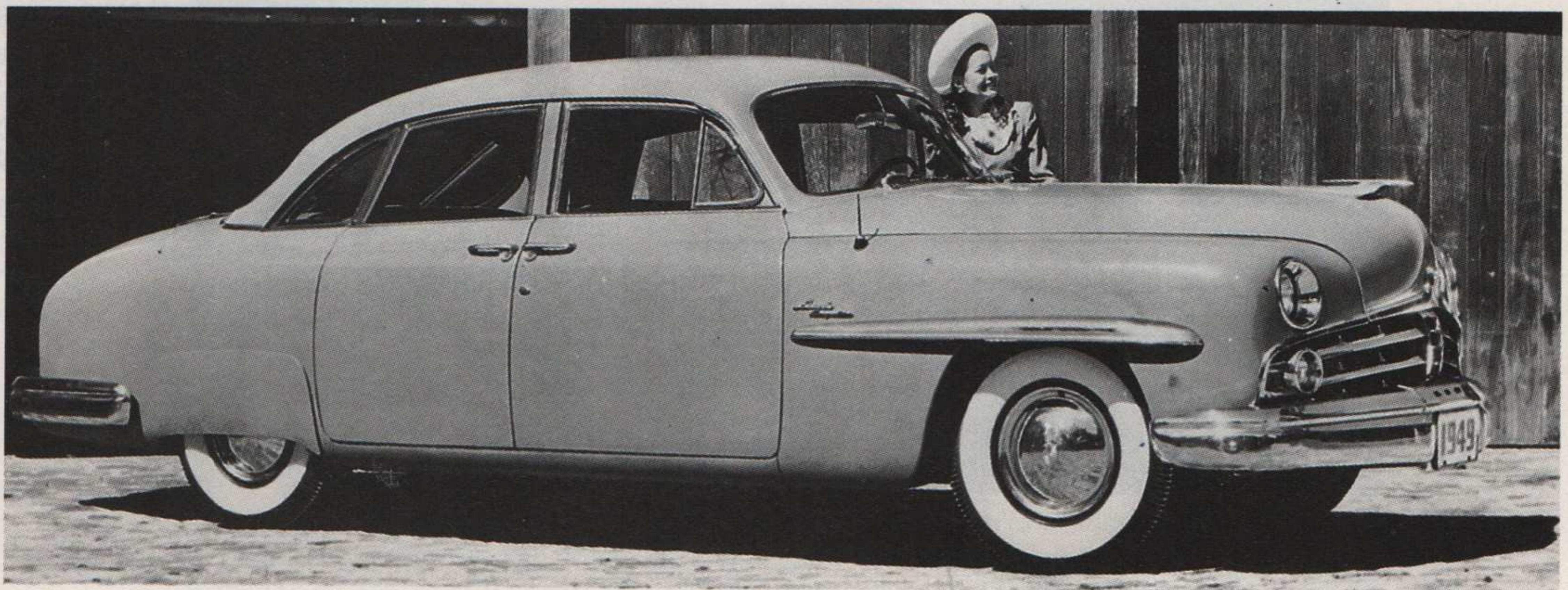
The new Standard Vanguard 'world car', styled with deliberate Plymouth overtones to attract US buyers, with Managing Director Sir John Black in the Welsh mountains, where the new model was extensively tested  
**18 July**



## 1948

Austin, Morris's rival at the top of the British motor industry, finally replaced its pre-war hangover Eight and Ten models with the new two-door Dorset and four-door Devon A40 cars. Here lines of left-hand drive Devons, almost certainly bound for the USA, wait at Longbridge. 'Austin of England' script on the rounded grille emphasised the car's export potential, while its customer appeal was jazzed up with a range of pastel shades which made a welcome change from the uniform black paint and brown leather of early post-war offerings. Austin's American advertising for the Dorset and Devon produced an unwitting *double entendre*: 'Let's take the Austin: the car that is always at home'

30 July



While Britain's post-war cars were largely workaday, the American motor industry set out on a far more glamorous course. *The Autocar* predicted that this Lincoln Cosmopolitan sports sedan, powered by a 152bhp V8 engine, 'promises to be one of the USA's most striking cars'

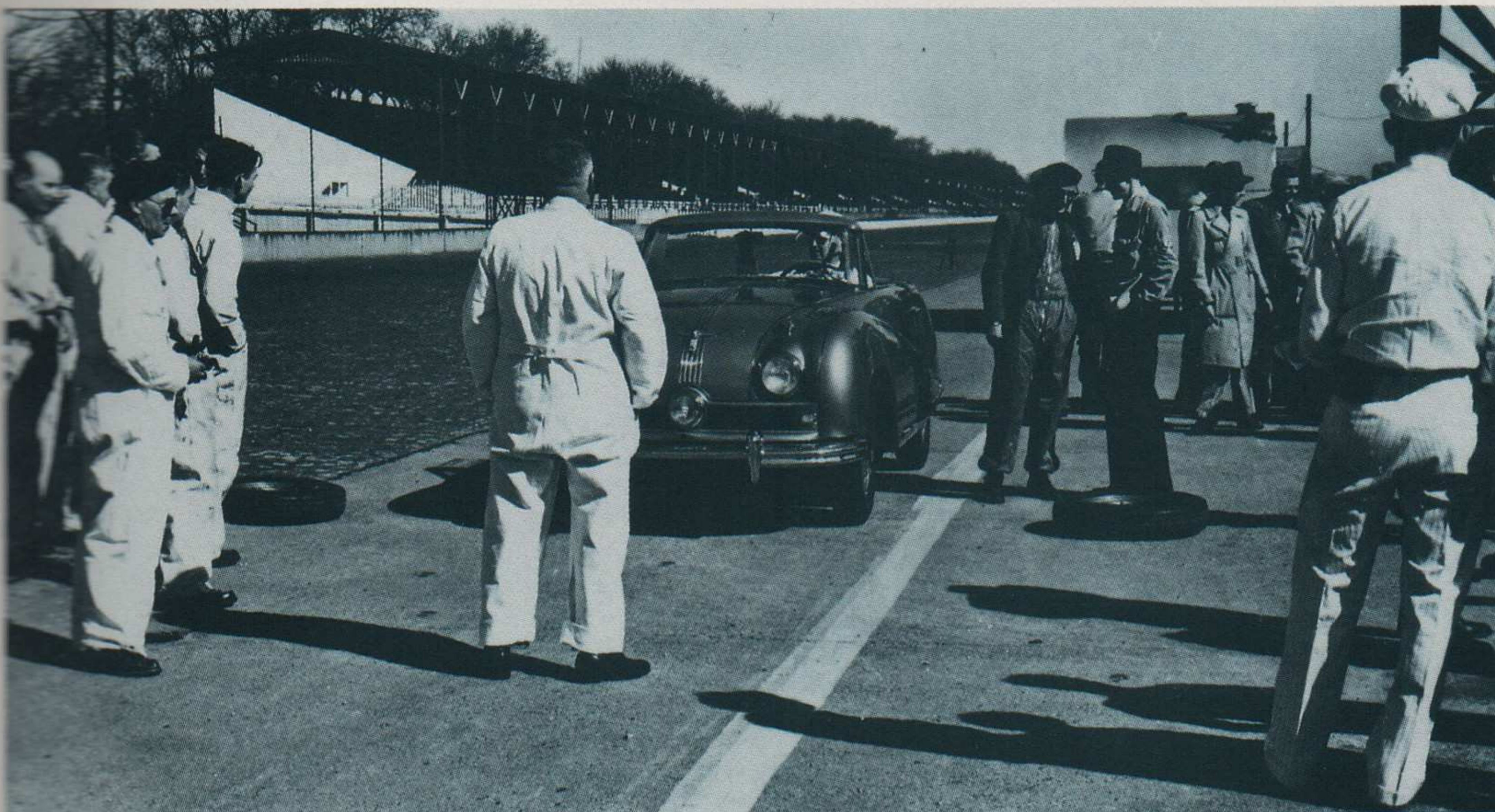
30 April





## 1949

The best that could be done to remind 1948 readers of the most strenuous of all car rallies was this Gordon Horner sketch in *The Autocar* of a Bristol 400 climbing a mountain pass on an imaginary Monte Carlo Rally. Oddly enough, Horner's prophesy was appropriate when the rally was eventually run in 1949, for a Bristol was the first British car home, in third place overall  
**30 January**



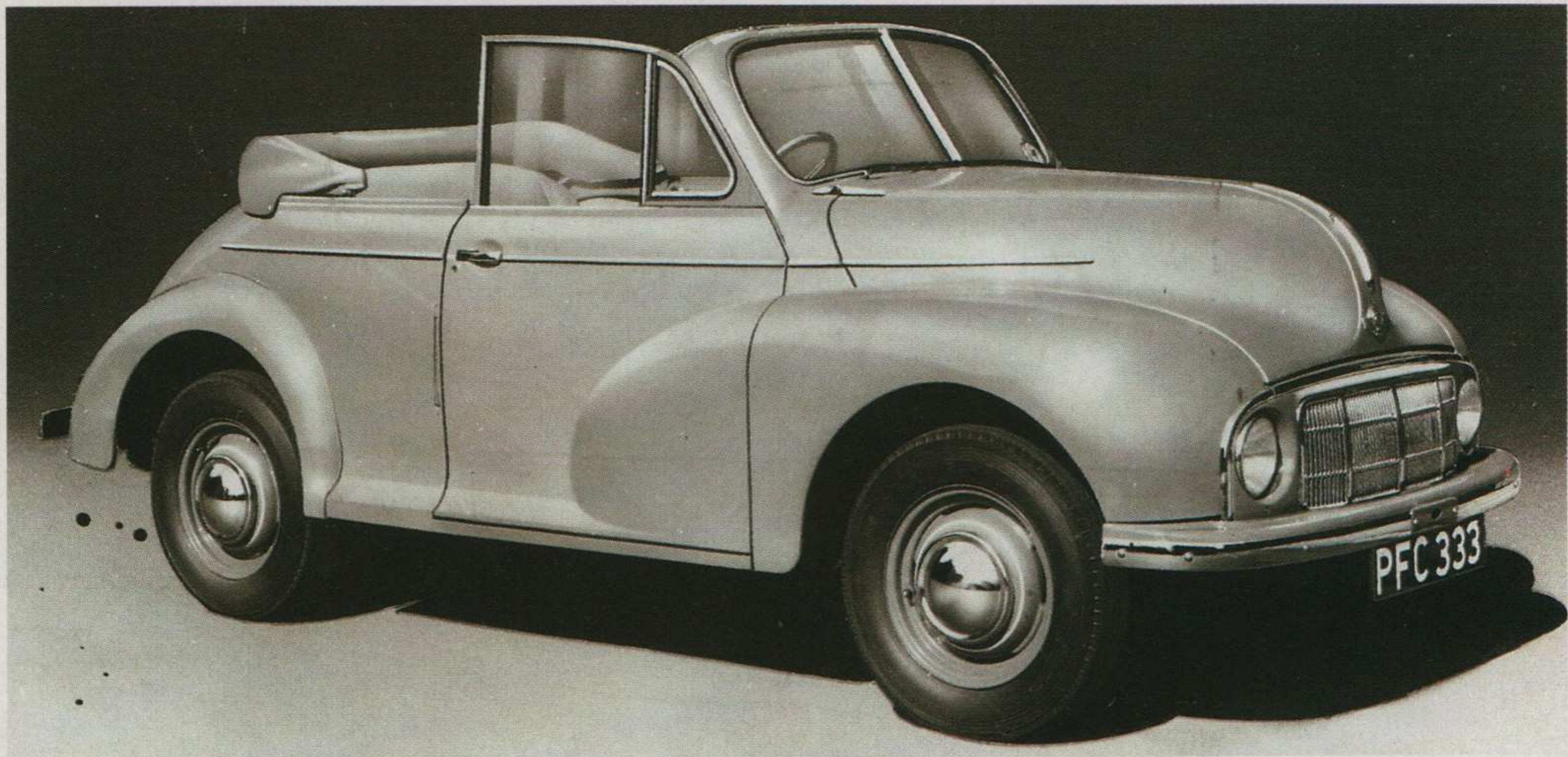
Alan Hess, Austin's PR boss, described the A90 Atlantic as "rather vulgar, designed cynically for the Americans" — but it broke or set up 63 records during this session at Indianapolis  
**29 April**

## 1950/59

Boom decade for the car, and massive growth for *The Autocar* and *The Motor* – detailed magazine technical analysis aided by brilliant cutaway drawings – the car ceases to be a luxury – Triumph TR and Healey 100 are first modestly priced 100mph cars – Grand Prix World Championship begins, Fangio takes five titles during decade – Jaguar wins Le Mans five times with C-types and D-types – sensational Citroën DS19 launched in 1955 fins and chrome styling era in US – Suez crisis brings petrol rationing and bubble cars – M1 is UK's first motorway – Mini, Ford Anglia 105E and Triumph Herald revealed in 1959

## 1951

Monte Carlo Rally action. Flung into the gasworks hairpin by Peter Harper, this Hillman Minx's suspension assumes strange angles  
**16 February**

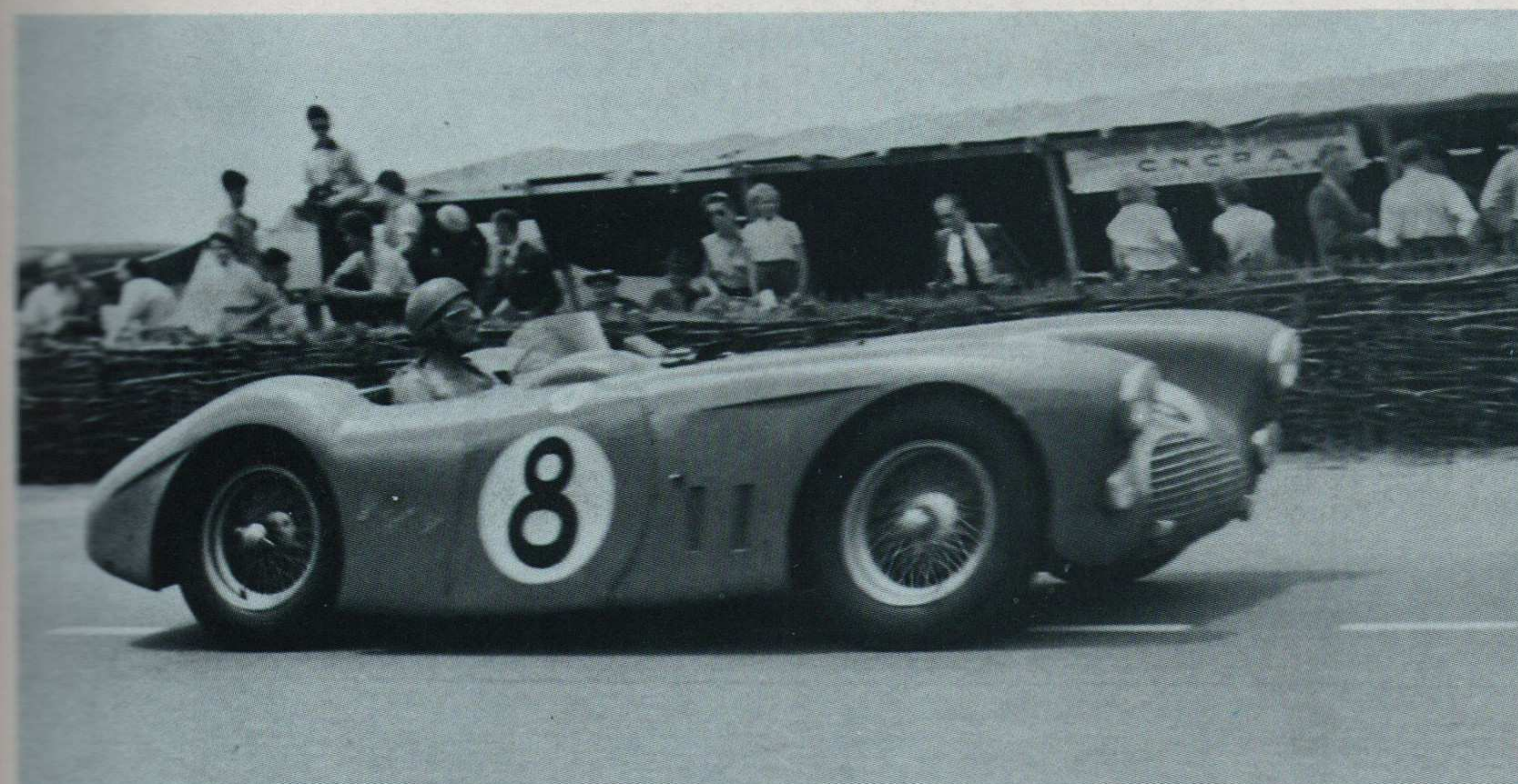


## 1950

Eighteen months after its road test of the Morris Minor, *The Autocar* got its hands on a convertible, welcoming Morris's initiative in keeping alive the low-priced open-air car, which had rather tended to disappear after the war. The Minor was warmly regarded by the magazine: 'It is so handy, so willing and so economical, qualities which are natural to a small car, and in addition is really a pleasure to handle'. Road tests of the time tended to be extravagant in their praise, but in this case the verdict was fair, as Minor fans in their millions were to find out over the following 21 years' production

**30 June**





## 1952

Ian Appleyard's Jaguar XK120, registered NUB 120, is one of the most famous rally cars of all time. Its third successive penalty-free run in the Alpine Rally of 1952 was rewarded with the prestigious *Coupe des Alpes en Or*  
**Or**  
**25 July**

One of the legendary feats at Le Mans was Pierre Levegh's single-handed drive in this Talbot. His engine fractured a crankshaft bearing bolt seven hours into the race but five hours later he moved into the lead, nursing (unknown to his rivals) his increasingly rough engine. He was still in the lead when his crankshaft broke just 50mins from the finish. Levegh died at Le Mans three years later when the tragic accident involving his Mercedes killed 83 spectators

**20 June**

## 1953

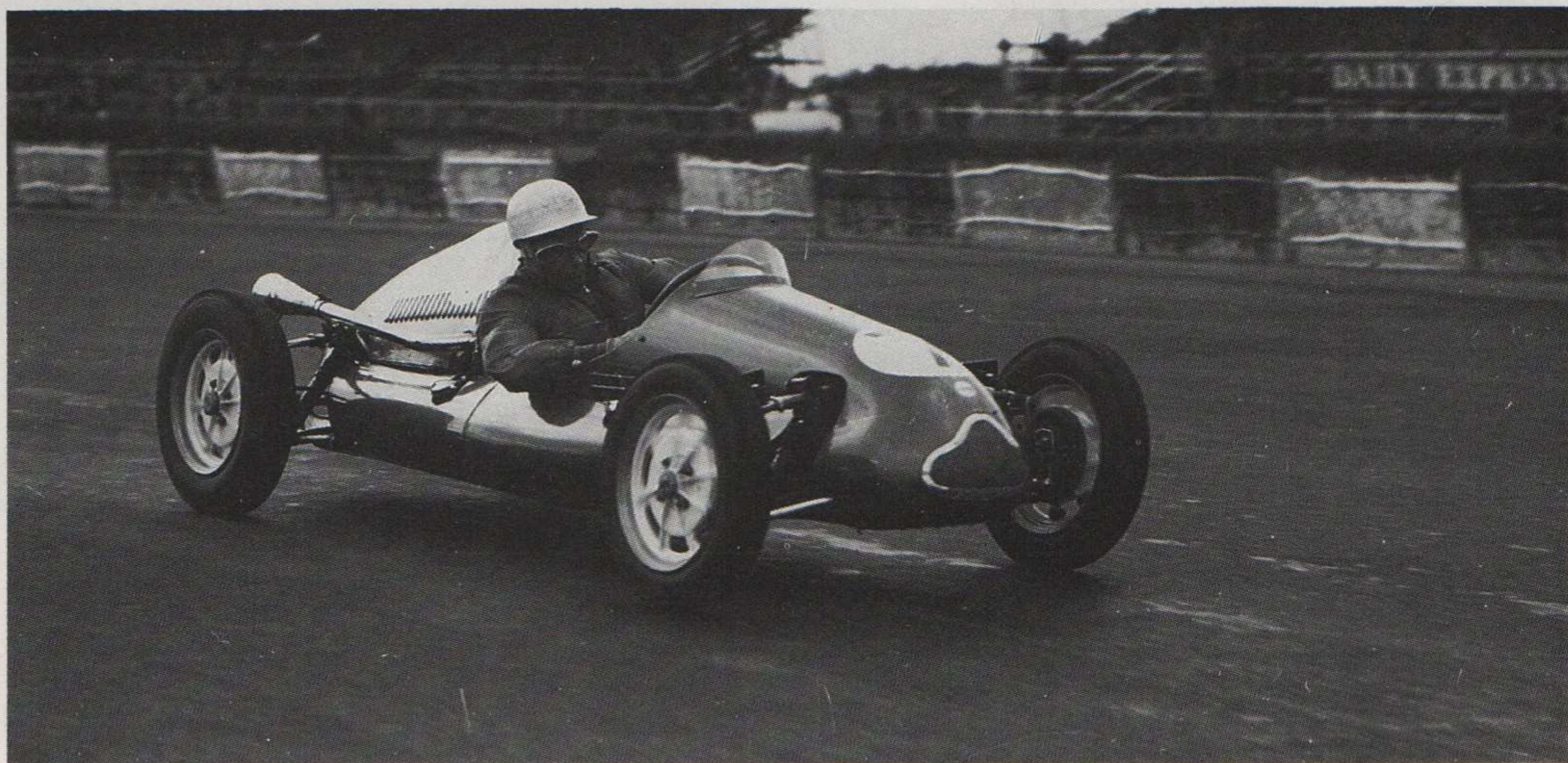
Motor sport's old guard. Despite dating back to 1935, the famous Raymond Mays ERA, R4D, was still competitive in 1953, when Ken Wharton achieved the second fastest time of 37.68s at Shelsley Walsh hillclimb

**12 June**



And motor sport's new wave. Although by this time he had raced in Grands Prix, Stirling Moss still occasionally campaigned a 500cc Cooper; here he is winning the British GP supporter by a huge margin

**24 July**





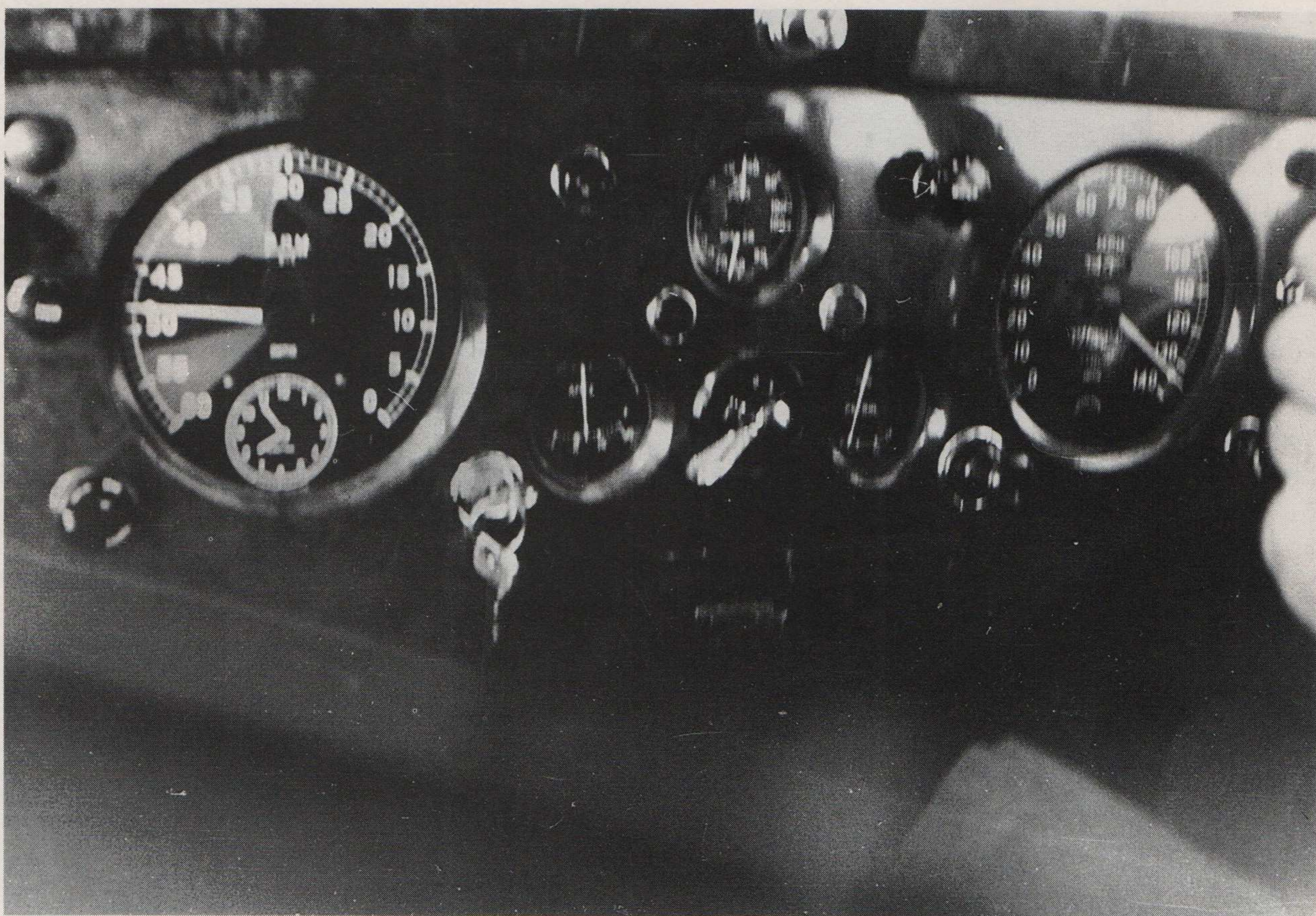
## 1954

State-of-the-art exhibition display design featured revolving plinth – and white tyres! – for Ford's new Prefect at Earls Court  
**22 October**



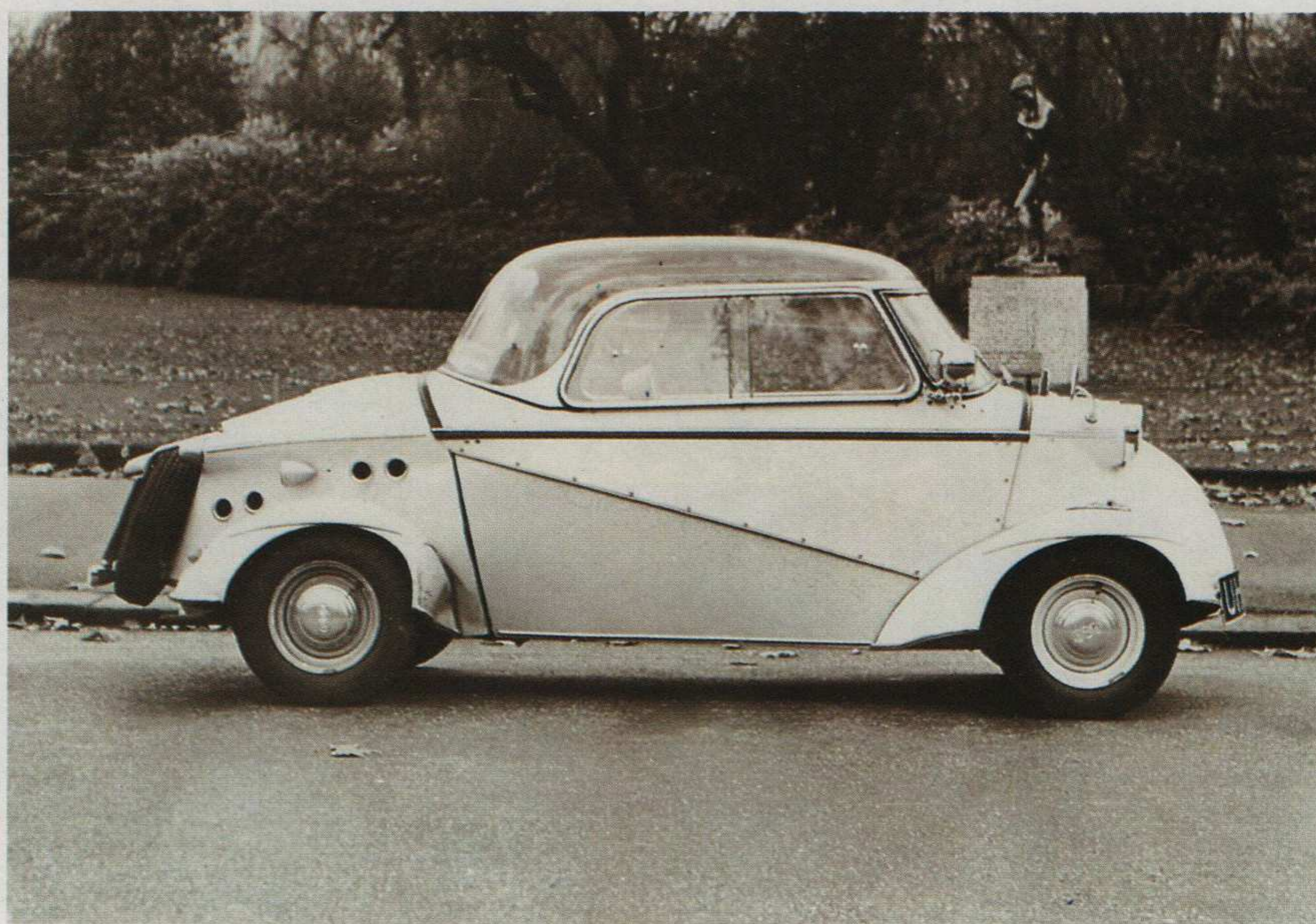
Atmospheric shot from the British Grand Prix at Silverstone. Alberto Ascari, the reigning World Champion (pictured on extreme right), had a bad day on loan from Lancia to Maserati. After Maserati missed practice, Ascari was working his way up from the back when his car broke an inlet valve. He then took over Villorresi's car until that limped into the pits with a broken con rod – the moment when this photograph was taken. Gianni Lancia, who released Ascari for the race, is seen, hands in pockets, smiling (cynically?) at his compatriot

**23 July**



## 1955

Jaguar XKI 40 fixed-head road test car on its maximum speed runs: this unretouched picture, slightly blurred through camera shake, shows the rev counter reading 4800rpm and the speedometer at 135mph  
9 December



## 1956

Even into the 1950s the motor industry produced its eccentrics, like this Messerschmitt FMR TG500. So-called 'bubble cars' came into vogue after the Suez Crisis prompted worries about petrol supplies, but Professor Willi Messerschmitt, inspired by work on airships and gliders, already had an almost obsessive interest in miniature cars. This four-wheeler with a 500cc Sachs engine and plexiglass cockpit canopy was his most sophisticated model

19 December



This looks just the way to glamorise the police force: women police officers from Lancashire stand to attention with their new MGA roadster patrol cars  
**4 October**

## 1957

School may be near, but Prince Charles still manages a smile; the Duke of Edinburgh is at the wheel of his Lagonda 3-litre drophead coupé. David Brown's Aston Martins and Lagondas must have left an impression on the young Charles, for years later he used Aston Martins as his road cars – and to this day he has kept his DB6 MkII Volante

**4 October**



## 1958

One of the greatest flops of motoring history was the Edsel, Ford's disastrous attempt to take on GM in the medium-priced big car sector of the market. Apart from gross frontal styling which included a grille like a lavatory seat (just for a change we show you a tail view here), the name was a problem. Edsel, the name of Henry Ford's son, reminded polled American car buyers of words like 'pretzel', 'dead cell' and 'weasel'. On hearing news of the name, Dick Krafve, PR Director, said: "We have just lost 200,000 sales"

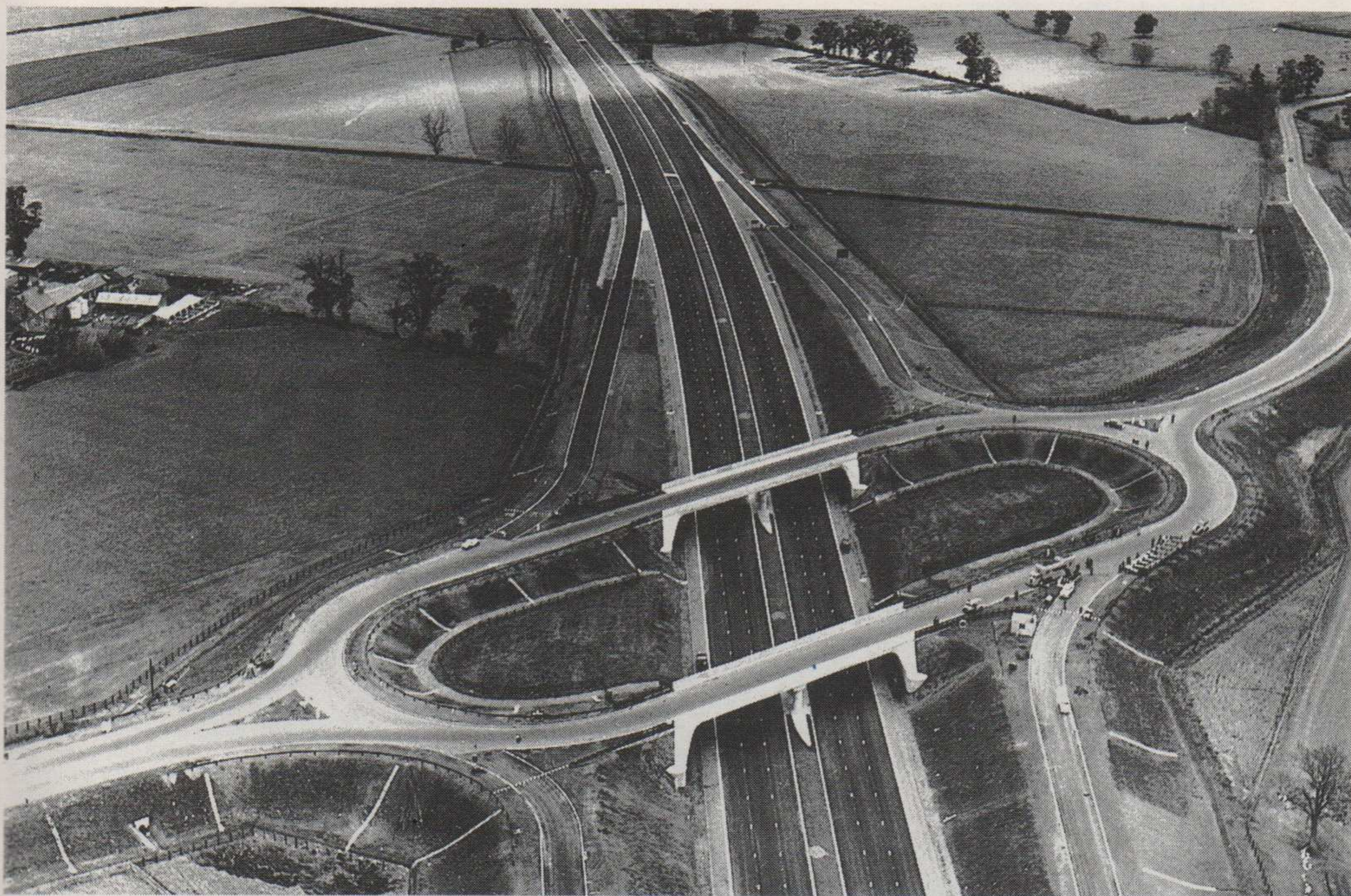
**3 January**



Volvo's growth meant that its exports rose dramatically, from 27 in 1927 (the company's first year as a car exporter) to 24,076 in 1957. The 100,000th Volvo to be sold abroad – a dark blue Amazon – is seen at Gothenburg awaiting despatch to Greece

**4 April**

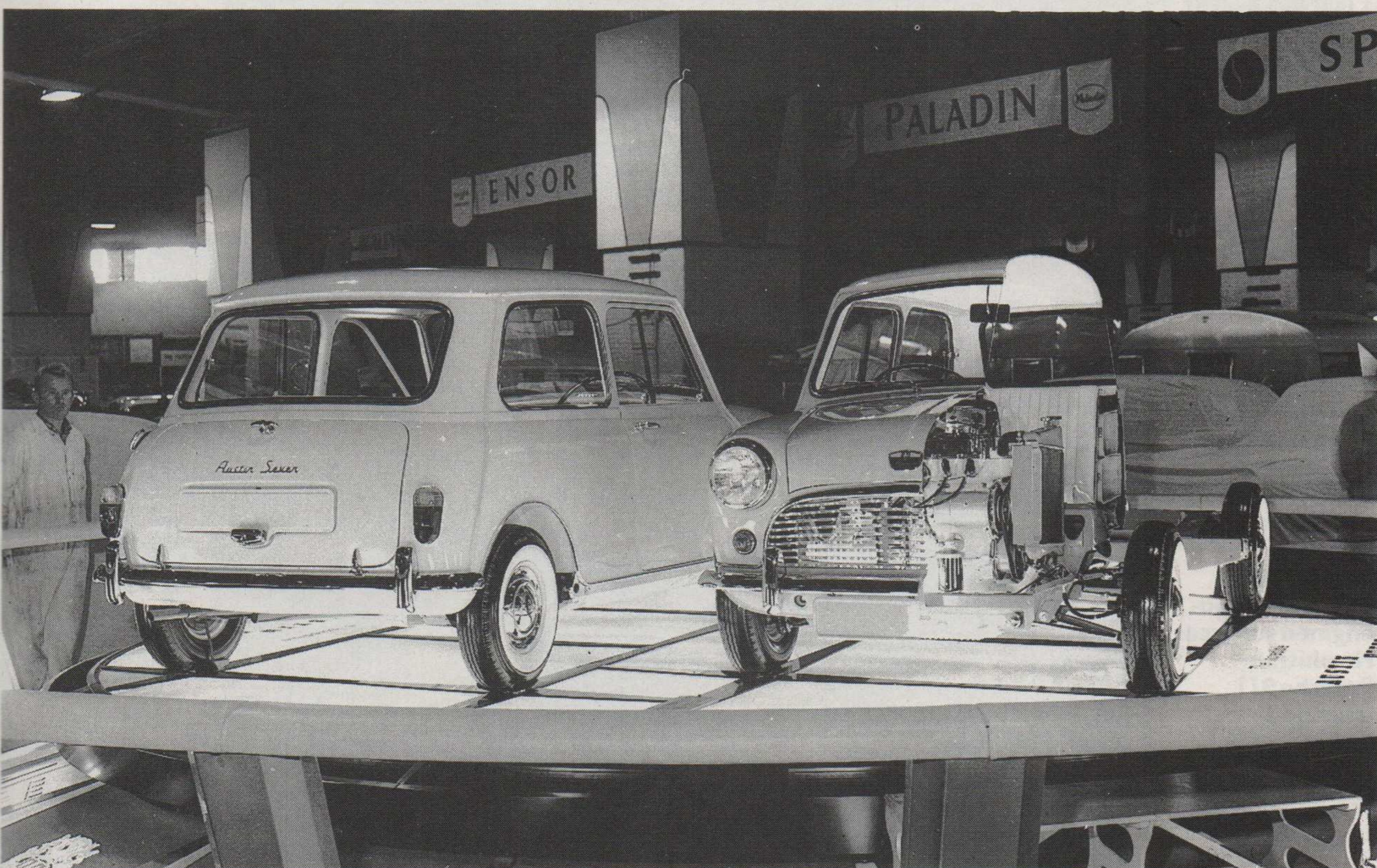




## 1959

The first stretch of British motorway, the M1 between St Albans and Rugby, was opened; this is the Broughton flyover, where the A50 (Woburn to Newport Pagnell) crosses

**30 October**



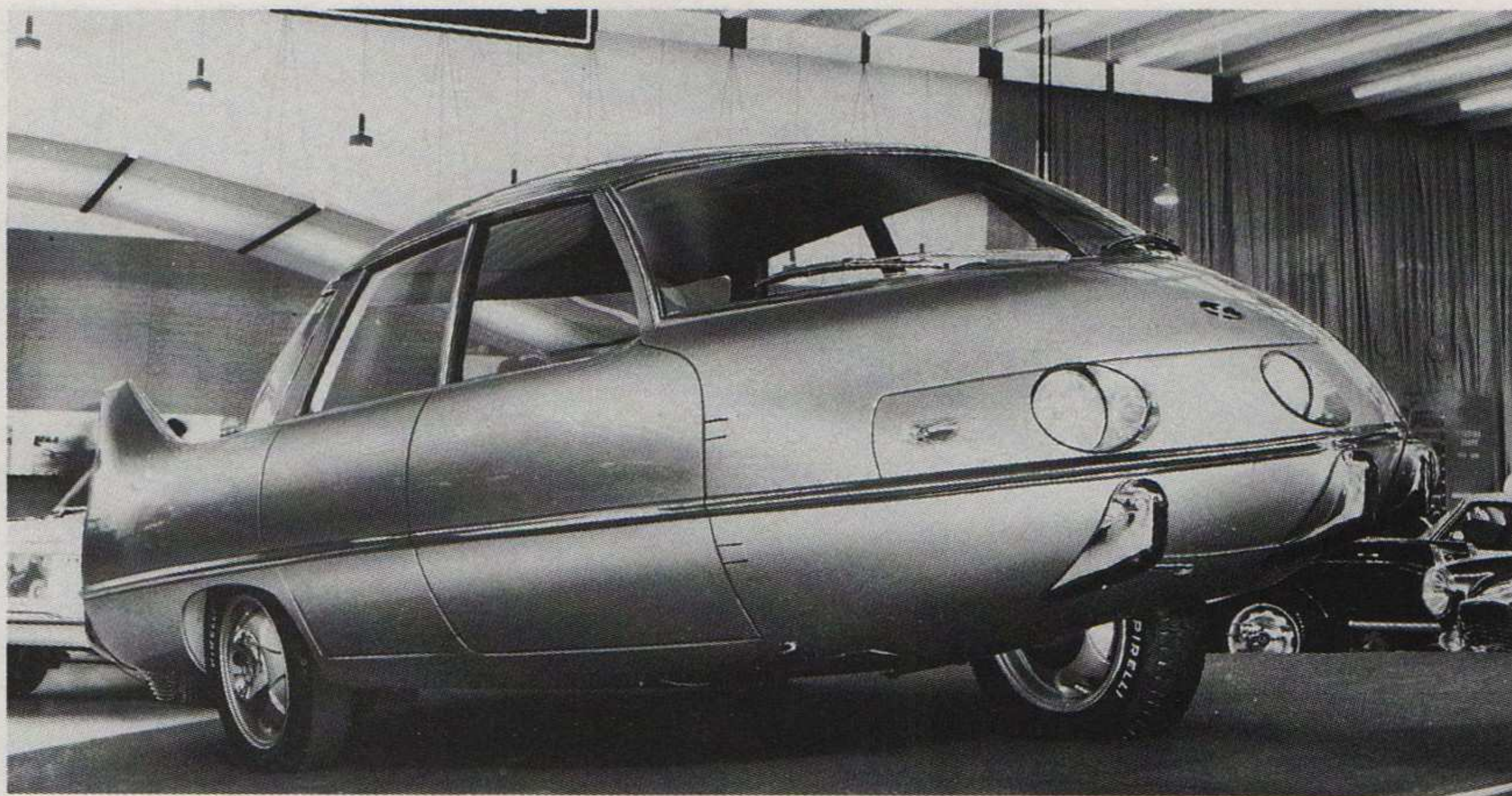
One and a half Minis (or Sevens as these Austin-badged versions were called at first) at Earls Court for the launch of Alec Issigonis's masterpiece of packaging and style. The Mini is one of the great landmarks of Britain's motoring heritage, yet for many years BMC lost money on every one it made

**23 October**

## 1960/69

Congestion begins to clog Britain's roads, but motorway network expands – Jaguar E-type launched in 1961 – merger mania in British industry, topped by BL's formation in 1968 – rise of the East: Japan makes 200,000 cars in 1960, 1,000,000 in 1967 – technical novelties include Jensen FF in 1966, NSU Ro80 in 1967 – 'four-month experiment' 70mph limit sticks in 1965 – Naderism starts with Corvair attack in 1965, California passes clean air act in 1968 – Ford-Cosworth DFV F1 engine wins debut race at Zandvoort in 1967 – Ferrari Dino and Lamborghini Miura lead mid-engined supercar revolution – Porsche 911 launched

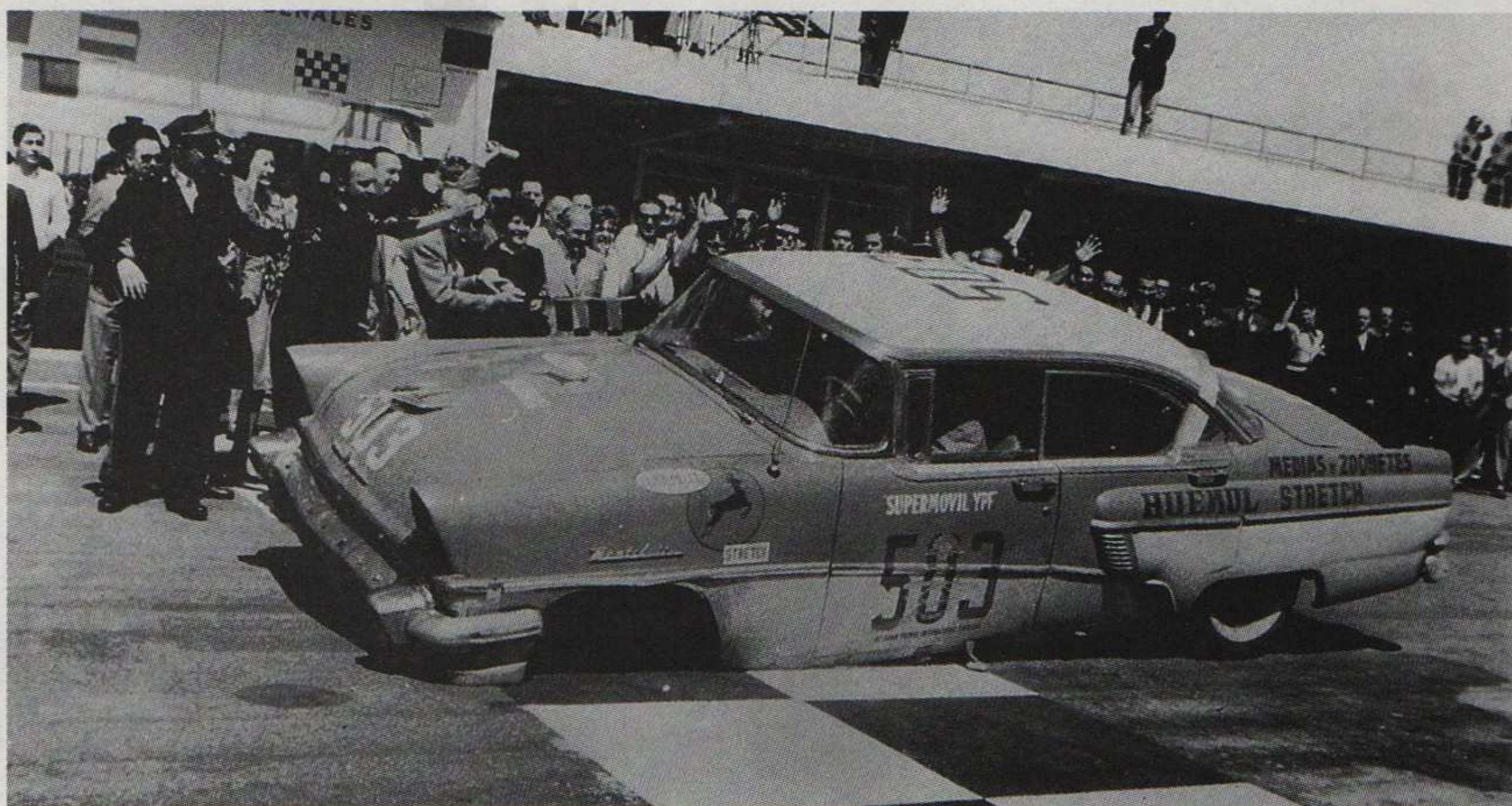
Highlight of the Grand Prix year. Led by Jo Bonnier's BRM, Jack Brabham's Cooper and Tony Brooks' Yeoman Credit Cooper, 16 cars bunch into Monaco's Gasworks hairpin after the start  
**3 June**



## 1960

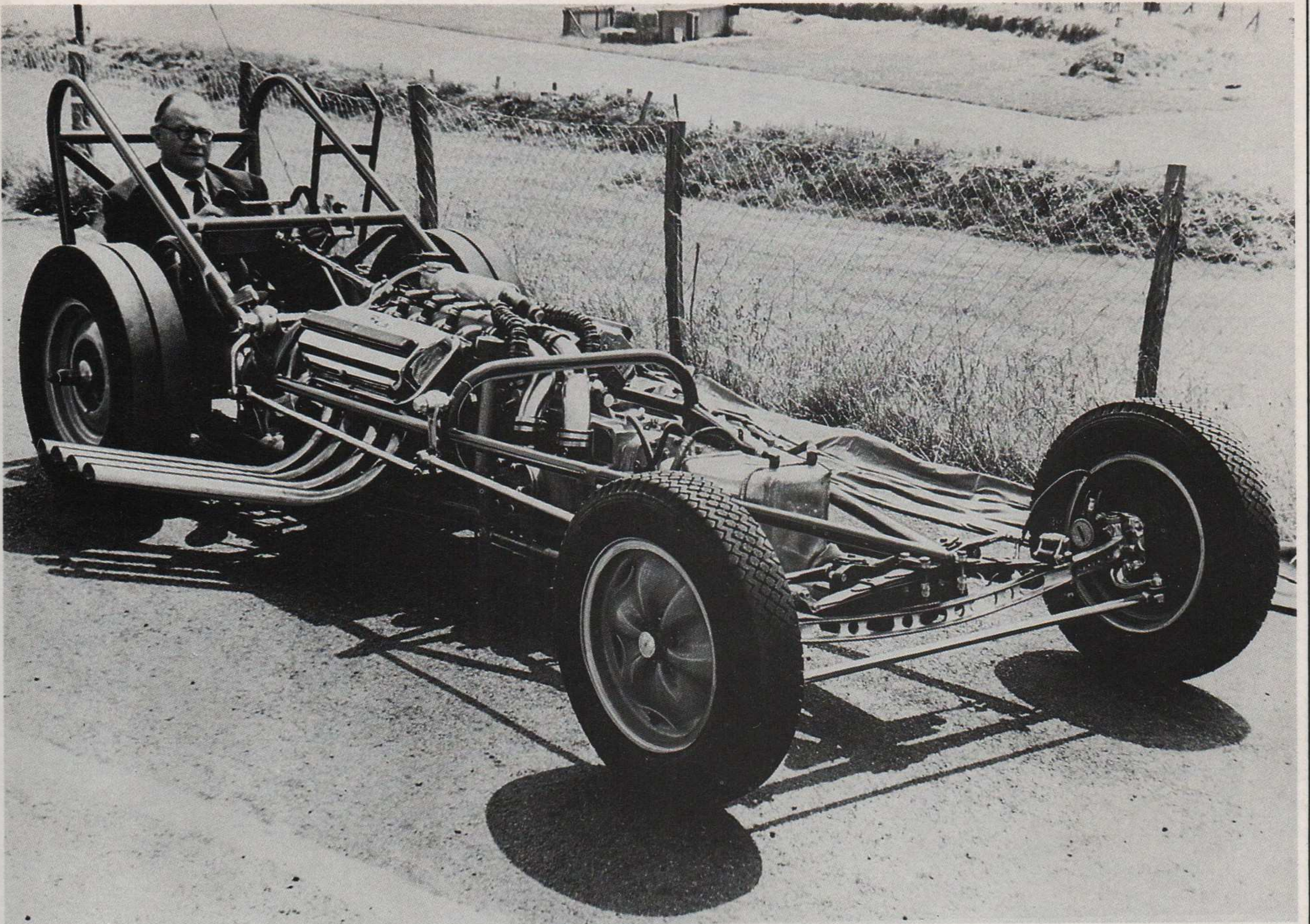
One of the more outlandish Turin Show design exercises was this aerodynamic three-wheeler by Pininfarina – the great styling house does not always get it right

**11 November**



Motor sport in South America had its wilder moments. Pedro Sancha drove his 1956 Mercury 20 miles on three wheels and the front bumper to win his class in the Argentine Gran Premio for production cars  
**28 October**





## 1961

Sydney Allard turned away from his individualistic sports cars to build Britain's first dragster – it achieved the fastest standing -mile in Europe and reached 150mph in 9.5 sec

**21 July**

Vest-pocket cars were growing in popularity in Germany, but this one, a Brusch Mopetta seen in Stuttgart, never made it into production

**29 December**

## 1962

Earls Court saw the Lotus Elan's launch, at first with a 1500cc engine. But Chapman's latest lightweight was less innovative than the Elite, using a steel backbone chassis instead of a glass-fibre monocoque  
**12 October**



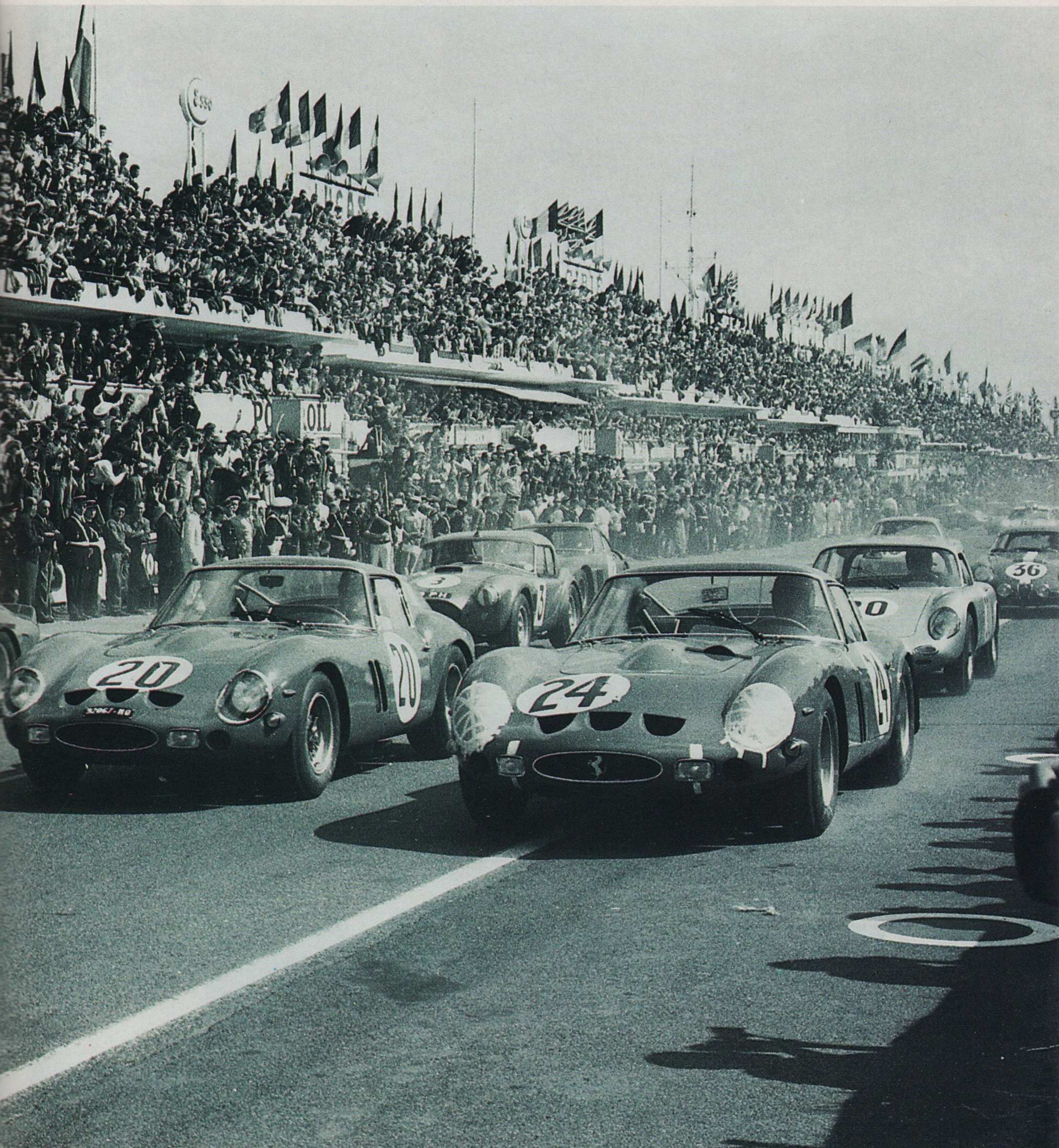
Less exciting than the Elan, but far more significant. With the new Cortina, Ford transformed motoring for the family man with 2.2 children  
**21 September**



## 1963

Jim Clark, World Champion in 1963 and '65, was the decade's greatest driver. Here he and Colin Chapman ride pillion on Clark's Lotus 25 after winning at Monza  
**20 December**





This row of three Ferrari GTOs at Le Mans would be valued conservatively today at £10,000,000, but in 1963 they were commonplace contenders for the GT category. A GTO never won the 24 Hours, but Ferrari went through a terrific streak in the first half of the decade, winning six times on the trot between 1960–65. This picture shows the 4-litre prototype of Noblet/Guichet on the left, alongside the regular 3-litre machines of Abate/Tavano and Beurlys/Langlois

**21 June**



## 1964

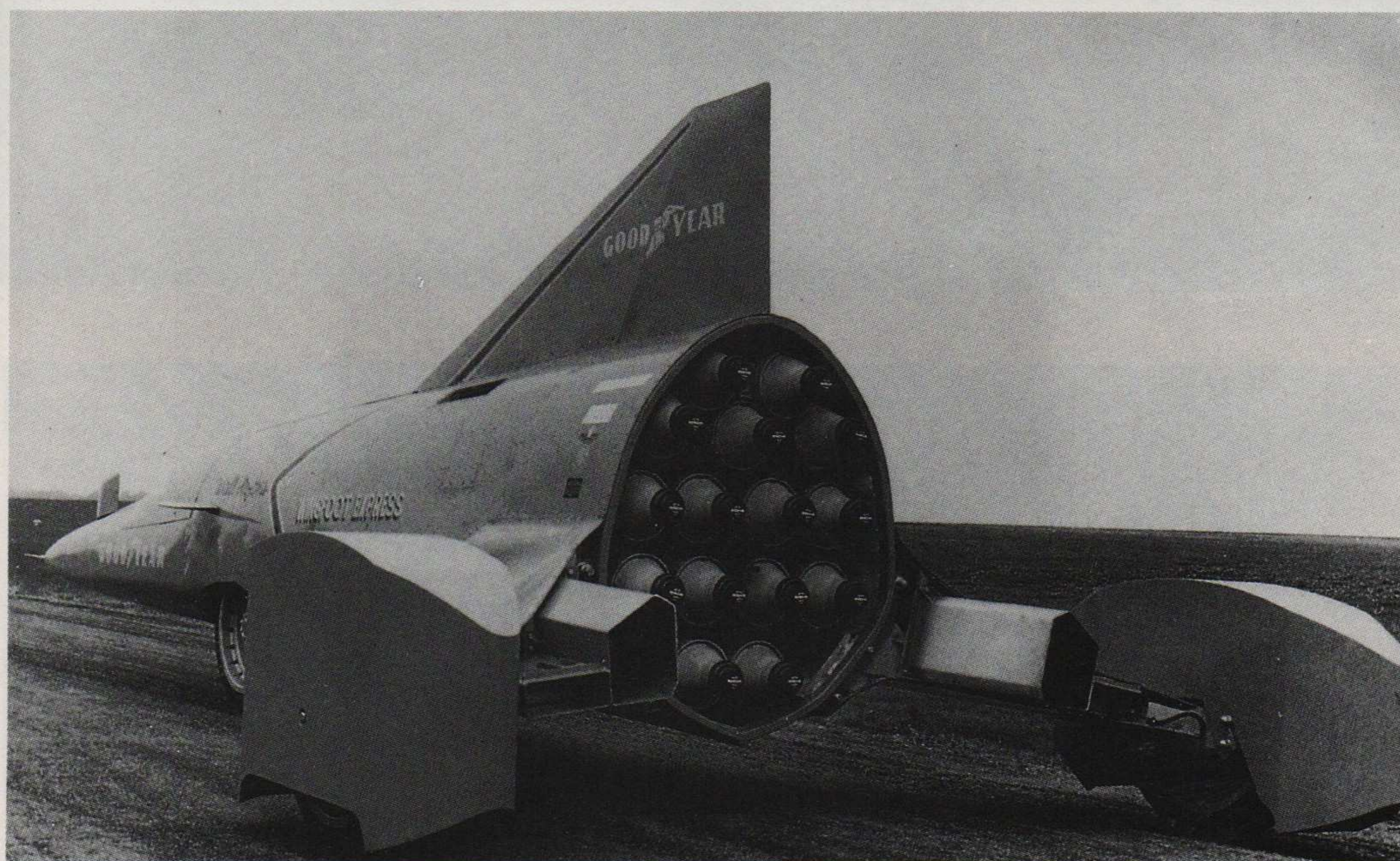
Dramatic moment from the Indianapolis 500: Parnelli Jones leaps from his Offenhauser-engined Agajanian-Bowes Seal Fast car as the fuel tank goes up in flames – invisible ones when running on methanol – during a pit stop. Jones rolled on the ground to extinguish his burning overalls, suffering no more than superficial burns to an arm and leg

5 June



The Austin Healey was still a force to be reckoned with in international rallying five years after its debut in the Alpine Rally of 1959. Don and Erle Morley kick up the dust on their way to winning the GT category on the Tulip Rally

1 May



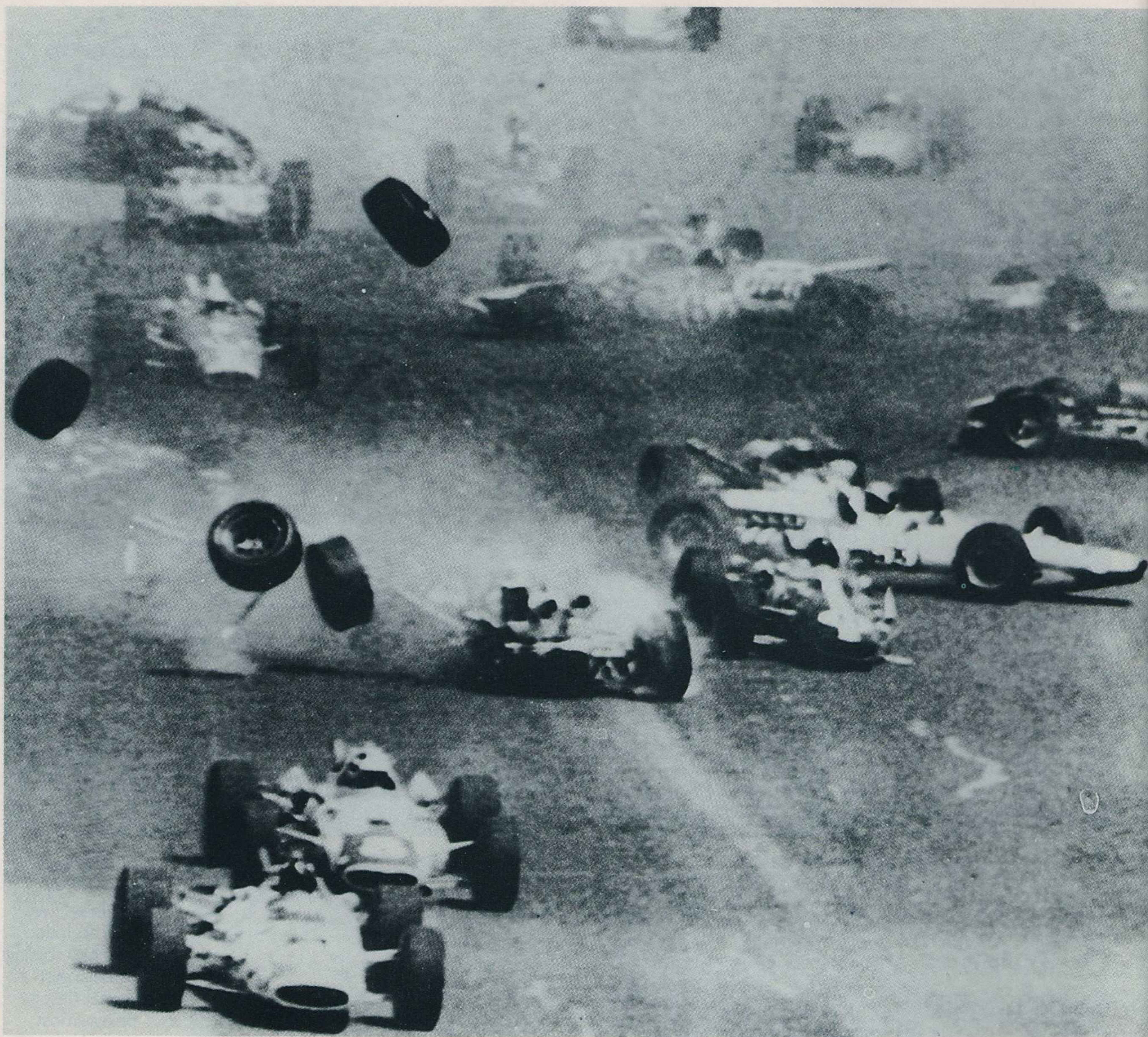
## 1965

Cars ahoy! Two Amphicars made a remarkable crossing of the English Channel, despite being almost swamped in rough seas. This was a hazardous adventure – another Amphicar had sunk in the Straits of Gibraltar after being rammed by a ship

**10 December**

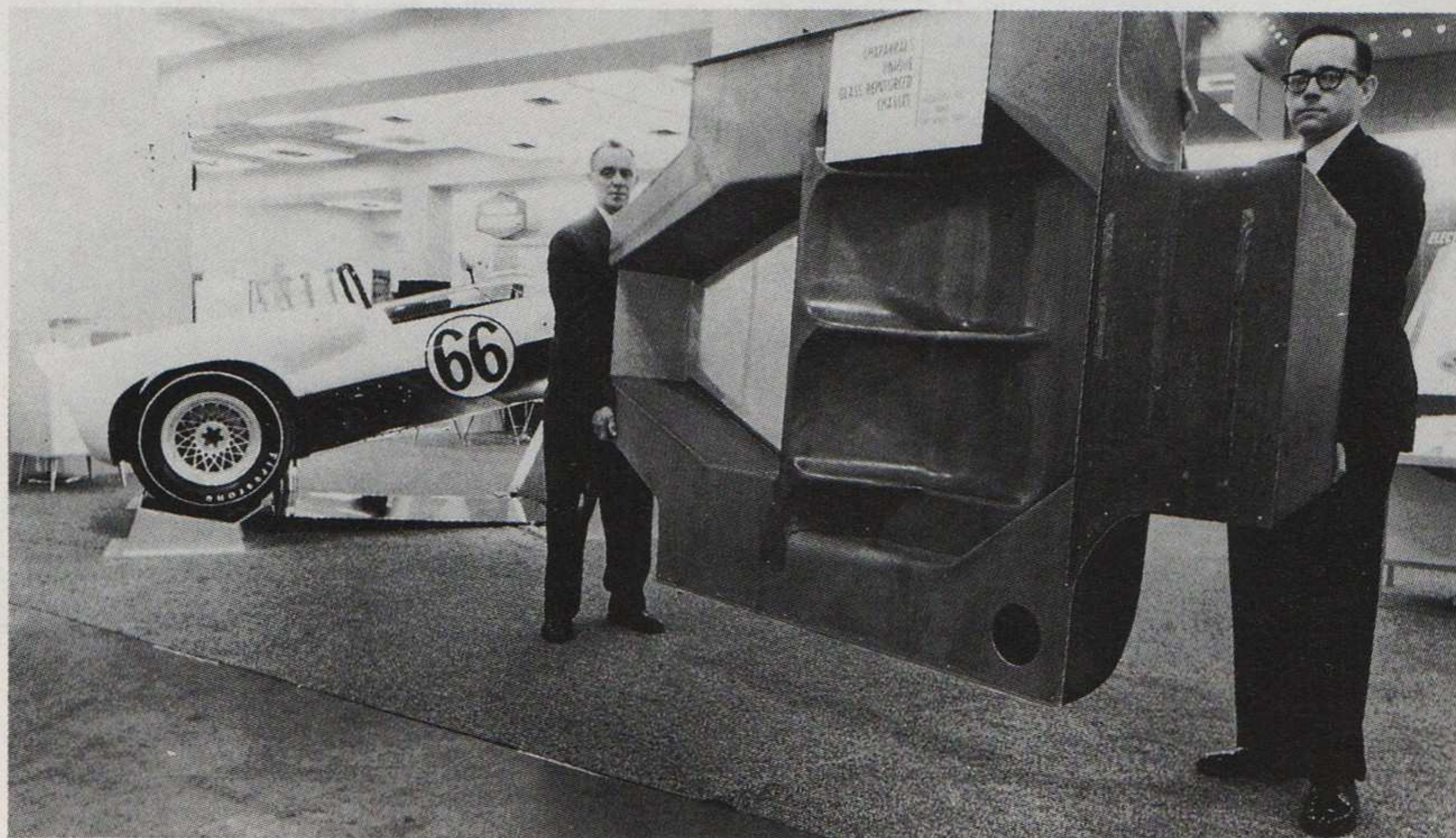
Land Speed Record failure: Bobby Tatroe's *Wingfoot Express II* caught fire well short of breaking the 536.71 mph record

**1 October**



## 1966

The Indianapolis 500 saw a British win for Graham Hill in a Lola-Ford, but only after the race was restarted following this multiple crash on the opening lap  
3 June



Jim Hall's Chaparrals were great sports racing innovators during the decade – the Chaparral II used automatic transmission and this remarkable glassfibre-reinforced plastic tub

15 October





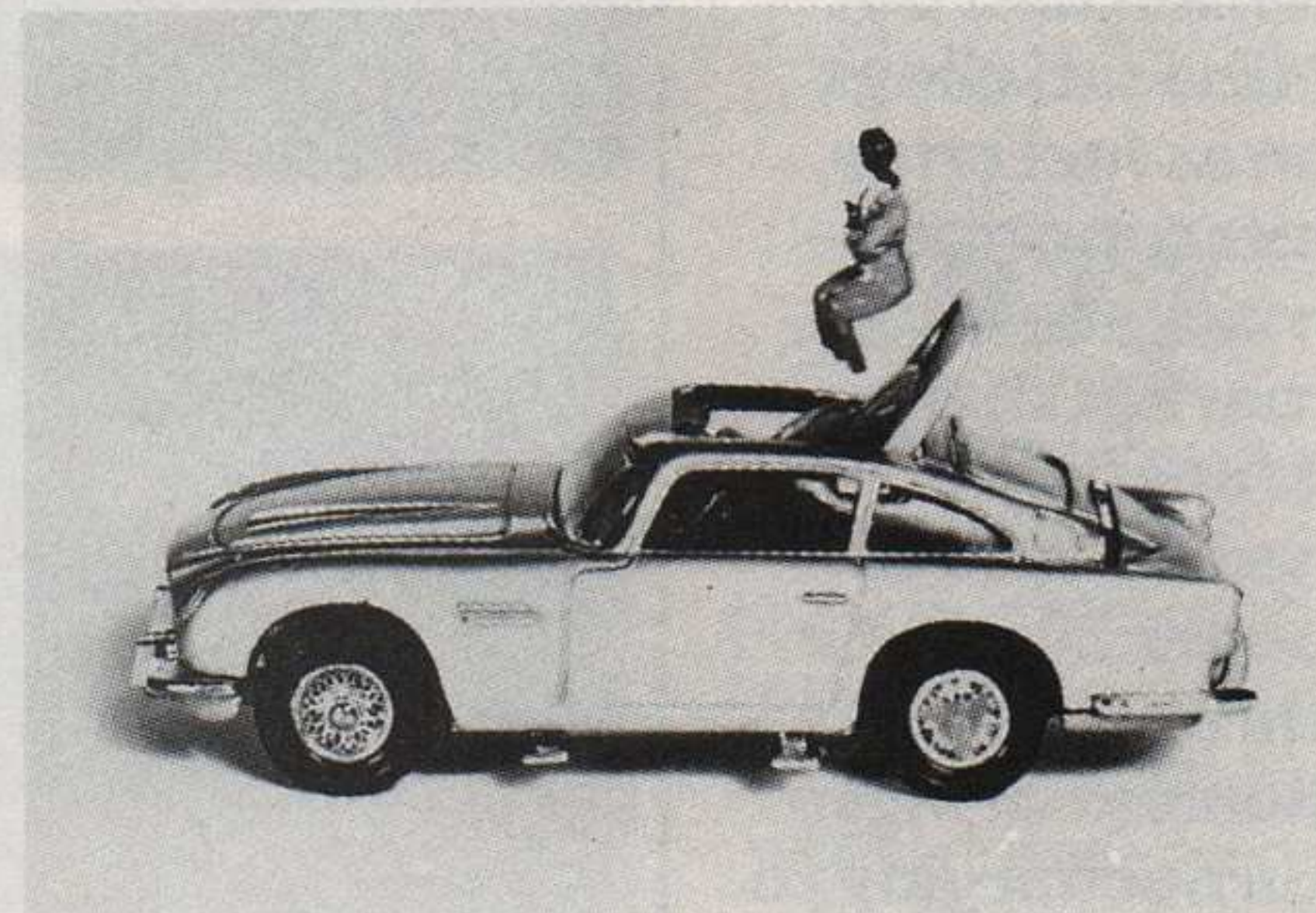
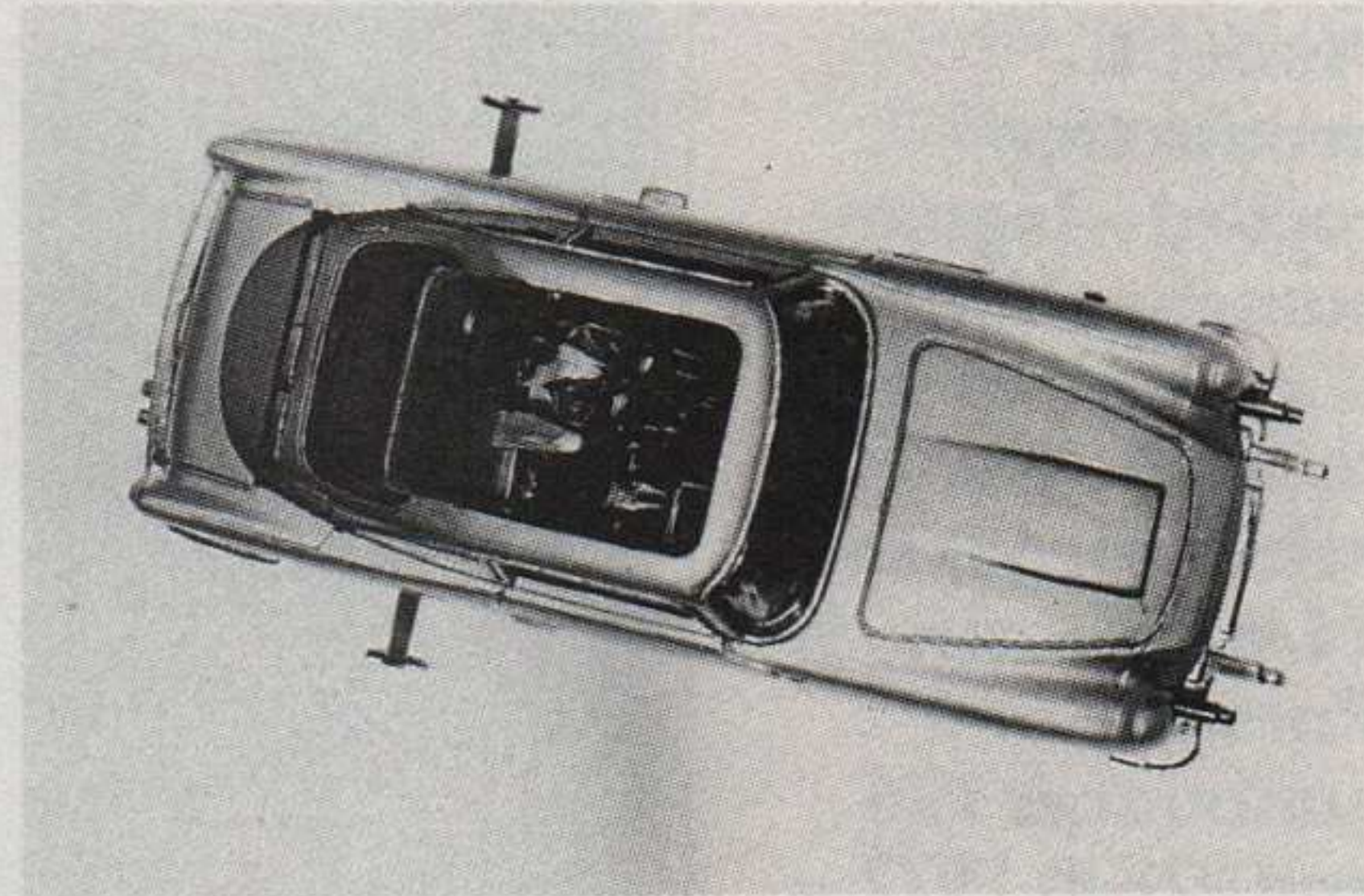
## 1967

Donald Campbell died as he lived – by speed. He was killed on Lake Coniston when his boat flipped a moment before it would have broken his own record. In 1964 Campbell had raised the wheel-driven Land Speed Record to 403.1mph  
**12 January**



## 1968

Every baby boomer must have had one: Corgi's model of James Bond's Aston Martin DB5 had overrider battering rams, retractable machine guns, an opening roof with ejector seat for undesirable passengers, bullet-proof rear shield, revolving number plates and tyre-slashing hub spinners  
**14 March**



## 1969

Rallying helped to create the Porsche 911's awesome reputation. Pauli Toivonen's works 911S emerged ahead of rival Ford Escort Twin-Cams to win the Acropolis after a mighty battle throughout the 1920-mile route  
**5 June**

## 1970/79

Imports invade British market, rising through decade from 15% to 50% – death of British sports car in US as MGB and Triumph TR decline – fuel crisis brings 50mph limit in 1973 – VW Beetle passes Ford's Model T production record – Jaguar launches V12, but E-type gives way to XJ-S – ground effect comes to FI with Lotus 79 – Porsche announces 924 and 928 in 1977 – Jensen dies but Maserati clings on as fuel crisis hits supercar market – BL's market share drops from nearly 40% to under 20% through decade – Renault brings turbocharging to FI in 1977 – Aston Martin Lagonda introduces digital instruments

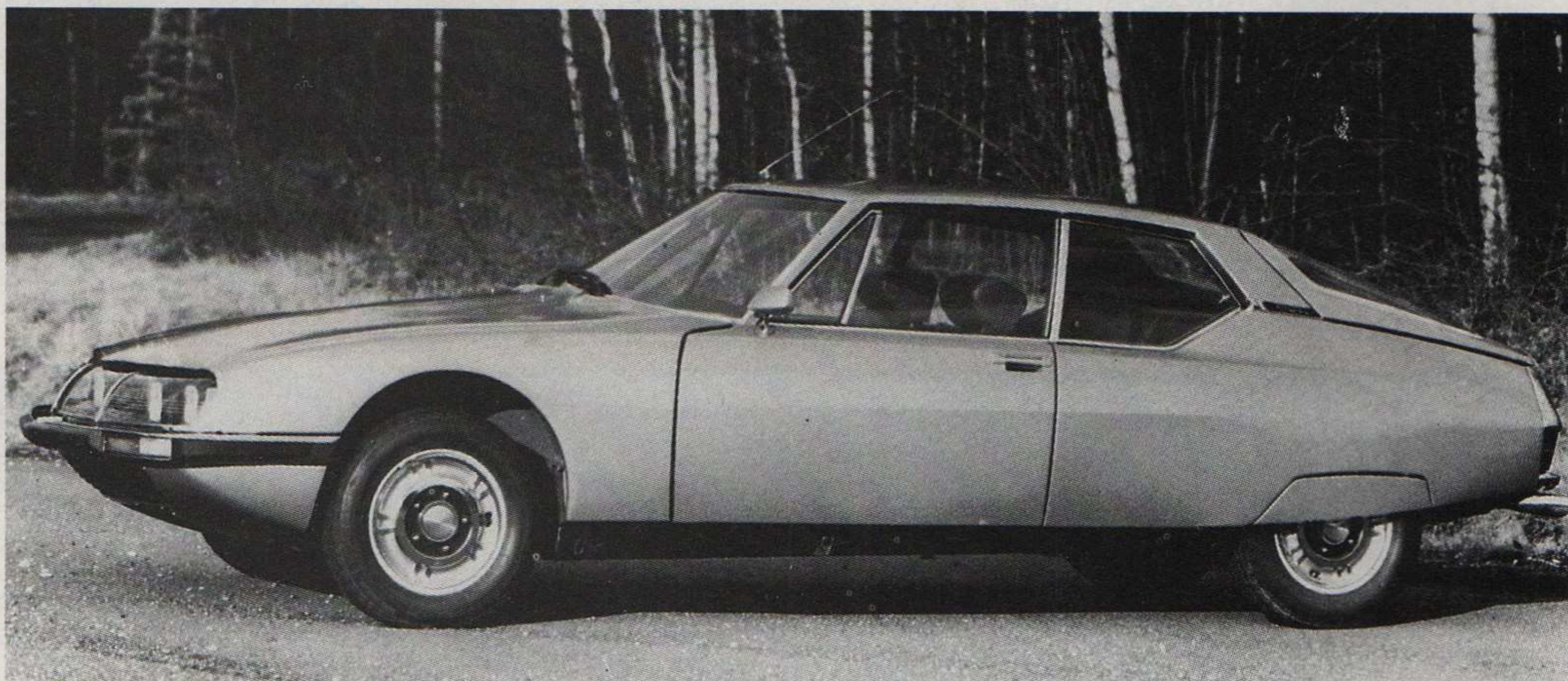


## 1970

The decade opened with a spell of devastating domination by the Porsche 917 in endurance sports car racing. Hans Herrmann/Richard Attwood took the first of two 917 Le Mans victories with this private entry.

One of the Gulf-backed factory cars run by John Wyer is parked on the bank at the Dunlop Curve

18 June



One of the decade's star cars was the Maserati-engined Citroën SM, launched at Geneva. One of the greatest grand touring machines of modern times, it reminded those old enough to remember of France's Bugatti, Delahaye and Delage tradition. As well as featuring Citroën's hydro-pneumatic suspension and new speed-variable powered steering, the 140mph SM could claim to be the world's fastest front-wheel drive car

12 March



## 1971

A wave of serious accidents on the M1 during fog brought the subject of 'motorway madness' to the fore. In Northamptonshire alone 24 people died on the M1 and M45 during 1971, and after this 100-vehicle pile-up near Luton 24 drivers were charged  
**29 November**



## 1972

Ralph Nader was responsible for killing the safest high performance car yet built. The four-wheel drive Jensen FF, with anti-lock brakes, went out of production because its volume was insufficient to justify full-scale crash testing and development to meet US regulations  
**17 August**



## 1973

The final flowering of the Jaguar E-type was the Series III powered by the silky V12 designed by Walter Hassan and Harry Mundy. The cars sold well, but the fuel crisis sparked by the Arab-Israeli war was just around the corner – and suddenly no one wanted a 14mpg sports car

**5 July**



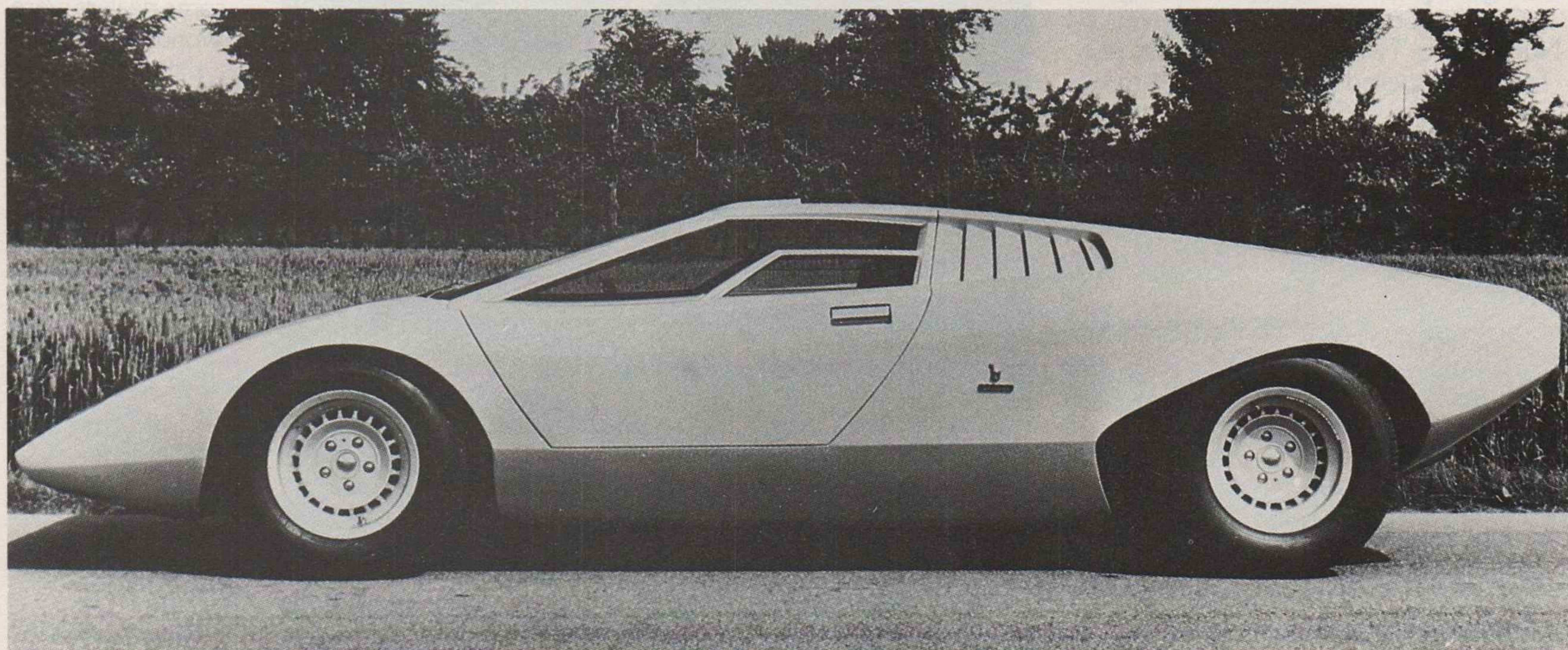
Petrol coupons were even issued in anticipation of supply difficulties, but thankfully never needed

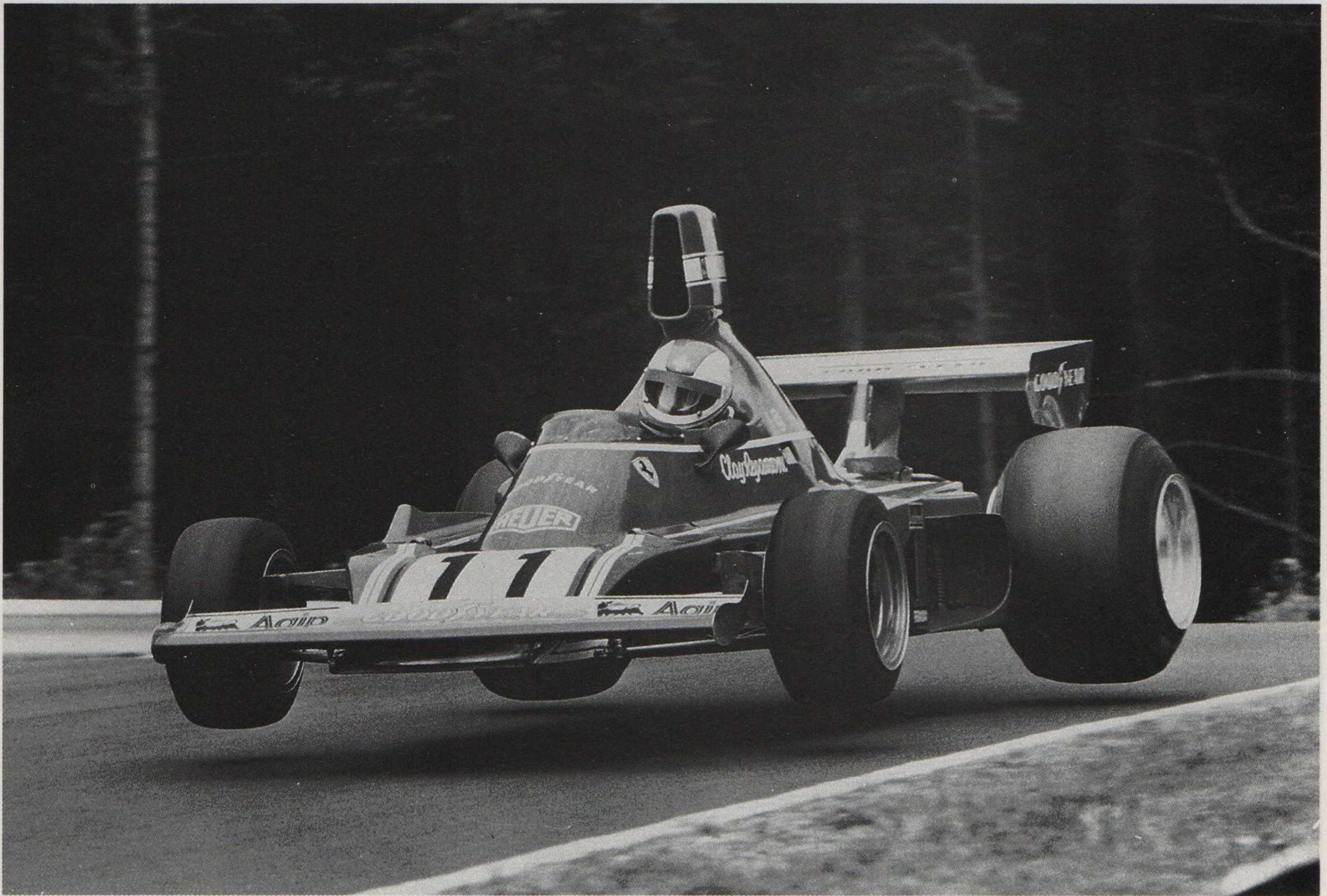
**19 November**



The appalling Austin Allegro will be remembered forever for its squared-off – BL called it 'quartic' – steering wheel. But the BSM liked it because it forced learners to shuffle steer  
**24 May**

First picture of final production version of Lamborghini Countach – doesn't it look gorgeously pure? Lamborghini made wild claims of a top speed exceeding 200mph  
**1 March**





## 1974

Clay Regazzoni jumps his Ferrari 312B through Flugplatz on his way to winning the German Grand Prix at the late, great Nürburgring. Two years later, Niki Lauda's fiery crash spelled the end of the 14-mile circuit

**10 August**



The motor industry was in such a bad way as the fuel crisis bit into sales that some dealers were wondering how to shift apparently 'unmoveable' stock. One solution from Barcelona was to use car bodies as modern sculpture

**3 August**



## 1975

*Autocar* previewed the latest branch of motor sport to take off in Britain: 2CV Cross started in France in 1972, and crossed the channel to a specially prepared circuit at Camberley. Apart from a few safety modifications, the cars ran in virtually standard trim – vans, Dyanes and Meharis could also take part

**29 March**



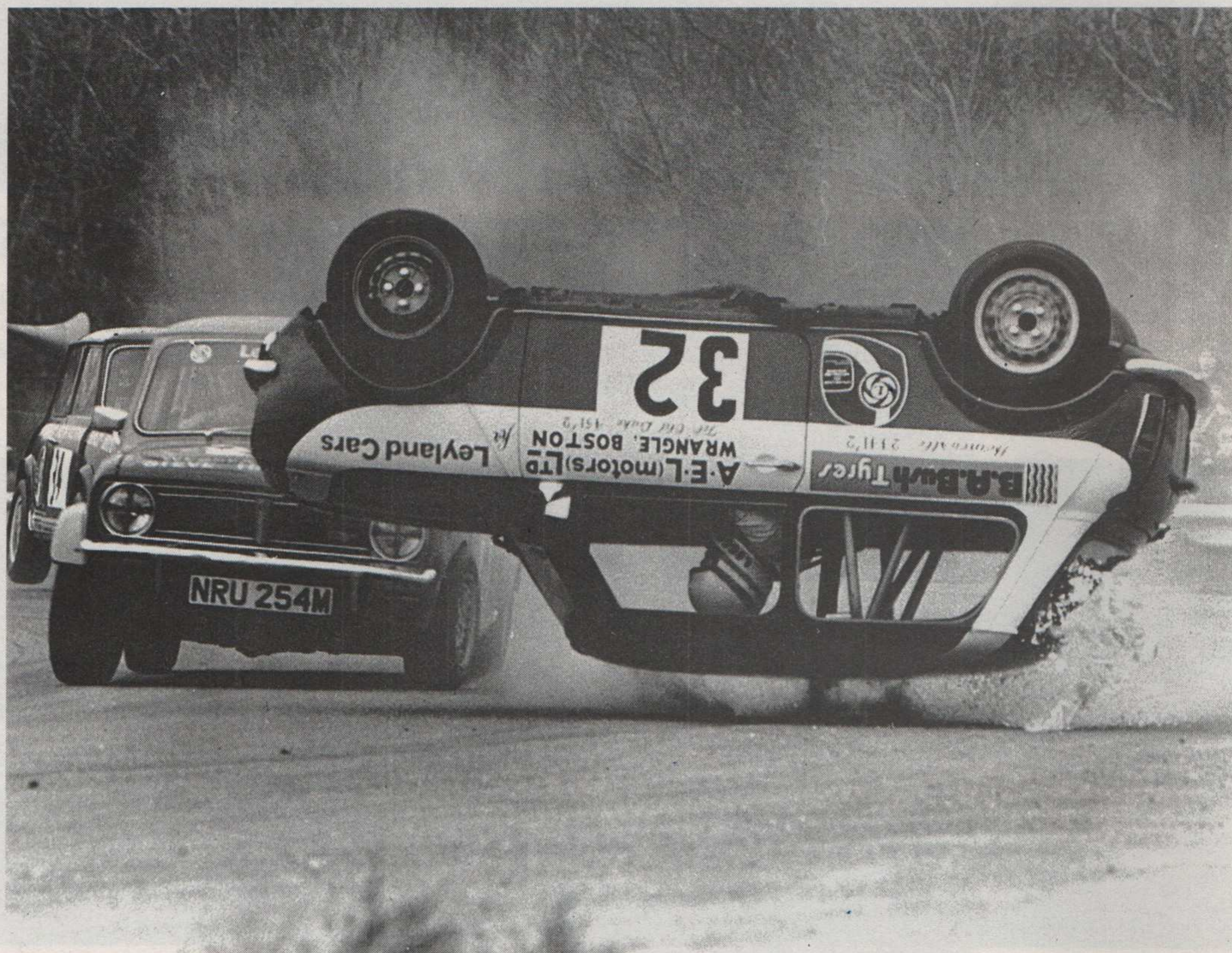
This curiosity was dropped in to fill a space on *Autocar's* correspondence page – a 28ft eight-door station wagon powered by an Oldsmobile Toronado engine driving through the front wheels. The National Cash Register Co used it around its Dayton, Ohio, plant as transport for visitors

**7 June**



## 1976

Aston Martin's new Lagonda was a show-stopper at Earls Court. Razor-edged lines by William Towns looked good then, awful now. Solid state digital instrument panel was a first  
**23 October**

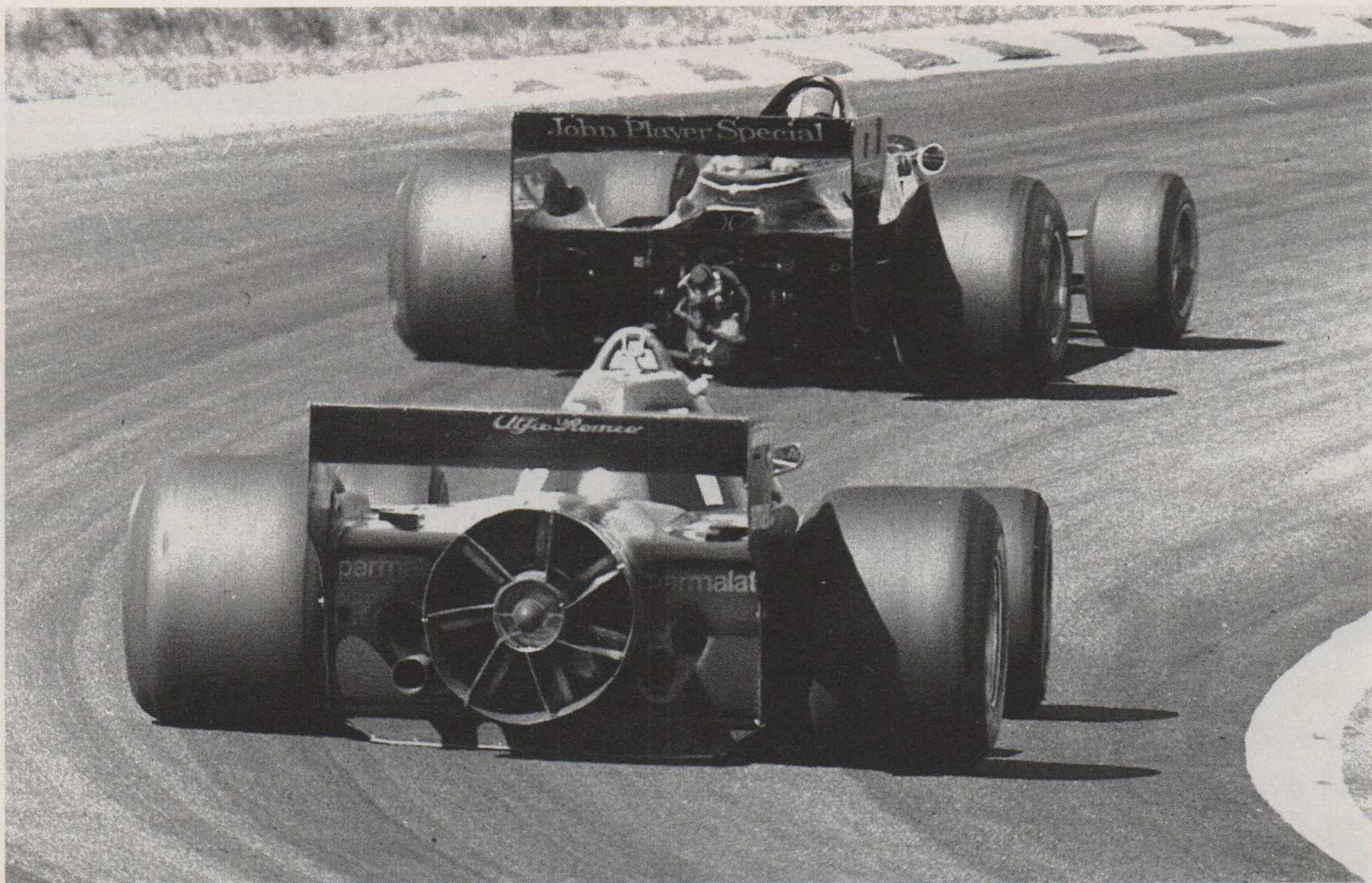


## 1977

Ernie Souch's photograph of a Mini 127GT performing inverted levitation won Best Picture category in the British Association of Industrial Editors Midlands Region photo competition

**24 December**





## 1978

Brabham's Gordon Murray came up with the unfair advantage for the Swedish Grand Prix at Anderstorp. Niki Lauda won in the Brabham fan car – which was then banned  
**24 June**



## 1979

The brightest new talent for years lit up Grand Prix racing late in the decade – Gilles Villeneuve's unique flamboyance and artistry delighted millions of fans. In 1979 he took three victories to finish second to Jody Scheckter in the World Championship – but the title should have been Villeneuve's  
**25 August**

## 1980/89

**Glamour returns to motoring with economic revival – hot hatchbacks are decade's phenomenon, but convertibles return too – Ferrari GTO and Porsche 959 trigger supercar boom – 1987 Ferrari F40 is world's first 200mph road car – Audi Quattro arrives in 1980 – Japan becomes biggest car manufacturing nation with over 7,000,000 output in 1980, despite import quotas – Richard Noble reaches 633.46mph in 1983 – Nissan leads Japanese imperialism by building cars in US and UK – classic car interest booms – Bugatti Royale sets £5,500,000 record price in 1987 – Autocar and Motor merge in 1988**

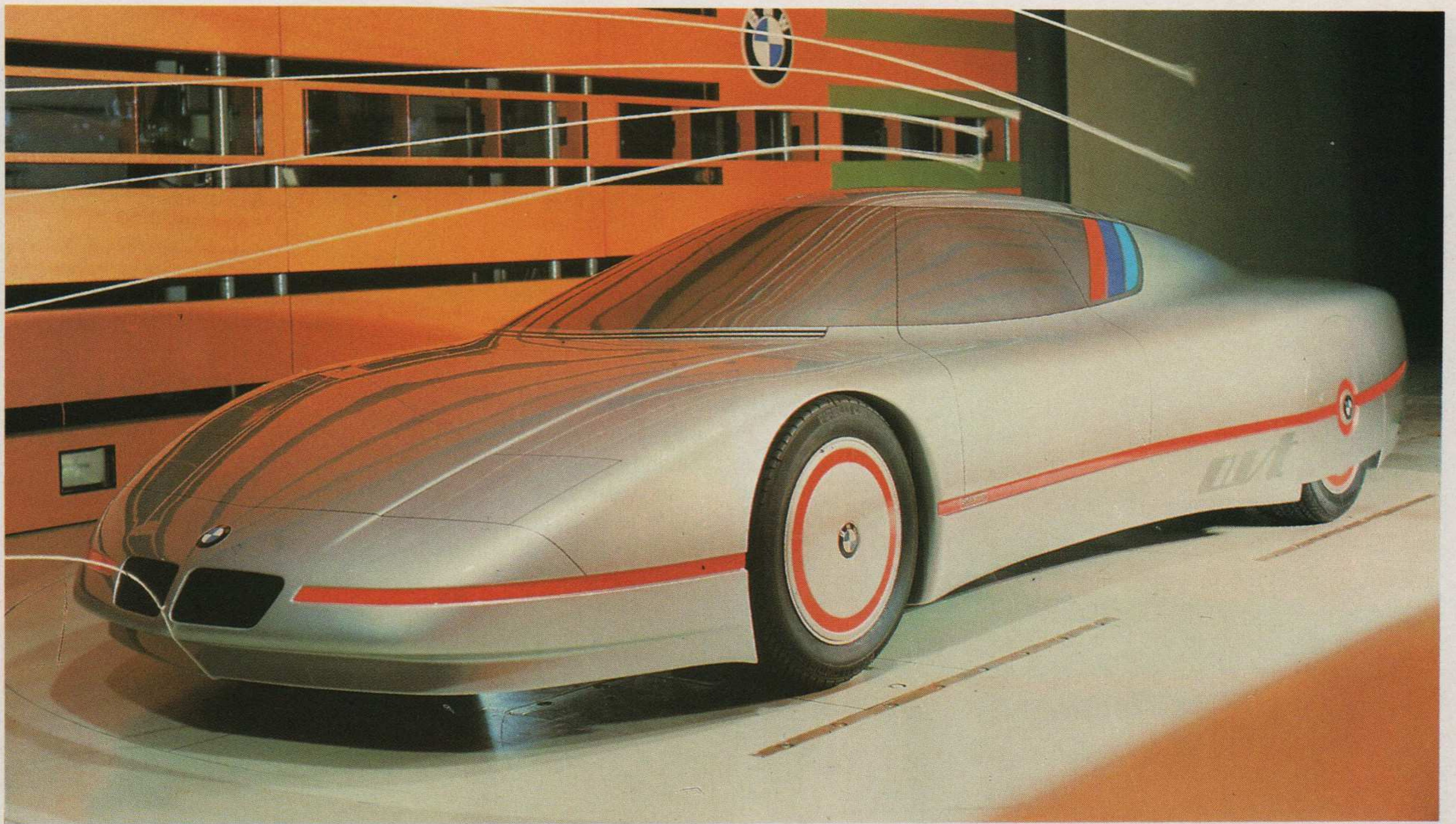
The world had grown used to eccentric record attempts where some galant tried to leap a car or motorbike over rows of cars or buses. In Switzerland, Gerald Stoeckli bet that he could jump his car and caravan over 50 metres of wrecked cars. He lost  
**21 June**



## 1980

'Imagine', we said, 'an 8/10ths size mid-engined supercar with acceleration to match but with a saloon's visibility'. The road-going Renault 5 Turbo lifted the hot hatch to dizzy heights but the rally version proved not to be the conqueror Renault had hoped  
**28 June**

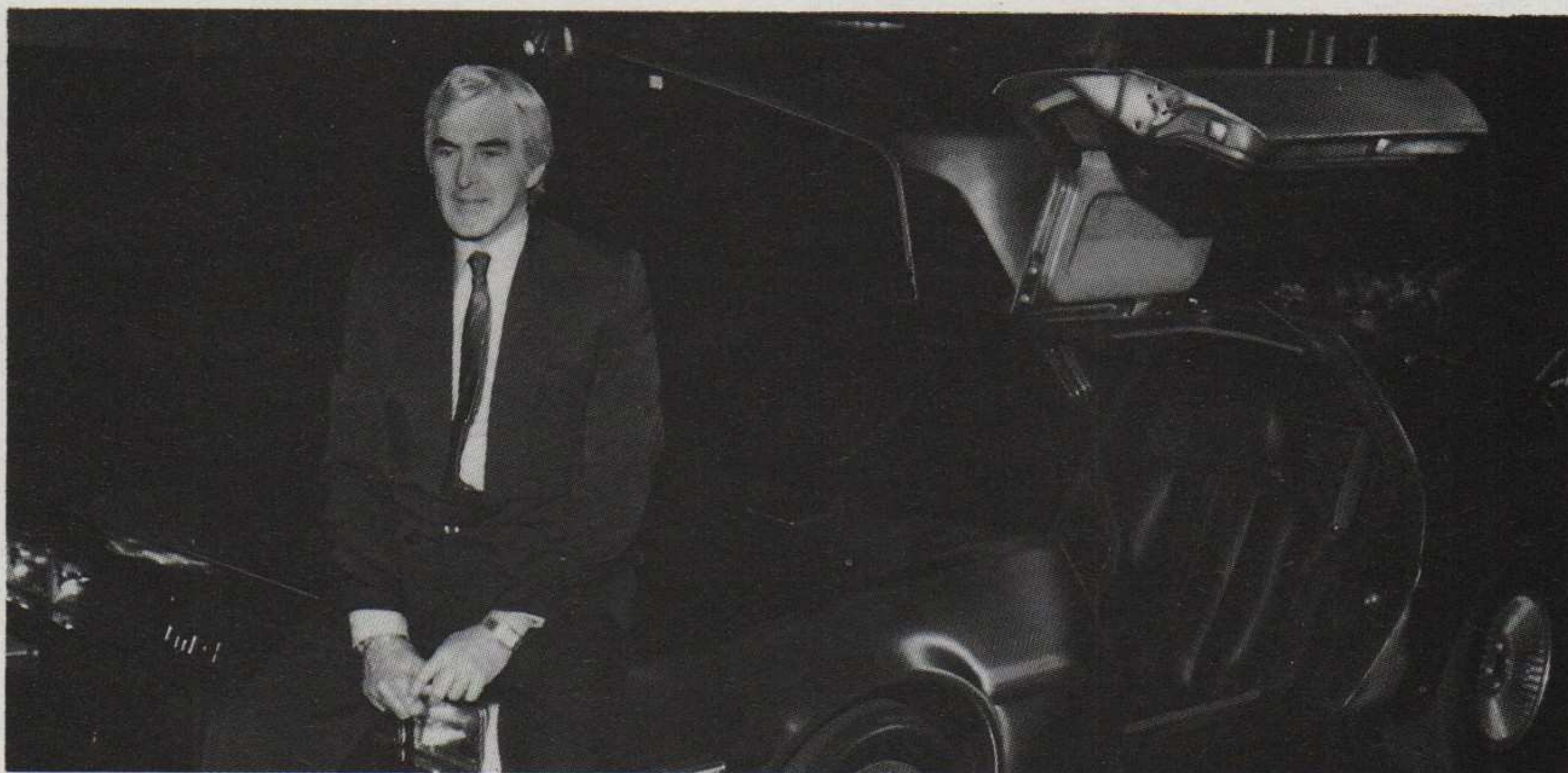




## 1981

Aerodynamics were becoming a leading design consideration. When BMW showed off its AVT research car, it forecast that the average CD for European saloons would drop from 0.46 to 0.32 by 1990, an accurate prediction

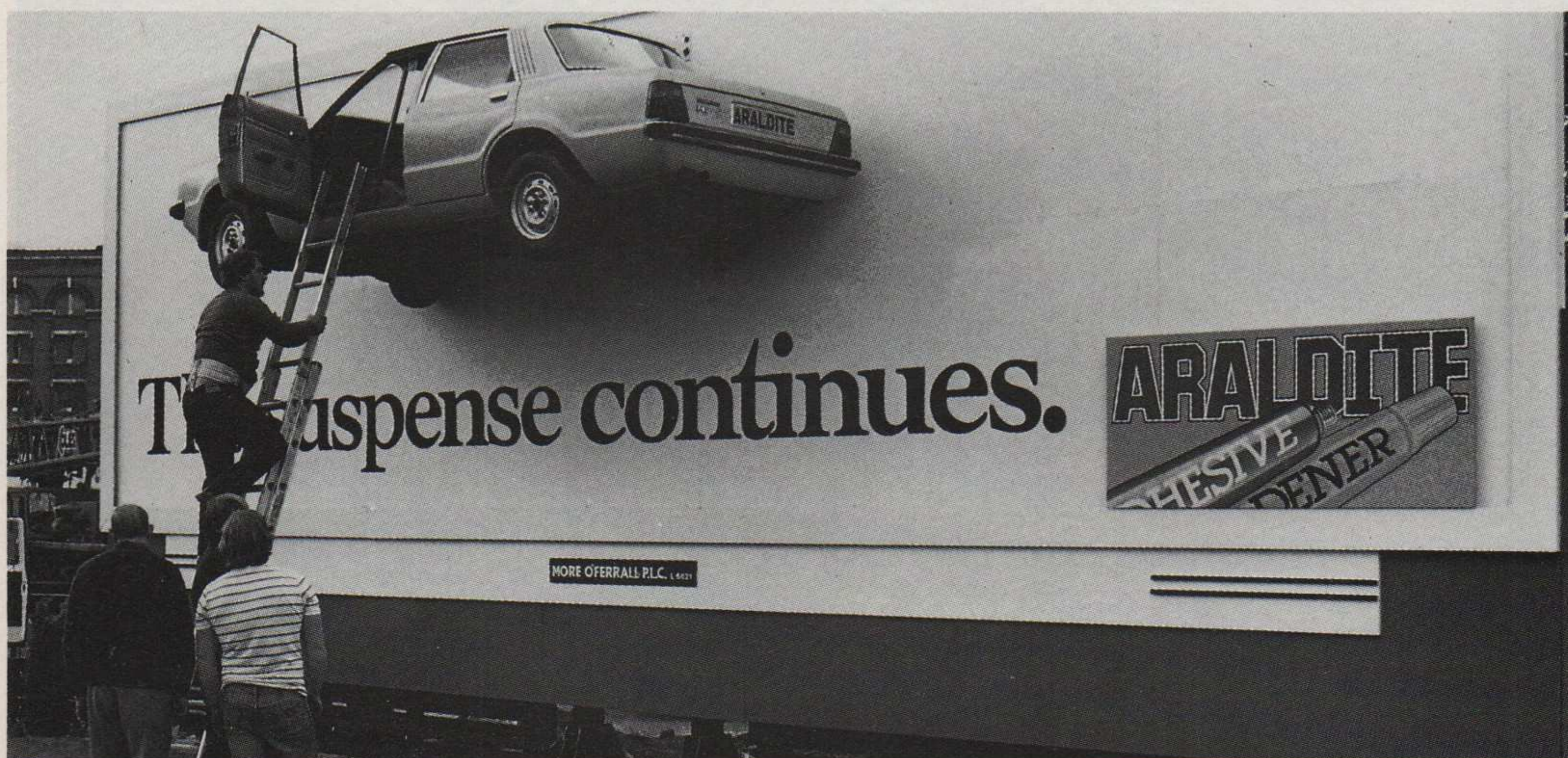
21 February



## 1982

Former GM high-flier John Z. DeLorean was arrested on drugs charges (though later acquitted). His taxpayer-backed Belfast-based sports car operation had collapsed earlier in the year when there were few takers for the 5000 cars built

21 June



## 1983

So successful was Araldite's extraordinary three-dimensional ad campaign in London's Cromwell Road that it came back for a second round. The Ford Cortina was held to the hoarding by the contents of 10 tubes of a certain glue

11 June



## 1985

A Lamborghini Countach stabilises at 7350rpm in 5th and records a one-way maximum of 179.2mph for an average of 178mph, making it the fastest car we've ever tested. Its 0-60 time was 4.9 sec; 0-100 took 100.6

**29 May**

'Immediately available at £399,' said the Sinclair C5's publicity, 'it can be driven by anyone over 14 without licence or road tax. Its range of up to 20 miles makes it ideal for all types of journey.' Few shared Sir Clive's notion

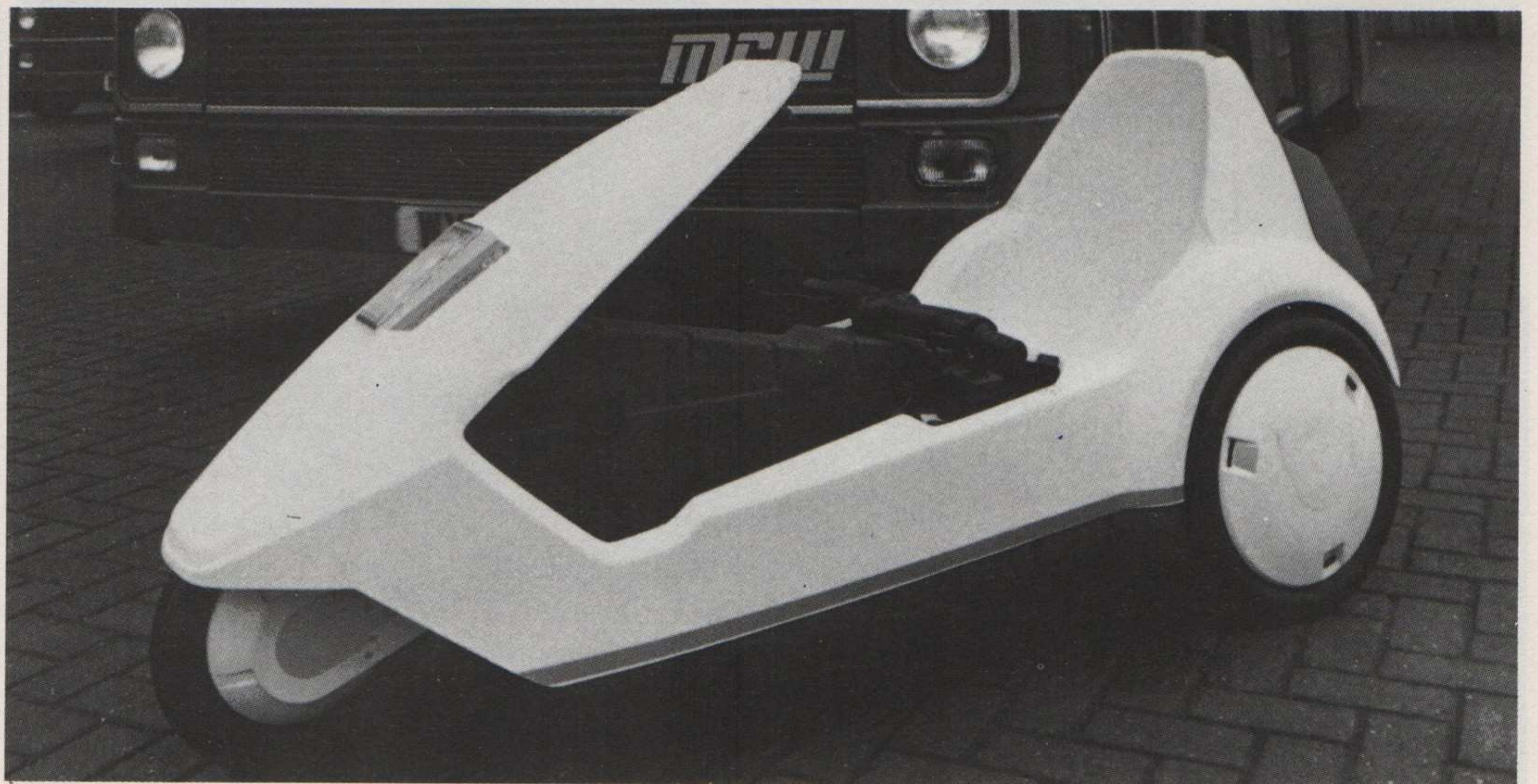
**16 January**

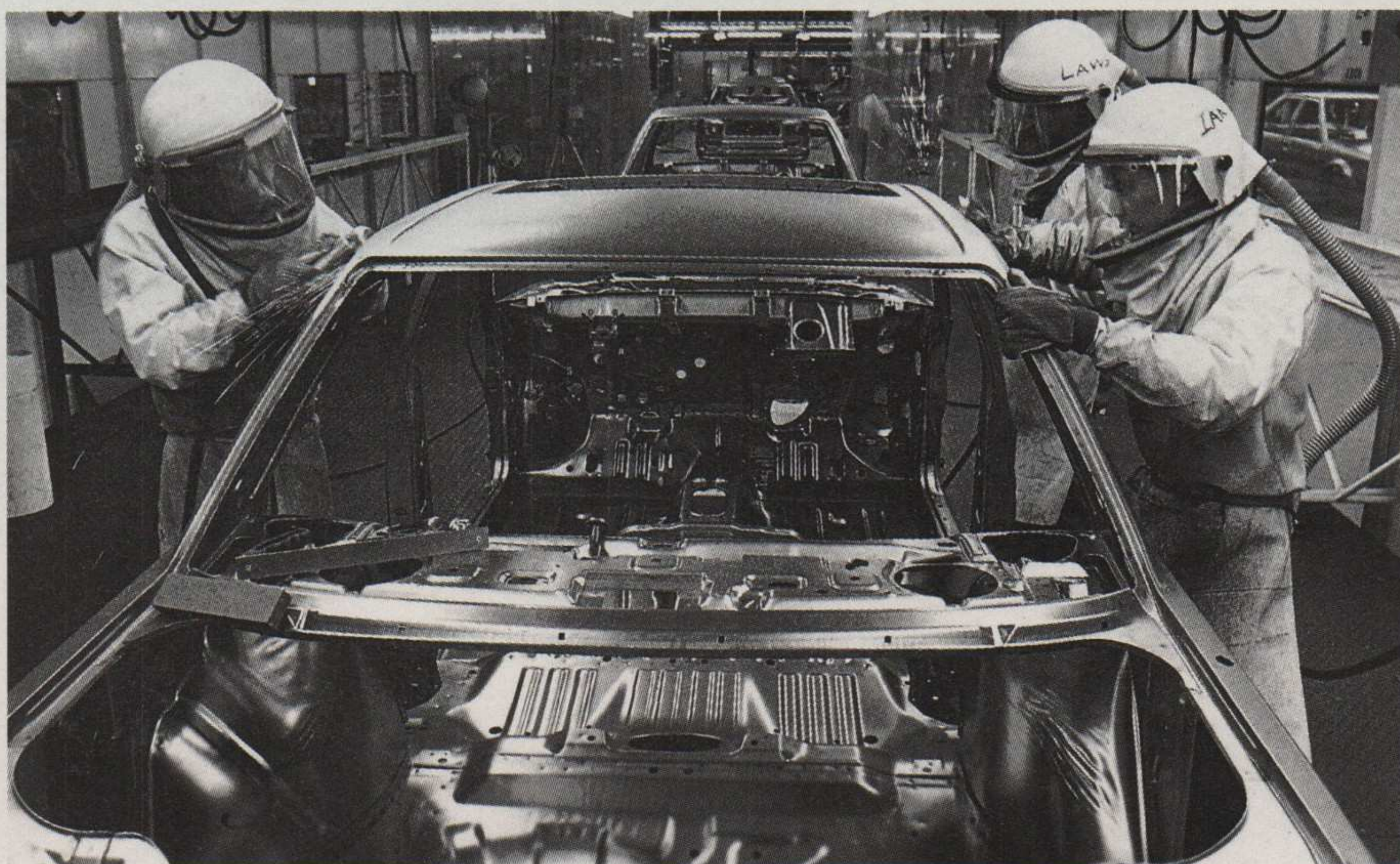
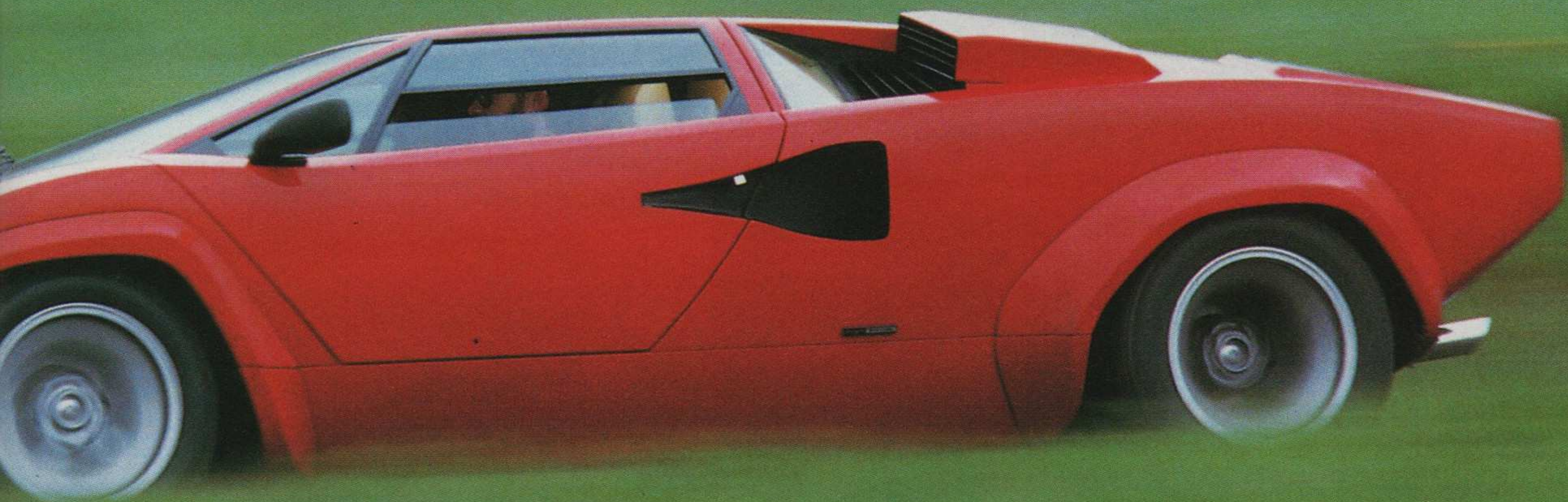


## 1984

Niki Lauda, one of motor racing's greatest heroes, clinches his third World Championship, by just half a point, with a typically determined drive to second place in the Portuguese Grand Prix

**24 October**

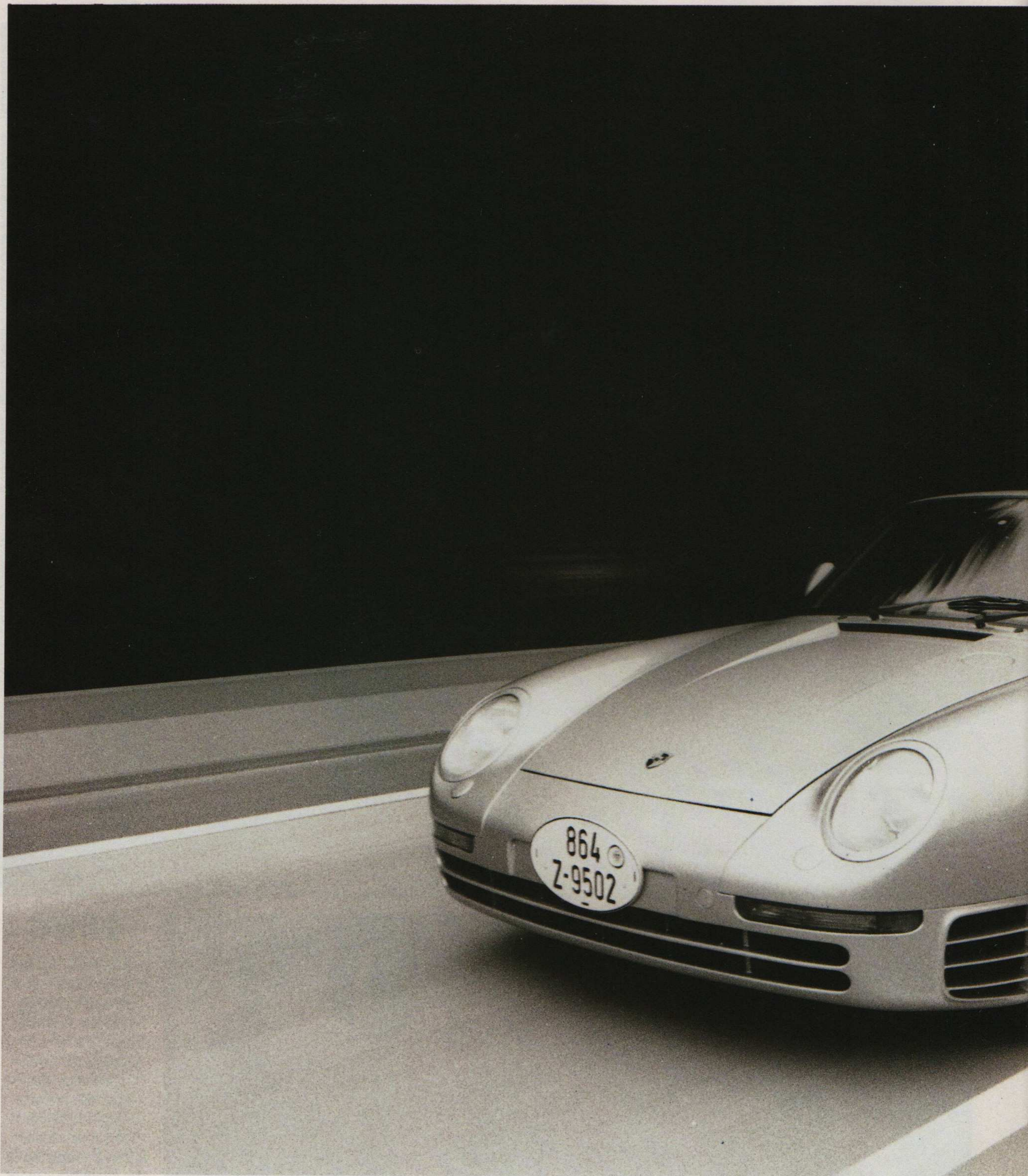


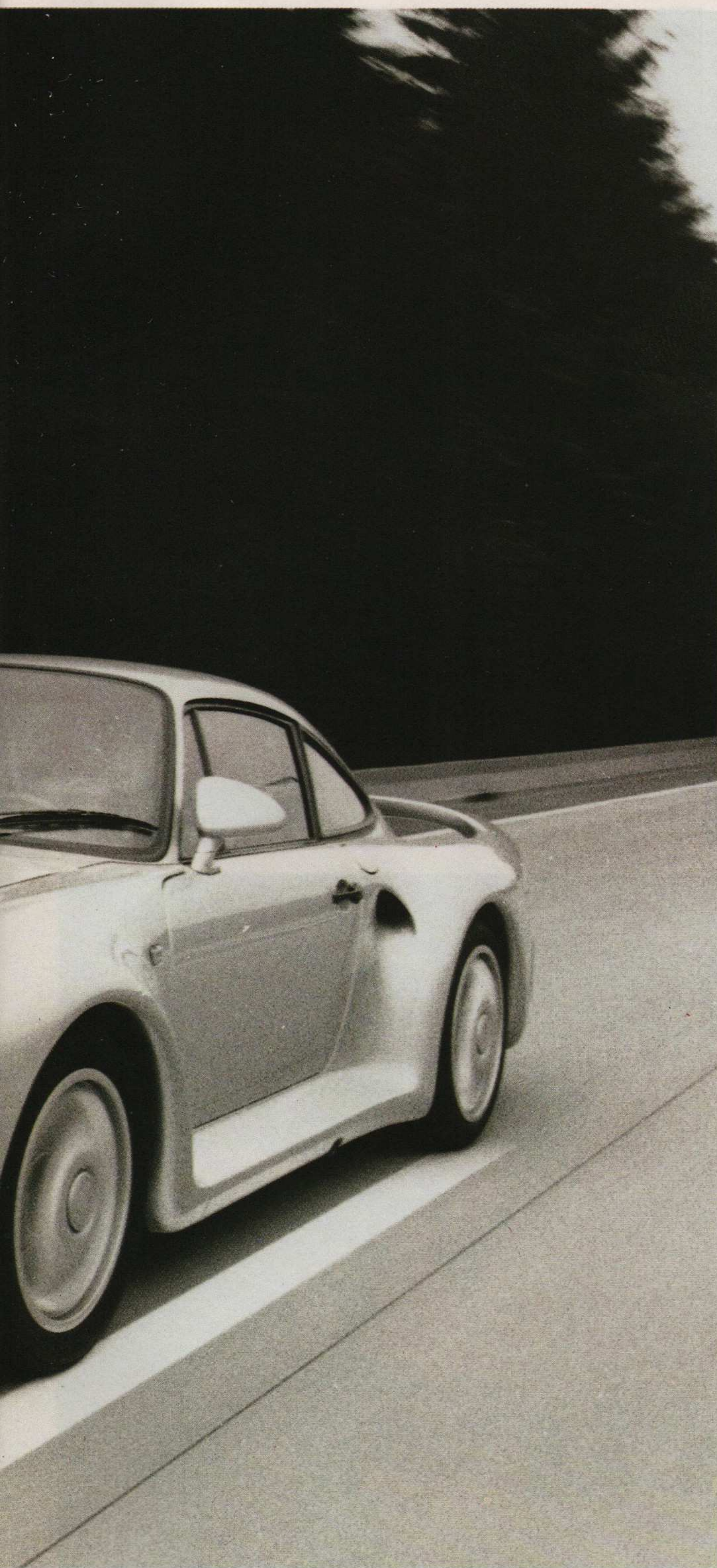


## 1986

The new Nissan plant at Washington, Tyne and Wear, begins assembling Bluebirds, heralding a new era in British car building as Japanese makers begin to fill the economic vacuum left by the demise of the indigenous mass makers. Toyota will soon follow

**24 September**

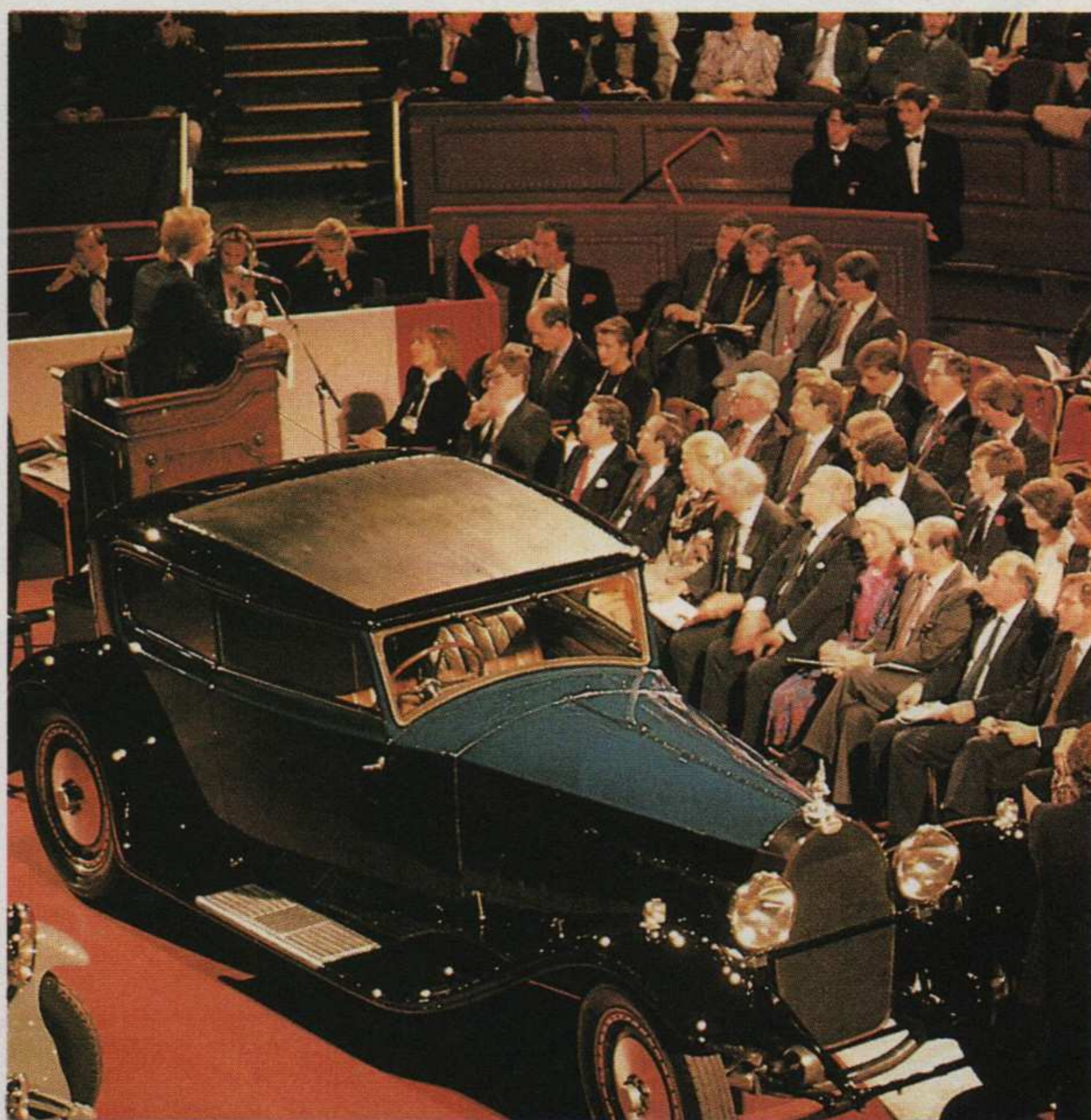




## 1987

Porsche's amazing 959 finally went into production, mating a twin-turbo 450bhp flat-six to a six-speed gearbox and 'thinking' four-wheel drive. Its massive 197mph performance was thus coupled to remarkable all-weather driveability

**1 July**



History is made at London's Albert Hall as auctioneer Robert Brooks starts the bidding at £2m for the 1931 Bugatti Type 41 Royale Sports coupe with Kellner Coach body and goes on to knock it down at a cool £5.5m, the highest car price yet paid and harbinger of old car values

**25 November**

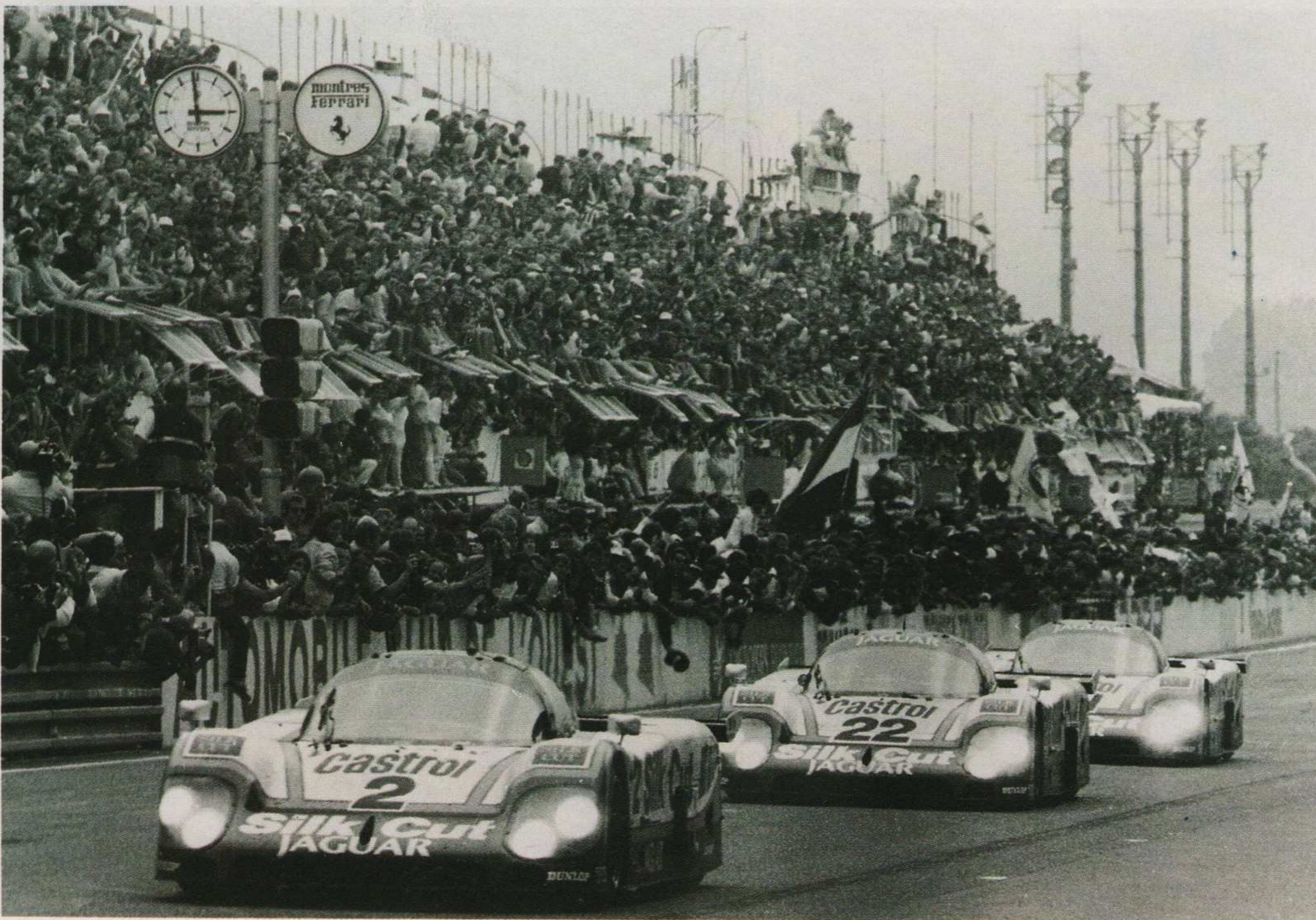
## 1988

If Porsche had initially been worried about a price around £150,000 for the 959, Ferrari soon found itself similarly swamped with orders for the more costly F40. In the world's first drive story, *Autocar* said: 'it personifies the term sports car'

**18 May**

When Enzo Ferrari died, aged 90, Col Ronnie Hoare wrote: "He will never be forgotten for his contribution to the car in general and the racing car in particular. Most of all he will be remembered for the beauty of the cars which bear his name"

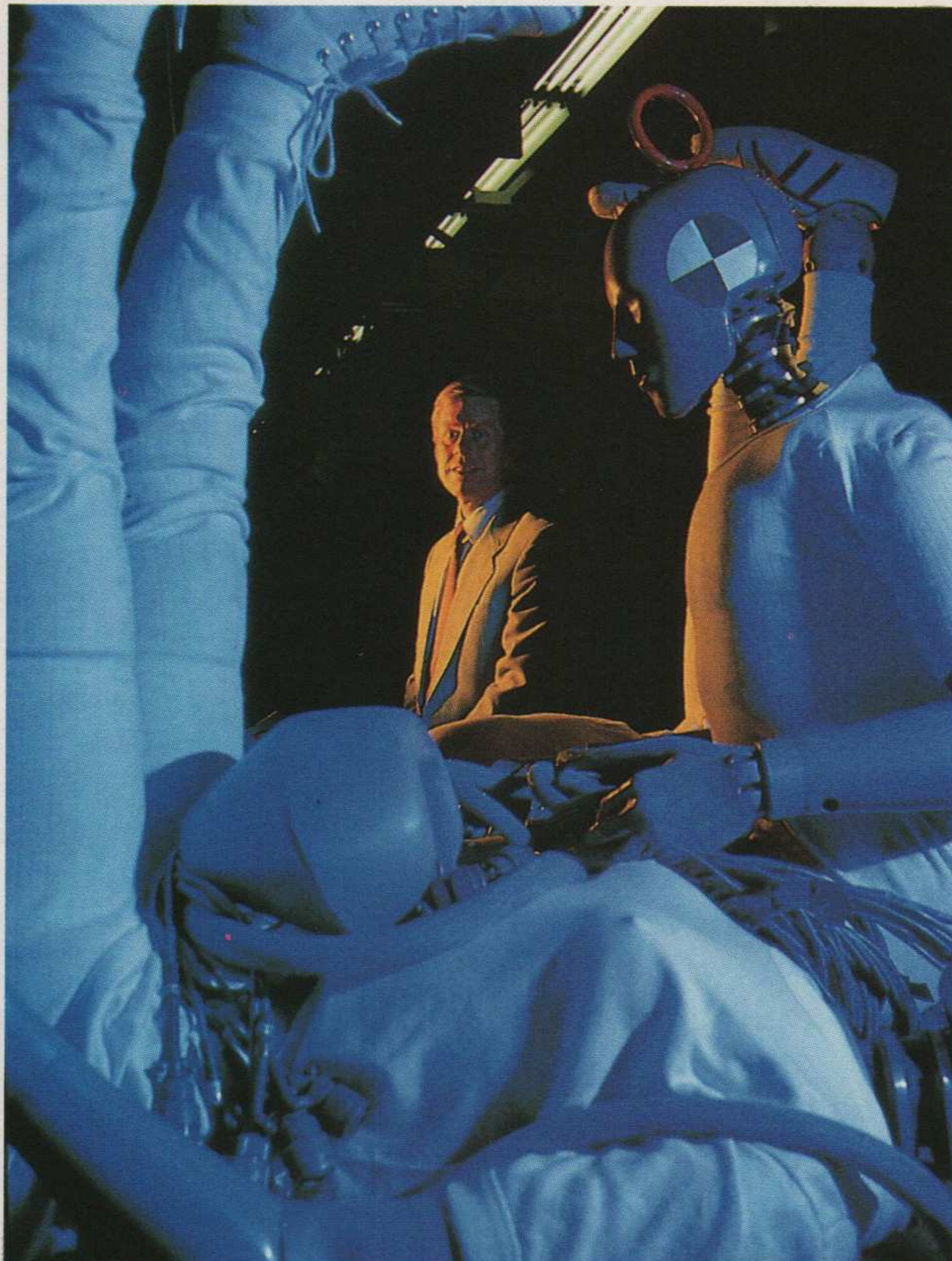
**17 August**



More than 50,000 Britons at Le Mans go wild as the XJR-9s stage a formation finish to take the world's most famous car race, 31 years after a D-type scored Jaguar's first win there. Jan Lammers, Johnny Dumfries and Andy Wallace drove the winning car

**15 June**





## 1989

Rod Calvert, director of Britain's Lotus-owned Millbrook proving ground, with complex research dummies that form part of the huge array of equipment and facilities now needed to develop cars. Test procedures compress a vehicle's life into months

**21 June**

Poised above the Atlantic, the new Mercedes-Benz SL shows the style that's created a waiting list years long – a fitting tribute to the latest model from the marque that gave the world its first car more than 100 years ago

**7 June**



**The first issue of *The Autocar*, proudly published on Saturday 2 November 1895, contained this pointed anecdote:**

As the editor of *The Autocar* and a friend were proceeding up Cheapside last week in a common or garden hansom, the even tenor of their conversation was rudely disturbed by a sudden lurch of the vehicle forward, the unfortunate quadruped losing its footing on the asphalt, "going down by the head," and the editor flying out on one side of the vehicle whilst his friend went out the other. Frantic efforts were made by the cabman and a number of willing helpers to haul the poor beast up on his feet by hanging on to the back of the cab, but it was of no avail, he refused to budge, and might have been dead for ought we knew, for, being *en route* for a train which would not wait, we could not stay. The incident, however, coming as *The Autocar* was in course of preparation, impressed upon both participants in this incident the advantage which would be gained by the new vehicle, and the relief of the suffering horse which would ensue.

Visionary though founding editor Henry Sturmey was, it's unlikely that even he imagined the scale of the revolution brought about by the car; or, for enthusiasts like us, the pleasure it has provided.

Now, the car is entering its greatest decade. In the next year alone, more than 100 new models are due. Everyone who reads **Autocar & Motor** has a good idea of what they'll bring: more style, snappier performance, better economy, finer handling, improved comfort, greater safety, more driving enjoyment and, hopefully, lower emissions. Through the '90s, electronics will bring further dramatic advances: for example, laser-operated keep-your-distance devices, magnetic fields that prevent collisions, and warning systems that slow the car as it approaches black ice, congestion or an accident.

Every week, as the decade (and our second century) unfolds, we will chronicle these developments, just as the magazine has done for almost 100 years. Our writers and photographers will cover every significant new car launch; our tests will be unrivalled for thoroughness. Our aim, as always, will be to marry pictures with words to provide the most immediate and authoritative record of cars and motoring.

**AUTOCAR**  
**&Motor**

## WHAT A WONDERFUL WORLD

I see trees of green,  
red roses too,  
I see them bloom for me and you,  
and I think to myself  
What a wonderful world.

I see skies of blue and clouds of white,  
the bright blessed day, the dark sacred night,  
and I think to myself  
What a wonderful world.

The colors of the rainbow,  
so pretty in the sky  
are also on the faces of people going by,  
I see friends shakin' hands,  
sayin' "How do you do!"  
They're really sayin' "I love you,"  
I hear babies cry,  
I watch them grow  
They'll learn much more than I'll ever know  
and I think to myself  
What a wonderful world.  
Yes, I think to myself  
What a wonderful world.

Vauxhall are now supplying every single one of their cars and Bedford vans ready converted to run on unleaded petrol.

(Furthermore, they'll still run equally well on ordinary petrol. Or any combination of the two.)

At present we are the only manufacturer in the U.K. to have taken this step.

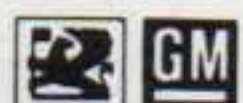
If you already have a Vauxhall, built since August '85,

that too can be quickly and easily converted to run on unleaded petrol, totally free of charge.

For more information ring 0800 555 000 or visit your local Vauxhall dealer.



**VAUXHALL. ONCE DRIVEN,  
FOREVER SMITTEN.**



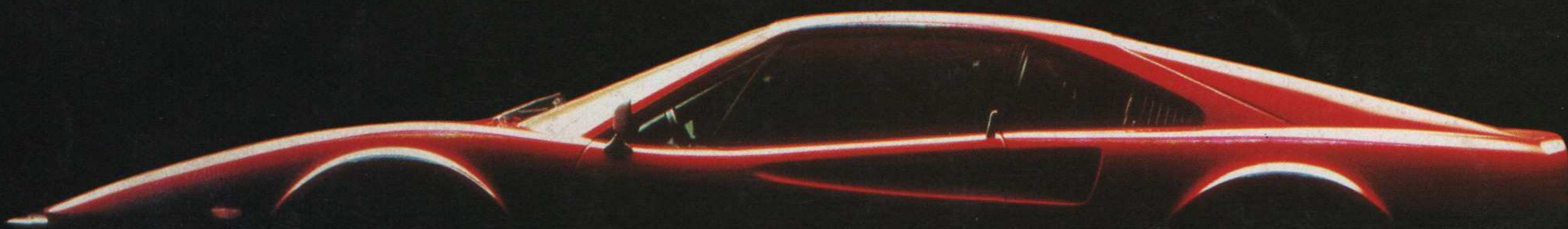
VAUXHALL IS BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS. FREE CONVERSION OFFER ALSO APPLIES TO BEDFORD CAR-DERIVED VANS.

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# LINEA PININFARINA

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LA TRADIZIONE DEL NUOVO



F. C. P. M. 4