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Car company full details with it logos and car images in alphabetical
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car company ABARTH

abarth history

Karl Abarth was born on November 15th, 1908 in Vienna, Austria. At the age of seventeen, he became an apprentice at Castagna, Italy, designing chassis for motorcycles and bicycles. In 1927, he returned to Austria to work at Motor Thun Motorcycle plant. This was also the beginning of a highly successful racing career. Carlo started racing motorcycles and he began winning. He was awarded the champion of Europe five times, among other racing accomplishments.



In 1934, Austria and Germany began to feel the pains of the great Depression and the onset of World War II. Karl decided to move to Italy and further pursue his motorcycle racing career. While in Italy, he became known as Carlo Abarth. During a race in Yugoslavia, Carlo crashed and required hospitalization for over a year. After Carlo recovered he decided to stay in Yugoslavia until the end of the war. He began working with an individual named Ignaz Vok, converting automobiles to run on kerosene.

After the war, Carlo moved back to Merano where he began working with an individual by the name of Rodolfo Hruska.

Ferdinand Porsche was the founder of the Porsche dynasty and his son, Ferry Porsche had followed in his fathers footsteps. A long time friend of the Abarth family, Ferry Porsche presented Carlo Abarth with a job opportunity to help with the organization of the Porsche motor company. Abarth and Hruska were able to establish relationships with some of Italy's most important automobile manufactures due to this job opportunity. There was a problem, however. Ferdinand Porsche was in a French prison being held as a German war criminal. Ferry and Carlo found a solution to this problem in the form of a man named Piero Dusio. Dusio was a highly competitive person and was driven by the desire to win automobile races. He had formed the Cisitalia Corporation with the goal of producing race cars. Carlo and Ferry asked Dusio to post bond for Dr. Porsche in exchange for their services in building a race car.

Thus the partnership between Porsche and Cistialia began. Abarth began working for Cisitalia as the technical and racing director. Ferdinand Porsche designed a single-seater, mid-engined, Formula 1 car. It featured four-wheel drive, an innovative quality of its time. It was a short-lived relationship however. Piero Dusio encountered difficulties and in 1949 moved to Argentina. This ended the Cisitalia Corporation. It did, however, offer Abarth an entrance into the manufacturing business.

The company featured the zodiac sign of Carlo Abarth, a scorpion. A factory was established in Turn, Italy with 35 employees. Armando Scagliarini, a driver for the Cisitalia company and the father of Guido, provided assistance to Abarth on this new-

formed business venture. They began building automobile accessories which provided the funding for their racing expeditions. Exhaust pipes, manifolds, valve springs, valves, and gearboxes were just a few of the items produced by the Abarth Company.

In the early to mid 1950s, the Abarth Company began modifying mass-produced cars, mainly Fiats. These low-priced cars coupled with performance modifications, became unbeatable forces, winning most races that they entered. So much so, that Fiat began paying Abarth for each first or second place finish the modified Fiat vehicles would achieve.

In 1955, Fiat introduced the 600. This low priced fashionable vehicle had potential that Abarth quickly exploited. The displacement was increased to 747cc, greatly improving the overall performance. Not only was the company able to increase the engine capacity and tap into greater raw horsepower, but they were able to improve the aerodynamics of the vehicles, and lighten the overall weight. This formula was the key to Abarths success in the automotive world. But it was not the only reason they were successful. Many people were not able to purchase higher-priced sporty vehicles such as Ferraris or Bugatti's, so these Fiat/Abarth creations were excellent opportunities to buy a lower priced race car but still achieve similar results on the race track.

The 600 led to the 850. Fiat supplied Abarth with incomplete vehicles and it was left up to Abarth to fit the car with brakes, exhaust pipes, carburetors, and crankshafts. This saga continued with Fiats next model named the 1000, then the 595 and 695. These Fiat-Abarth vehicles accumulated many national and international victories, making it one of the most successful race-car-prepared ventures of all time.

Abarths next endeavor was to build a complete Abarth vehicle. They began by making formula and sports cars that ranged from 1000cc and 2000cc. This was another success for the Abarth Corporation, amounting numerous victories in a wide spectrum of racing.

In 1971, the Abarth Corporation was purchased by Fiat. The company and structure remained the same, with the only change being the sports-car prototype being abandoned. Many Fiats continued to be produced with the Abarth badge, usually signifying a sports package or high performance version.

abarth logos pictures



abarth logo icon



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car company

ACURA

acura history in america

Acura's penchant for building high performance, innovative and meticulously crafted vehicles began just under 20 years ago, in 1986. With nearly a decade of research and development to pull from, Acura introduced the Legend to the US. It was the first Japanese



luxury car on the market, and its debut combined the best of the best—the handling virtues, performance and comfort features that grace upscale European and America luxury marques, and the reliability, quality and user-friendly design drivers expect from Japanese automobiles.

Innovation reached a historic peak when the NSX debuted in 1990. With it came Variable Valve Timing and Lift Electronic Control (VTEC™), the use of a hand-assembled all-aluminum body, a drive-by-wire throttle, and a 4-channel Anti-Lock Braking System (ABS).

Later that same year, the Acura Integra debuted. It was modestly priced, yet filled with technological innovations that would come to distinguish the Acura brand as an innovator. Its racecar style performance would also set the pace among enthusiasts, with its good-looks, crisp-handling yet reliable sports performance.

Excellence has enjoyed several incarnations since then. The RL was introduced in 1996 in honor of Acura's 10th anniversary. Hailed as their flagship, the RL was well received as a technologically advanced touring sedan.

From its debut in 2001, the MDX introduced the notion an SUV could have the road feel of a performance luxury car. And it worked. A couple years later, the TSX was born, and it immediately caught the eye of those wanting the space and safety of a sedan, but the power and performance of a sports car. The TSX gave them both.

2003 brought the redesign of the popular TL. Its new incarnation struck a chord with the tech-savvy consumer, featuring innovations like Bluetooth and DVD-Audio. And in

2004, the all-new 2005 RL made its much-anticipated arrival with the most powerful Acura engine to date, the revolutionary Super Handling All-Wheel Drive™ (SH-AWD™)-the world's most advanced all-wheel-drive system, and North America's first real-time traffic feature. The RL's myriad of technological innovations are, indeed, proof that the luxury performance sedan was truly reinvented.

acura logos pictures



car company ALFA ROMEO

alfa romeo car logo history

Are the red cross and crowned serpent devouring a human figure a warning to Alfa Sud owners who might complain about their front wings falling off? No, the symbols are the coat-of-arms of the city of Milan and related to the Crusades, hence the cross. The figure being eaten is a child or a Saracen, depending on who you listen to.



Alfa romeo history

In 1910 a group of Italian businessmen bought a large car plant in Portello outside Milan. The plant had been the Italian branch of the French car Darracq, which models didn't apply to the Italians at all.

The marque Alfa Romeo is one of the most important names in the history of the

automobile..."Alfa" (Società Anonima Lombardo Fabbrica Automobili) was founded in the year 1910. The company was given the name Alfa Romeo after Mr. Nicolo Romeo bought the firm in the year 1915.

Alfa Romeo started building small automobiles for "everyday" passenger transportation. In the early 1920's Alfa Romeo also started engineering and building sports- and racing-cars. The automobiles built by Alfa Romeo were all technically refined and far ahead of their competitors; New inventions and technical discoveries were engineered, tested and introduced in the production models right away. A good example is the introduction of the double overhead camshafts (DOHC), all Alfa Romeo engines from 1929 up to today are fitted with this superior overhead valve operating principle.

During the thirties and in the end of the forties of the twentieth century Alfa Romeo was the dominant marque in racing competitions. Alfa Romeo racingcars were able to win all racing competitions which they competed in like Le Mans and the Mille Miglia. In the early thirties Enzo Ferrari was racing for "scuderia"Alfa Romeo and was promoted to be team manager in the late thirties. Alfa Romeo decided to put an end to the racing activities in 1938 and Enzo Ferrari decided to start his own racingcar business in 1940...

Before the second world war Alfa Romeo produced primarily rolling chassis as technical base for passenger automobiles. These rolling chassis were in most cases fitted with body designs created by the famous Italian bodywork artists like Touring and Zagato.

The rolling chassis type being manufactured by Alfa Romeo during these prewar years was the 6C. The 6C chassis/engine combination through the years: 1750/55 bhp. (from 1929), 1900/68 bhp. (from 1933), 2300/68-95 bhp. (from 1934) 2500/ 87-110 bhp. (from 1939).

Next to the Alfa Romeo 6C chassis/engine-combination Alfa Romeo introduced the 8C in the year 1931. The 8C chassis/ engine combination was primarily used for racing- and sportscars. The 8C engine featured eight cylinders-in-line, dry-sump engine lubrication and a blower (compressor) giving the engine a power output of 150 bhp.!

All Alfa Romeo models built before the second world war were fitted with the steering wheel on the right hand side of the car. After the second world war Alfa Romeo started producing the 6C 2500 again which had been in production for over ten years already. Just in time the people in charge of Alfa Romeo realized that the industry had changed and that the market for large, expensive "tailor made" automobiles was increasing rapidly.

To survive they decided to reconsider their position and started preparing for standardized industrial automobile production as other manufacturers did before following the ideas of Henry Ford. In the year 1949 the first result of the new Alfa Romeo era saw the light of day; the Alfa Romeo 1900! The Alfa Romeo 1900 was the first Alfa Romeo built with a unitary bodywork construction (without separate chassis). The car was also the first fully industrial -mass- produced car to come out of the Alfa

Romeo factory. In the early fifties of the ninetieth century Alfa Romeo started to compete in racing-events again...racing their old prewar competition-cars and WINNING with Fangio behind the wheel! Soon thereafter Ferrari, Jaguar and Mercedes were back in winning position. 1954 was the year of introduction of the Alfa Romeo Giulietta series. The Alfa Romeo 1900 was still in production then but production was ceased in the year 1958. The Giulietta series included some very fine classics like the Bertone Sprint, Giulietta SS (Sprint Speciale) and the Pinin Farina Convertible.

The year 1962 saw the introduction of the Giulia series with a handsome, modern and sporty, four-door saloon, a Giulia Spider Veloce (successor of the Alfa Romeo Duetto), a Giulia GTV coupe model by Bertone and an impressive Zagato 1300 junior. The Giulietta SS was prolonged and renamed Giulia SS...

All Giulietta and Giulia models were characterized by their unitary bodywork construction, their powerfull aluminum alloy engines, double overhead camshafts and five speed gearboxes (with floor shift!), excellent roadholding capabilities and excellent body designs...The post war glory days of Alfa Romeo...

There is no other marque in automobile history (Mercedes Benz comes close) with a more important sportscar and racing history as Alfa Romeo. Regretfully it was that in the 1980'ies not very much was left that symbolized that great history.

The cars coming out of the factory those days (Alfetta series) were more or less dull (many saloons), not very inspiring - except the Alfetta GTV, quality was poor and no one at Alfa Romeo was thinking of racing anymore for decades...

The Alfetta series was not the bestseller the Giulia has been for Alfa Romeo. Alfa Romeo did have a potential best seller; the Alfasud (a tremendous driver with boxer-engine!)... over one million were sold but overall quality was so bad, the car already rusted during production, that the Alfa Romeo name was crushed. In the mid-eighties Alfa Romeo was ready to shut the factory gates as it was reluctantly taken over by Fiat. It took Fiat/ Alfa Romeo almost fifteen years to rebuilt the old Alfa Romeo image by good marketing and by building better Alfa Romeo cars every generation. It started with the Alfa 33 (with boxer-engine), 75 and 164 (both with rear-wheel drive). Then the new generation 145, 146 and 155 followed (all front wheel drive) Specials were introduced at the same time which hit bulls eye; the GTV and the Spider!

The third generation put Alfa Romeo really back on the map of modern motoring; the Alfa Romeo 156, the 166 and the 147. All well designed by Alfa Romeo former chief designer Walther de Silva.

alfa romeo logos pictures



alfa romeo logo icon



alfa romeo logo wallpaper



Car company ALVIS

alvis history

Tom G. John Ltd. acquired the business of Holley Brothers, Coventry in 1919 and built a 50cc motor scooter known as the Stafford Mobile Pup. The company was also an agent for stationary engines from the Hillman Motor Car Company, this agency survived until 1921.



During the 1930's the Speed 20 led to a series of sporting cars capable of 90mph, and eventually to the fastest pre-war Alvis, the 4.3 litre six-cylinder model of 1936-1940 which could reach 100 mph.

During the 1930's the Speed 20 led to a series of sporting cars capable of 90mph, and eventually to the fastest pre-war Alvis, the 4.3 litre six-cylinder model of 1936-1940 which could reach 100 mph. Car production was suspended after the outbreak of war in September 1939.

After the end of the war, a four-cylinder model designed before the war was produced as the TA 14. Smith-Clarke retired in 1950 and post-war models were now designed by Dunn. In 1950 a new chassis and six-cylinder 3 L engine was announced. This engine was used until the company ceased car production.

Rover took over Alvis in 1965 and were working on the Rover designed, Alvis built P6BS mid-engined V8 coupe prototype in 1968. The Alvis Company continued in business making military vehicles.

alvis logos pictures



Car company ASTON MARTIN

aston martin history

It all started in 1913 when two cycling buddies, over a couple pints at the end of a long day on the hill climbs (ok, I'm embellishing the back story a bit here) decided to go into business together. The two men were Lionel Martin and Robert Bamford. They started out selling Singer automobiles. They were both handy mechanics and Lionel was an accomplished driver. He was often seen racing at the near by Aston Hill Hillclimb races near Aston Clinton. In 1914 the two decided to start to build their own vehicles and Aston Martin was born.



The name came from the combination of "Aston" from the hillclimb races and Lionel

Martin's last name. I could never find out how or why Bamford's name was not involved, I envision a nagging wife that didn't want to have the tax collector come poking around the household finances, but I somehow think that Martin-Bamford's would have had the legacy that Aston Martin now enjoys.

As with all great endeavors there are successes and challenges. What makes Aston Martin such a great marquee is that even though the challenges always seemed to outweigh the successes the product was always notable. As such were the early years. Soon after the first Aston Martin rolled out of the garage he first world was started and the company shuttered up for the duration. Once the war was over, and with fresh cash from Count Louis Zborowski, the company started to roll out vehicles that competed in races such as the French Grand Prix and Brooklands.

The early racing successes didn't result in a beneficial partnership for the two founders and Mr. Bamford sold his interest to Mr. Martin in 1922. Money was tight and cash flow was kept positive by infusions by the Count. Unfortunately, in 1924 the Count died in a racing accident and the future of Aston Martin became uncertain. In comes John Benson, later to be named Lord Charnwood (I'm American so I have no idea what it takes to go from just John to Lord Charnwood. However, I imagine it to be quit painful). he Lord had the cash and the desire to continue Aston's reputation in the racing world. He, however, didn't care for Mr. Martin and in 1925 Lionel hit left the company.

Lord Charnwood didn't last for long. By 1926 he had sold Aston Martin Motors to Renwick & Bertelli, a recently formed engineering company, for 4000 pounds. It was at this time the company moved to Victoria Road, Feltham. These new owners where also not to last. About a year later Renwick and Bertelli broke up and had to seek outside investors to keep the concern running. By 1936 the Bertelli's had left and the largest investors, the Sutherland family, took control. Now things were to get bad - like I said, what makes Aston Martin so great is the blood and sweat it took to build it. From the beginning, Aston Martin was destined to become the world's greatest marquee. Even at the expense of it many many owners. It indeed had a soul of it's own.

During WW II Aston Martin was assigned to making tooling and spare parts for aircraft joysticks. It was during these years that in the back corners of the works one of Aston's earliest stars, Claude Hill, continued work on a sports saloon - the Atom. It was the Atom that would spring board Aston Martin back to it's intended path.

In 1946 David Brown saw a small classified ad in the London Times offering Aston Martin for sale for only 30,000 pounds. He went over to Feltham to check the place out and drive the Atom. He fell in love with Atom and bought the company for the discounted price of on 20,500 pounds from the Sutherland family. Aston Martin now had the leader it needed to become what it was meant to be. Mr. Brown's core business was tractor parts. Specifically gears and transmissions. At first he did little with Aston Martin as his attention was devoted to finishing a new gear design. However, a friend of his convinced him to buy another automotive company, Lagonda, and merge it together with Aston Martin. After some shrud positioning he acquired Lagonda for 52,500 pounds.

Aston Martin Lagonda was born. Yes, now you know why this site's domain name is AML. In 1954 the company moved to its Newport Pagnell facilities.

With David Brown came the "DB" vehicles. First there was the Aston Martin 2-litre, later called the DB1, built between 1948 and 1950. In 1950 the DB2s started to roll out of the plant followed by "DB"s up till the DBS V8 built from 1967 to 1972. For more information on each model built please see our Gallery section. Unfortunately, the company, which had always just squeaked by, could no longer go in alone. In 1972 Mr. Brown sold the company to Company Developments Ltd. Company Developments was a second string asset stripper - remember that crazy in the 80's (see Pretty Women, Other Peoples Money, and Wallstreet, for a refresher). Things did not look good. But before they could rip the company apart two American enthusiasts, Peter Sprague and George Minden, bought the company. They focused on the product. Streamlining operations and improving quality. By 1981 things had greatly improved at Aston Martin but the American's couldn't keep it going and sold the company to CH Industrial. Who then sold it to Automotive Investments in 1983. They lasted just a year before selling the company to Peter Livanos and Victor Gauntlett. Could you imagine working at this place! You would never know how the boss was. Then in 1986 Ford bought 75% of the the company and the future of Aston Martin started to look a bit more promising.

In 1993 Ford finally bought the rest of the company from Victo Gauntlett and took over complete control of the operations. Ford invested heavily into modernizing the plants and focusing on innovative designs and technologies. For a company that averaged only a few hundred examples a year started to produce hundred then thousands of autos under Ford's leadership. In 2002 the company produced 6000 DB7's. More than all of the previous "DB"s ever built.

The future of Aston Martin looks very good. Ford has positioned the company as a innovative leader in top of the line exotics and the racing circuit. As long as there is a strong Ford and a strong demand for astronomically expensive super cars there will be an Aston Martin - and, from what we have seen from it's history, we will continue to see Aston's even when Ford sells her and the market takes the inevitable downturn.

aston martin logos pictures



aston martin logo icon



aston martin logo wallpaper



Car company

ARO

ARO history

ARO SA (short for Auto Romania) is an off-road vehicle manufacturer located near the town of Campulung Muscel, Romania. It started production in 1957. To date the company has manufactured over 360,000 vehicles, 2/3 of which were exported in some 110 countries (before 1989 about 90% of the ARO production...



ARO logos pictures



ARO logo icon



**Car company
AUBURN**



auburn history

The success of the vehicles and the survival of the company up to this point were due mostly to Erret Lobban Cord. The Auburn Company had come into existence in 1877 producing wagons. In 1903 the direction of the company switched to creating automobiles, their first being a one-cylinder chain-driven runabout. The styling and diversity of the vehicles evolved over the years, as did the mechanical capabilities and technological innovations. The Great Depression had taken its toll on the Auburn Company and was headed to receivership when it was rescued by William Wrigley. Cord was recruited to assume the duties of general manager. This fast-talking, energetic, sales man, though less than thirty years old, was the right man for the job. By applying new paint to a parking lot of excess vehicles, Cord was able to sell over 750 cars in just a few months. This earned him the title of vice president and in 1926 he became

president and primary stockholder of the Auburn Company.

Throughout the next few years, the Auburn/Cord Company would experience highs and lows. The L-29 featured front-wheel drive, a first in the industry.

Designer Gordon Buehrig and engine designer Augie Duesenberg were tasked with creating a new design for 1935. A V-12 Speedster was used as a starting point. The front-end, cowl, and bonnet were completely reworked. It was given a convertible body-style that was low and complimented its small side windows. The masculine look of the Auburn 851 was due in part to its teardrop headlamps, chrome exhaust pipes, pontoon fenders, and newly styled grille and hood.

Under the hood lurked a 279 cubic-inch eight-cylinder engine. An existing six-cylinder engine had been outfitted with two additional cylinders while keeping the bore and stroke

the same. The result was a 115 horsepower in natural aspiration form and 150 when outfitted with the Schwitzer-Cummings supercharger.

The vehicle was put through its paces at a 24-hour endurance run in the Bonneville Salt Flats with driver, Ab Jenkins proving the vehicle was capable of exceeding 100 miles per hour.

The car was introduced in 1935 and expectations were high but sales were low. Just over 5,000 examples were sold during its initial production year. For 1936 the name was switched to 852 and this did nothing to help sales, with just 1850 vehicles sold.

Unfortunately, in 1936 the Auburn Company went out of business. The Auburn 851's exclusivity is guaranteed by its limited production. It is a wonderful creation and hints at what might have been if the company would have stayed in business. It was unique and distinctive

auburn logos pictures



car company

AUDI

audi car logo history

The four rings of Audi represent the four companies of the Auto-Union consortium of 1932 - DKW, Horch, Wanderer, and Audi. After the war the Audi name - which is Latin for "Hear!" - disappeared, but was revived in 1965, using the four rings as a



logo. Also, the name is sort of a pun on 'hoerch', German for 'hear', name of one of the founders.

audi history

A. Horch & Cie (later to be known as Audi) was established in the Ehrenfeld district of Cologne in 1899. August Horch church established the company and by the beginning of 1901 the first Audi car was completed.

The first Horch hit the road in 1901, its engine was referred to as an “impact-free” engine. The new feature on the car (an alloy crankcase) was a pioneering achievement in car manufacturing.

In 1909 August Horch got into a dispute with the supervisory board of A. Horch and Cie. Motorwagen-Werke AG. Horch left the company he had set up. In July the same year he set up a 2nd company in the same city. Horch lost the legal dispute over the company name, however a solution was found: the Latin translation of his name. The new company name, Audiwerke GmbH became affective on 25 April 1910. 1914 was a significant for Audi and showed the performance abilities of there cars as Audi racers won the International Austrian Alpine Run in 1911, 1912 and 1913.

audi logos pictures



audi logo icon



audi logo wallpaper



car company
AUSTIN HEALEY

austin healy history

Donald Healey, driver/engineer 1946-53.

Ex-Humber & Triumph (from 1934-36

Donald Healey was designer at Triumph, and involved in Dolomite, Gloria). Healey drove a '34 Dolomite twin-OHC straight 8 in the 1935 Monte Carlo Rally, having

previously won the Monte Carlo outright in 1931 (Invicta S-type, 4.5 litre)



Commenced production of Elliot and Westland (Drophead) in 1946. Later produced Nash-Healeys which raced at Le Mans and Silverstone.

1947, '48 saw Healeys being very competitive in Alpine Trials, and also touring car win in the Mille Miglia.

The Silverstone (1949 - 50. Production nos approx. 100), priced at 1,260 stg (about the same price as the XK 120 Jaguar). Winning its class at Silverstone in 1950, driven by Duncan Hamilton

1952 - London Motor Show: The Healey 100 was shown, 2.6 litre / 4 cylinder, A90 Austin engine, priced at 1,063 stg, later as production commenced the name was changed to Austin-Healey as arrangements were now in place for production of the car by the Austin Motor Company.

A later version the 100S was produced and averaged 104 mph for 24 hours and also achieved in excess of 142 mph at Bonneville, a production version was produced with new cylinder head (Weslake designed), valves, crank etc. engine power now rated at 132bhp (up from 90 bhp). Fewer than 100 of these were made, compared with more than 15,700 of the 100 and 100m.

In 1954 a 100s was placed 3rd at Sebring, placed 5th in 1955.

1956 saw the 100-6 with 2.6 litre 6 cylinder. Engine capacity was increased in 1959 to 2,912cc. The 100-6 proved to be a successful rally car, winning the Alpine Rally in 1961 & again in '62, the Liege-Rome-Liege Rally and the Austrian Alpine in 1964. In all the Austin-Healey 3000 (from 1959) had 40 outright class wins in major events, and countless club meetings. Production continued through to 1968 and by that time totalled over 50,000 units

austin healy logos pictures



car company AVIA

avia history

Founded in 1919, the Czech company AVIA began by manufacturing aircraft and engines. Involvement in truck production began in 1946. This was followed by an important license agreement with Renault in 1967, which resulted in the production of the famous 'A' range. In 1995 the South Korea-based Daewoo Motors purchased a 50.2% majority stake of the company. This resulted in the company being known as 'Daewoo Avia' and a significant investment in both product development and facilities was undertaken. In 2005, a majority shareholding in Avia was purchased by the Odien Group and the AVIA name returned.



avia logos pictures



car company BENTLEY

bentley history

Prior to the Great War the Bentley brothers sold the DFP that they imported from France. Walter Owen Bentley extracted more

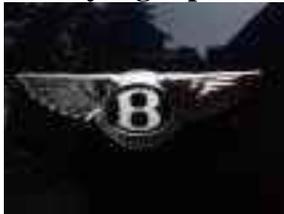
power from the engines and successfully raced these cars. The first Bentley was made in 1919 but not available until 1921. This 3 litre four-cylinder car was built in several versions.



In 1930 the famous 4.5-litre was introduced using a development of the 3 litre engine. Fifty cars were built with the supercharger to meet Le Mans requirements for all competing cars to be available for sale to the public. By 1931 the company was in financial difficulties and was taken over by Rolls-Royce.

A few cars known as the Mark V were built prior to the Second World War. After the war the Mark VI was introduced and in 1951 was fitted with a 4.5 litre engine and some versions were designated the R-Type. 1955 saw the S-Type with an enlarged six-cylinder engine and a V8 from 1959 to 1965.

bentley logos pictures



bentley logo icon



bentley logo wallpaper



car company BMC



BMC history

BMC was born out of an amalgamation of two already huge concerns, Nuffield Motors (Morris) and Austin in 1952. To be fair it was more of a takeover of Morris by Austin, the latter continuing to have more influence throughout the BMC term and on into BL (British Leyland) days.

Perhaps as some consolation to the Nuffield school, many of the Austin managers were ex - Nuffield men and this probably helped the coming together. Indeed Lord Austin had died 11 years prior to the merger and William Morris (Lord Nuffield) was still alive, albeit 75 years old. Lord Nuffield was made President of BMC, but the post of Chairman and Managing Director went to the then head of Austin, Leonard Lord.

Both manufacturers had their own separate infrastructures of course, and the formidable task of unifying the two must have been a daunting challenge. In some ways, the decision was taken to opt for the safe middle ground by keeping the whole operation very much as it had been by rationising the ranges by 'badge engineering' what were essentially the same cars.

It is true to say that in the 1950's, the generation buying cars at that time were faithful to certain marques (and models to an extent) and by pandering to their needs, BMC planned to maintain market share. The drive to export was still strong since the post war austerity days and a good percentage of production was heading for more distant shores.

As the 50's progressed, BMC was beginning to get a reputation for producing stuffy and uninspiring cars. To counter this, the services of the Italian Pininfarina design house were enlisted to inject some life into the next generation of models. In September 1958, the first car so designed appeared on the market, the 'Farina' A40. Powered by the enlarged 948cc 'A' series engine, the car was of the 'two box' format, referring to it's appearance in profile. The Morris Oxford IV and all it's badged cousins also appeared in the late 50's to reaffirm the new Farina look.

It may be possible to peg some of the fundamental problems that dogged the British car industry at this point, since from a relatively uncomplicated range at the outset, models were now beginning to overlap within a single marque (A35/A40) and were also becoming uncompetitive - the Farina Oxford/Cambridge were well under powered and ponderous and were not well received by press and public alike.

During the last half of the decade, there was one project which was born partly out of the fuel shortage brought on by the Suez Crisis and partly by the a passion for smaller cars. Having produced the successful Minor in 1948, Alec Issigonis had again been busy and in an impressively short development period launched the timeless Mini on the world.

Dealer rivalry still prevailed and was compounded even further when the car was announced as an Austin Seven before subsequently being badged as a Morris Mini Minor to satisfy everyone. BMC management was now creaking at the seams trying to manage it's empire, endeavouring to hold the UK operation together as well as newer plants in Europe and Australia. The diverse nature of marques and models compounded this although signs were beginning to appear that BMC was trying to sort out the mess.

The plan was to provide a cohesive range of models with which to address the key parts of the market. The next step toward this goal was the Issigonis/Farina designed 1100 which continued to enjoy great success well into the Leyland days. Next was the 1800 which probably missed the market slot it was intended for by being a little too large, too heavy and wrongly perceived through poor marketing. Overall it wasn't a bad car, if somewhat uninspiring. By now the swinging 60's had arrived and whilst the Mini became a 'scene' car, BMC had become ponderous and was losing touch with the market.

In line with earlier policy, the next model up from the 1800 had been designed to address the more upmarket sector. To say this car had a lukewarm reception is overstating the point. The '3 litre' effectively used the centre section of the 1800 and had extended front and rear cavities to accommodate the larger engine and to provided more boot space - or was it just so it looked bigger? The net result was a car that had no more room than the 1800, went little faster, used more fuel and cost more to boot.

The car was if anything a telling statement on the health of BMC at launch in 1967. The company was fighting a rearguard action to compete with the likes of Ford who were far more dynamic in their assault on the market. That isn't to say that BMC didn't still have a sizeable share of the market, but the company had no new products of note to offer for the 70's and still had cars in production that should have been phased out years before.

In 1968, the company became British Leyland after a short period in limbo as British Motor Holdings and gradually transformed into what it is today, the Rover Group, a part of BMW.

BMC logos pictures



car company BMW

BMW car logo history

The BMW roundel is a stylised, rotating airscrew - the blue representing the sky. That's right - Bayerische Motoren Werke built military aero engines for the planes that bombed the factories that they now own. It's a funny old world.



BMW history

The company traces its origins to 1913, when a Bavarian named Karl Rapp began an aircraft-engine shop in Munich named Rapp Motoren Werke. In 1917 Rapp resigned and the company, led by Austrian engineer Franz-Josef Popp, changed its name to Bayerische Motoren Werke. That same year chief engineer Max Friz designed the company's first aircraft engine, the six-cylinder Type IIIa, which created strong demand for BMW engines. When the 1919 Treaty of Versailles prohibited German companies from producing aircraft and aircraft engines, BMW switched to making air brakes for railway cars. In 1923 Friz developed the company's first motorcycle, the R32, a model that held world speed records for motorcycles during most of the 1930s.

In 1928 the company entered the automobile business by acquiring Fahrzeugwerke Eisenach (Eisenach Vehicle Factory), a maker of small cars based in Eisenach, Germany. In the 1930s BMW began producing a line of larger touring cars and sports cars, introducing its highly successful model-the 328 sports car-in 1936.

After World War II ended in 1945, Allied forces dismantled the company's main factories. BMW made kitchen and garden equipment before introducing a new, inexpensive motorcycle to the German market in 1948. The company's return to auto production in the 1950s resulted in poor sales. In the 1960s the company turned its fortunes around by focusing on sports sedans and compact touring cars, and it began to compete with Mercedes-Benz in the luxury-car markets of Europe and the United States. BMW's U.S. sales peaked in 1986 but then dropped steeply, partly due to competition from two new luxury cars-Lexus, made by Toyota Motor Corporation, and Infiniti, made by Nissan Motor Co., Ltd. The 1989 collapse of the Berlin Wall led to a boom in car sales in Europe, and in 1992 BMW outsold Mercedes-Benz in Europe for the first time.

In 1990 BMW formed a joint venture with the British aerospace company Rolls-Royce

PLC to produce aircraft engines for business jets. In 1992 BMW broke ground for a major automobile plant in Spartanburg, South Carolina, its first automobile plant in the United States. In 1994 BMW acquired 80 percent of the Rover Group-a British manufacturer of small cars, luxury cars, and Land Rover sport-utility vehicles-from British Aerospace PLC. The \$1.2 billion acquisition brought the company into new markets.

BMW logos pictures



BMW logo icon

car company

BOND

bond history

Bond Cars Ltd was a British motor maker that was formed in Preston, Lancs in 1949. Initially called "Sharps Commercials Ltd", it changed its name to "Bond Cars Ltd" in 1965. The company was taken over by Reliant Motor Co Ltd, Tamworth, Staffs in 1971 until 1974. Bond Cars began production of an economical.



bond logos pictures



car company

BORGWARD

borgward history

The history of the car manufacturers Goliath, Hansa, Lloyd and Borgward, have a close connection to the mechanic Carl F.W.

Borgward. Borgward, one of the symbols of the German economic miracle called "Wirtschaftswunder", the old man with his cigar, was born on November 10th, 1890. He was child no.13 of a coal merchant in Altona near Hamburg, Germany.



After his apprenticeship as a mechanic, Carl Friedrich Wilhelm Borgward studied mechanical engineering for four semesters in Hamburg. In the year 1919 he bought the participation at a small company manufacturing machines for cutting beans.

1924 he developed the "Borgward Blitzkarren", a small transport vehicle with three wheels, Motorradsattel und a 2-stroke motor with 2,2 hp. The German post department, the Reichspost, ordered this Blitzkarren to empty the letterboxes in the large cities. This invigorates the company of Borgward und Cie (together with the merchant Wilhelm Tecklenburg), so soon a new model with a stronger motor and higher payload could be developed, the new Goliath.

1928 the company moved to Bremen-Hastedt, where Borgward gained the holding of the Hansa-Lloyd-Group. There he built about 4000 Goliath-Pionier.

1934 Borgward manufactured the passenger cars Hansa 1100 and Hansa 1700 and from now on he competed with the renowned car manufacturers such as Opel, Adler, Hanomag etc.

1939, at break-out of world war II, Borgward is nominated for economic leadership of the German government, so in 1945 he was interned by the victor powers. In 1946 he would be released but his works in Bremen Hastedt and Sebaldsbrück he found destroyed.

In 1948 he was set free and was allowed to carry on the business of his works in Bremen. He produced a new designed Threewheeler, the GD750, and a brandnew, very modern car, the Hansa 1500. Very soon the two-stroke vehicles Lloyd LP300 und Goliath GP700 came out.

In the following years, lots of new cars were designed, light trucks as the B2500, more passenger cars like the Hansa 1800 (also with Diesel engine) and the 6-cylinder prestige model Hansa 2400 Pullmann.

The most known and at the same time most beautiful passenger car surely is the Borgward Isabella, from 1956 on also built as a coupé.

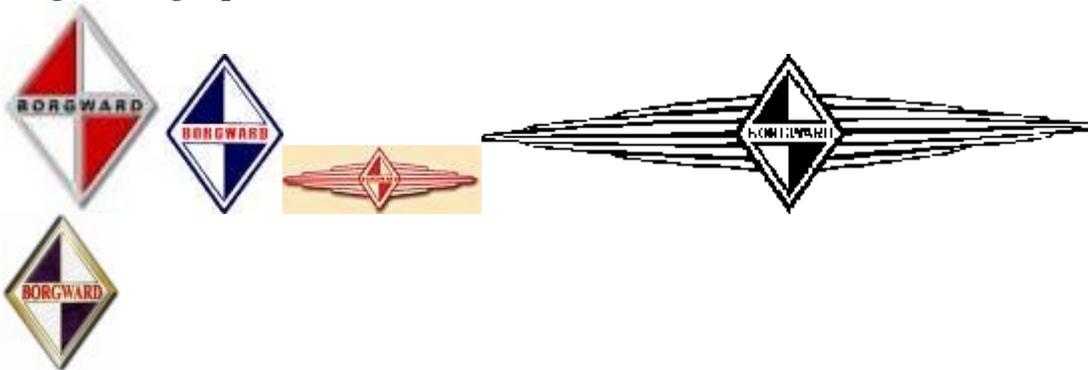
Even the construction of a helicopter called "Kolibri" seemed to be possible, but this helicopter never reached a licence.

With the P100, a mighty, 6-cylinder car with 100 hp and a suspension called "airswing", the Borgward era endet. The Senat of Bremen in 1961 called out the insolvency of the Borgward dynasty.

1961 all workers were dismissed. The works are sold, the life-work of Carl F.W. Borgward is destroyed. Yet all creditors will be satisfied. This could be a hint, that it had been possible to prevent the company from the bankruptcy.

At Juli 28th 1963 Borgward died in his villa in Bremen.

borgward logos pictures



car company BRICKLIN

bricklin history

In 1971 young, rich Malcolm Bricklin decided America needed a revolutionary new sports-safety car. Three years and \$20 million later, he began to give it to them.

Malcolm Bricklin made his first million in



hardware/plumbing supply franchising in Florida before he was 25. He followed that by starting Subaru of America and imported the Subaru 360. He left Subaru of America to build his own automobile; not a 'one-off', a kit or repli-car, but a production car; his own car company. The New Brunswick government put up the lions share of the capital hoping to provide jobs at two plants in Minto and Saint John.

Bricklin's initial intention was to sell the cars for \$4000. That price went to \$6500, then \$7490 by the time the first 1974 model was actually bought. The 1975 model skyrocketed to \$9980. Production by 1975 was supposed to be at the rate of 1000/month. In the 2 years production took place, the best month saw 429 Bricklins come off the line while January and February of 1975 saw none. Since the drivetrain, suspension, and many other components were from Detroit, Bricklin was continually fighting a losing supply battle. It become increasingly difficult to obtain more money from the New Brunswick government for manufacturing when the production volume just wasn't going up. The lack of additional capital, along with poor quality and high scrap count body panels, the troublesome electro-hydraulic door system, leaky door weather-stripping, and generally inferior manufacturing quality when compared to Detroit,

all lead to the demise of the Bricklin as a production car.

There were 780 produced in 1974 with a 220bhp AMC 360cid V-8. Because of short engine supply from AMC, in 1975 a switch was made to the 175bhp Ford 351W V-8. The 1975 model year saw 2062 cars come off the assembly line. Bricklin went into receivership in Sept of 1975 with 12 cars left on the line that had VIN plates issued as 1976's. There still seems to be quite a bit of discrepancies in reported production numbers. Several cars were completed years later, making the production figure even more fuzzy. Clarkson Company, the court-appointed receiver in Canada, sold the last 287 75's and the 12 76's to Bill Byers of Columbus Ohio along with all stock and rights to the Bricklin name and trademark. A final figure of 2854 is generally accepted as the production count for General Vehicle. Some cars were assembled from parts and may have VINs that exceed the 3000.

bricklin logos pictures





car company BRISTOL

bristol history

The Bristol has always had a splendid reputation as a car that was superbly designed and made of top quality materials, regardless of cost. This philosophy originated in the manufacture of aircraft and aero engines for which the original company the Bristol Aeroplane Company was famed.

During two World Wars the firm produced large numbers of successful aircraft including the "Brisfit" (short for Bristol Fighter), the Blenheim and the Beaufighter. On the aero engine side the company took over the Feddon designed Jupiter radial engine when it acquired Cosmos Engineering in 1921, and from it produced a series of brilliant engines including the Pegasus, Mercury, and the mighty Centaurus. A later development the Olympus designed originally for the Vulcan Bomber was later fitted with re-heat and is used to great effect, powering Concorde at multi sonic speeds.

Faced at the end of WW2 with a huge surplus of skilled labour and a need to find some alternative products until a new aeroplane market emerged, a move into the quality car market was agreed, and rights acquired regarding the BMW models and engines. In a remarkably short space of time, the newly formed Car Division were ready for series production, and by the Autumn of 1946, motoring journals carried road tests of the Type 400 a 2 litre engined Bristol. This set new standards for performance, economy and comfort, and soon gained a formidable reputation in international motoring events as well.

Organizational changes took place, first in 1956 when the Car Division became a wholly owned subsidiary of the parent company, and later in 1961 when it was saved from oblivion by the late Sir George White. His family had founded the British and Colonial Aeroplane Company in 1910 (the change to Bristol Aeroplane Company occurred in 1920) and when the shotgun wedding took place to form the British Aircraft Corporation, which saw the end of the Armstrong Siddeley car, he determined that the same fate would not befall the much smaller Bristol Cars Limited.

Sir George White and Mr T.A.D. Crook formed a new Company and the manufacture of Bristol cars continued, still then within the Filton complex near Bristol. When Sir George White retired in 1973, Mr Crook became the sole proprietor, as he remains today.

Turning now to individual models ;

the Type 400 - 2 litre saloon was soon joined by the 401 from which in turn was derived the 402 Drophead Coupé and the 403 saloon. Of these the 400 was a 4 seat saloon, the 401 and 403 were 5 seat saloons.

In 1953 the smaller short chassied 2+2 seat Type 404 broke fresh ground with a body from which all trace of BMW origins had disappeared.

In 1955 the Type 405 saloon and 405 Drophead appeared. The 405 saloon was the only Bristol bodied 4 door car. The 405 Drophead was a two door convertible with a body fitted by Abbott of Farnham.

The final model with a Filton designed and built engine was the Type 406 with the original 2 litre engine design "stretched" to 2.2 litres. Production included 6 special bodied saloons and one coupe which were fitted with bodies by Zagato the Italian coachbuilder.

All later production Bristols were to be fitted with the Chrysler V8 engines of various capacities from 5,130cc upwards, together with the Torqueflite automatic gearbox. Over the past half of a century production has not been huge. Yet small as it is the company has survived because it fills a niche for those connoisseurs who value a superb car above mere price.

The Chrysler engined models commenced with the Type 407 in 1961, which apart from the engine and gearbox looks to be very similar to the 406.

In 1964 this was succeeded by the Type 408, itself followed two years later by the Type 409, and in 1967 by the Type 410.

Then in 1970 came the Type 411, which that very experienced motoring journalist John Bolster called 'the fastest true four-seater touring car'. With an engine of 6,277cc capacity, and a maximum speed of 130mph, this set new standards for those seeking the ultimate in speed with comfort. Unusually for a Bristol this model was to continue through four further series, not being replaced by the Type 412 until 1975.

This was another "watershed" so far as outward appearance was concerned for its convertible body style was to be developed and later called the Beaufighter in its series 3 version.

A frequent query is `why was the Bristol model that succeeded the Type 412 called the

Type 603 ? - the answer given is that it was introduced in the 603rd year after the City of Bristol had been granted its Royal charter, which gave it the unique distinction of being "a County unto itself". No doubt superstition played a small part in preventing the release of a Type 413!

The Type 603 made its appearance in 1976, and was rather more in the earlier tradition - a magnificent five seater, fulfilling the Bristol criterion for a car that can carry four six footers, with sufficient luggage to last a fortnight!

It is perhaps typical of the company that just as other manufacturers were dropping names for numbers Bristol Cars Ltd. chose to drop the latter in favour of titles; all evocative of the aircraft that had been made by the Bristol Aeroplane Company. Thus we have the Britannia a beautifully proportioned saloon, the Brigand similar in appearance but fitted with a turbocharged engine, produced now in its latest guise from 1994 as the Bristol Blenheim.

logo icon



bristol logos pictures



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car company
BUGATTI

bugatti history

Ettore Bugatti had ideas for the perfect automobile. Contrary to his parents wishes he persuaded a career in the auto business. At age 17 he quit school at the College of Art in

Milano to take an apprentice job at a bike store. At this time he started building his first racing car in this period creating some international stir in 1901. In the years following he worked for many car companies, establishing a good reputation as a designer. In 1909 he made his own company, where he created endless sketches. Although he never studied mathematics or technology his sketches were very good.

Ettore and his small team remarkably created several new models in a short time, all of which were variations of the previous one. Using the same components, they made a new model in a time span of 1924-1926, and four more in 1927. Bugatti produced 8,000 cars. Like back in the 20's the new Bugattis are cutting edge with their stylish looks and great performance.

bugatti logos pictures



bugatti logo icon



car company BUICK

buick history

David Dunbar Buick was a Scottish industrialist and auto builder. After making his mark with a process for annealing porcelain to steel for bathtubs, he turned to the profit opportunities of the horseless-carriage phenomenon. His first car, appearing in 1903, was a simple little chaindrive runabout with flat-twin power. One engine feature, over head valves, was a rarity then, but has been a hallmark of almost all Buicks since.



Buick Motor Company, founded by David Dunbar Buick, is incorporated on May 19, 1903. Ground is broken for the first Buick engine plant on September 11, 1903, with funding from Flint Wagon Works, and operations are moved from Detroit to Flint.

William Crapo ('Billy') Durant of Durant-Dort Carriage Company, Flint, Michigan, takes

control of Buick Motor Company on November 1, 1904.

Buick builds its first production four-cylinder car, a 1907 Model D.

Under Billy Durant's leadership, General Motors Company is organized in 1908 (Sept 16), incorporating the Buick Motor Company.

In 1923, four-wheel brakes are introduced on 1924-model year Buicks

In 1929, Buick introduces a smaller 6-cylinder sedan which is named the Marquette. It is discontinued by 1931.

In 1932, B-O-P Sales Company is established, consolidating the wholesale sales forces of Buick, Oldsmobile, and Pontiac. It is disbanded the following year.

In 1936, the Buick Roadmaster, a milestone in styling (designed by Harley Earl), is introduced.

In 1937, Linden Division, Linden, NJ, is established to assemble Buicks, Oldsmobiles and Pontiacs closer to the points of sale in the eastern U.S.

In 1939, the industry's first rear turn signals to use flasher are introduced by Buick.

In 1945, the Buick-Oldsmobile-Pontiac Assembly Division is organized. It later becomes General Motors Assembly Division (GMAD) in 1965.

In 1948, Buick introduces the first torque converter-type automatic transmission, Dynaflo, offered in U.S. passenger cars.

In 1951, Buick's LeSabre and XP-300, two custom-built super-streamlined concept cars, are introduced to test GM's new advances in styling and mechanical features.

In 1952, Power steering is offered by Cadillac, Oldsmobile and Buick.

In 1953, 12-volt electrical systems, developed by Delco Remy Division, are installed on Cadillacs, Oldsmobiles and Buicks.

The Buick high compression V-8 engine is introduced.

Power brakes are offered by Buick and Oldsmobile.

In 1954, the industry's first four-door 'pillarless' hardtop sedans are offered by Buick and Oldsmobile on 1955 models. The following year, Cadillac offers the feature on the 1956 Sedan de Ville.

In 1960, GM introduces three new smaller cars in the U.S. as 1961 models: the Buick

Special, Oldsmobile F-85 and Pontiac Tempest.

In 1961, Buick introduces the first American V-6 passenger car engine.

In 1962, Buick introduces the prestige, E-body based, Riviera, as a 1963 model.

In 1976, GM introduces its downsized Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac full-size and luxury cars in September.

In 1979, GM introduces newly designed front-wheel-drive compact cars, the Buick Skylark, Chevrolet Citation, Oldsmobile Omega and Pontiac Phoenix X-body models.

In 1982, Buick Motor Division announces plans to consolidate its car assembly operations in Flint with Fisher Body Division's metal fabricating and body assembly facilities. The \$200 million project is dubbed 'Buick City'.

In 1984, a new organizational structure for GM's North American Passenger Car Operations is formed. Two integrated car groups, Chevrolet, Pontiac, GM of Canada (C-P-C) and Buick, Oldsmobile, Cadillac (B-O-C), each have complete responsibility for their respective products, including engineering, manufacturing, assembly and marketing.

In 1988, GM introduces its 'GM10' family of newly redesigned midsize cars -- the Buick Regal, Oldsmobile Cutlass Supreme, and Pontiac Grand Prix.

In 1999, General Motors' new joint venture assembly plant in Shanghai, China, begins production of Buick Regals for the Chinese market.

In 2001, Shanghai GM, a joint venture between General Motors and Shanghai Automotive Industry Corporation, launches the Buick Sail, the first modern family car built in China.

In 2002, Buick celebrates its one-hundredth anniversary.

buick logos pictures



buick logo icon



buick logo wallpaper



car company CADILLAC

cadillac history

In 1902, Cadillac Automobile Company is organized in Detroit by Henry M. Leland, a precision manufacturer of automotive components.



In 1905, Cadillac produces the Osceola, a single-cylinder favorite of Henry Leland and the first step-in closed-car design. The body was built under the supervision of Fred J. Fisher (who later founded Fisher Body with his brothers) in the Wilson Body Company plant in Detroit.

In 1907, Henry M. Leland establishes the Cadillac School of Applied Mechanics , the first school to train machinists, technicians and toolmakers.

In 1908, Cadillac wins the Dewar trophy of the Royal Automobile Club in London for demonstrating interchangeability of parts, a basic element in mass production.

In 1909, General Motors purchases Cadillac for \$5.5 million on July 29, 1909. Henry M. Leland and his son, Wilfred, are invited to continue operating Cadillac. They do so until 1917, when they leave to form Lincoln Motor Co.

In 1910, Cadillac is the first American manufacturer to offer closed bodies as standard equipment, revolutionizing motoring convenience by providing cleanliness and all-weather comfort.

In 1911, Charles F. Kettering's milestone invention, the electric self-starter, is first installed in a Cadillac on February 27, 1911. Kettering had organized his company, the Dayton Engineering Laboratories Company, in 1909 for the purpose of working on developments in the automotive field.

In 1912, Cadillac adopts the electric self-starter as standard equipment. Cadillac's self-starter wins the Dewar Trophy as the most important automotive contribution of the year.

In 1914, Cadillac is the first manufacturer in the U.S. to produce a V-type, water-cooled, eight-cylinder engine. The 314-cubic-inch engine produces 70 horsepower at 2,400 RPM and is the first major step in development of high-speed, high-compression automotive engines.

Cadillac becomes the first in the auto industry to use thermostatic control of a cooling system. In 1915, Cadillac's V-8 engine is installed in all its models and the V-8 emblem is added to Cadillac designs. Tilt-beam headlights operated by a handle on the dash are introduced on Cadillac for improved nighttime visibility. In 1921, the Clark Street Cadillac factory begins production. At the time, it is the most modern plant in the industry. It remains in production until 1987.

In 1926, Cadillac becomes the first in the auto industry to develop a comprehensive service policy and provide it on a nationwide basis.

In 1927, the milestone 1927 model-year Cadillac La Salle is introduced. This is the first production car designed by a stylist. It was designed by the legendary Harley Earl.

In 1928, Cadillac introduces shatter-resistant safety glass in all windows of 1929 Cadillac and LaSalle models. In 1929, Cadillac becomes the first to adopt chrome plating as standard on its cars. The 1930 Cadillac 'V-16' is the industry's first production car to offer sixteen-cylinder engine and immediately sets a new standard for power, performance, and luxury.

In 1948, Cadillac and Oldsmobile introduce the industry's first high-compression V8 engines. The Oldsmobile 'Rocket' V-8 engine goes into production and the 'Rocket Era' begins.

In 1949, Cadillac introduces the Coupe de Ville, which is also Cadillac's first hardtop. In 1952, Power steering is offered by Cadillac, Oldsmobile and Buick. In 1953, 12-volt electrical systems, developed by Delco Remy Division, are installed on Cadillacs, Oldsmobiles and Buicks.

In 1954, Cadillac becomes the first auto company to provide power steering and automatic windshield washers as standard equipment on all its vehicles.

The industry's first four-door 'pillarless' hardtop sedans are offered by Buick and Oldsmobile on 1955 models. The following year, Cadillac offers the feature on the 1956 Sedan de Ville.

Cruise control is offered on 1959 Cadillacs. In 1962, a new dual-circuit braking system is introduced on Cadillac cars. In 1966, Cadillac's front-wheel drive Fleetwood Eldorado is introduced as a 1967 model. The 'last' American convertible is built by Cadillac in April 1976. (Convertibles are reintroduced in 1984.) In 1984, a new organizational structure for GM's North American Passenger Car Operations is formed. Two integrated car groups, Chevrolet, Pontiac, GM of Canada (C-P-C) and Buick, Oldsmobile, Cadillac (B-O-C), each have complete responsibility for their respective products, including engineering, manufacturing, assembly and marketing.

In 1992, Cadillac Motor Car Company Engineering and Manufacturing and Flint Automotive Division are consolidated into one organization - Cadillac/Luxury Car

Engineering and Manufacturing Division (CLCD).

In 1996, General Motors announces that OnStar, a new advanced hands-free in-vehicle communication system using Global Positioning System (GPS) satellite technology and cellular phone technology, will be introduced as an option on all 1997 model front-wheel-drive Cadillacs.

In 2001, Cadillac unveils its all-new CTS, a radical departure from traditional Cadillac styling, at the Pebble Beach Concours d'Elegance in California.

In 2002, Cadillac celebrates its hundredth anniversary. In 2003, Cadillac unveils the Cadillac Sixteen concept car, featuring a 16-cylinder, 1000-horsepower engine.

In 2004, Cadillac reasserts itself as a luxury nameplate leader, surpassing rival Lexus in the 2004 J.D. Power Initial Quality Ratings. Overall, General Motors' vehicle brands score a ten percent improvement in initial quality.

cadillac logos pictures



cadillac logo icon



cadillac logo wallpaper



car company CATERHAM

caterham history

If I say "Caterham is Lotus Seven", few people will argue. Since starting business in 1973, Caterham always builds a version of Lotus Seven, usually available in kit car form. Colin Chapman created the

no-nonsense, go-kart style sports car in 1957 based on his Mk 6 racing car. When he



decided the future **caterham logos pictures**



caterham logo icon



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**Car company
CHEVROLET**



chevrolet history

In 1911, American race car driver Louis Chevrolet founded the CHEVROLET Engine COMPANY.

Beginning in 1918, CHEVROLET became a licensed manufacturer under GENERAL EngineS. Today, the company is one of the largest automobile manufacturers in the USA. CHEVROLET produces a variety of passenger cars, as well as the Corvette sports model. The controversial CHEVROLET Corvair with rear air-intake started being produced in 1959.

chevrolet logos pictures



chevrolet logo icon



CHEVROLET

chevrolet logo wallpaper



car company
CHRYSLER

chrysler history

CHRYSLER, an American based automobile manufacturer, was founded by Walter Percy Chrysler in 1924, and immediately began producing its first model. W.P. Chrysler preceded the founding of General Motors by Willys-Overland and Maxwell. In 1928, the De Soto, Dodge and Plymouth trademarks were added to the offerings of the CHRYSLER corporation. Since 1929, CHRYSLER has been the third largest producer of cars in the USA. In the 1970s, Simca, a French producer and Rootes, an English firm, were produced under the CHRYSLER brand (neither firm exists today). Since 1988, CHRYSLER has merged with DAIMLER BENZ, a German auto producer, to become known internationally as DAIMLER-CHRYSLER.



chrysler logos pictures



chrysler logo icon



chrysler logo wallpaper



car company
CITROEN

citroen car logo history

You might imagine that the forward-pointing chevron pattern symbolises Citroen's forward-looking, advanced approach to engineering. But no: Andre Citroen started in the motor trade by building gear wheels, and the twin chevrons are meant to represent gear teeth.



citroen history

75 years ago the interesting and colourful history of Citroën automobiles began. In 1934, Citroën presented their first front-wheel drive cars and started a revolution in auto production.

André Citroën was born in 1878. A successful student, he attended the Polytechnical school in Paris and worked for some time with the car company "Mors". In 1905, at the age of 27, he founded his first company, "André Citroën & Cie", which was changed to "Société des Engrenages Citroën" (Citroën Cog Factory) in 1913. Also in 1913, Citroën founded yet another company to take advantage of a patent he had regarding carburetors. This company was located on the Quai de Javel (today Quai André Citroën) in Paris. Early in his career, Citroën was impressed by the production methods of Henry Ford, who pioneered the use of the assembly line as early as 1908 for the Ford Model T in the U.S.A. Citroën understood that he had to analyse production methods and that he had to divide it into single logical steps in order to calculate the industrial production of an item mathematically.

Citroën cogs With the outbreak of World War I, André Citroën received a commission, beginning in 1915, to produce 7,500 75mm grenades - good work for a small company. Citroën was able to convince the French Ministry of Defence that he could deliver much bigger quantities with industrial production. The company grew rapidly and in 1918 it occupied 80,000 square metres at the Quai de Javel in Paris where, in 1914, there were still garden allotments. 12,000 people were occupied producing grenades. At the peak the output reached 20,000 pieces! The company was very progressive in the social field: a canteen and a kindergarden were present as was a dental clinic. During the war, Citroën started thinking about the "days after". He talked about building 1,000 automobiles a day at a price that would enable everyone to own one of his cars.

citroen logos pictures



citroen logo icon



citroen logo wallpaper



car company

CORBIN

corbin history

Corbin Motor Company, California (USA) was formed on 29th 1999 as a spin off company to The Corbin-Pacific company (Founded in 1996 by Mike Corbin). The Corbin Pacific company had been working on a single person electric vehicle since 1996 as well as globally supplying motorcycle seats, saddles and body styling. On April 12th their first 3-wheeler, "The Sparrow" passed its final testing for the Department of Transport and later that year the vehicle went into full production.



The
March

1999

The Sparrow was designed by Mike Corbin and has an electric engine that is powered by thirteen 12 volt batteries that give a range of 40 to 60 miles on one battery pack charge. It will also run at speeds of up to 70 miles per hour. The Sparrow has a Light weight mono-coque chassis that is constructed of high-tech composites for strength and passenger safety and at just 4 feet wide and 8 feet long, it is as easy to park as a motorcycle. The Sparrow also features disk brakes on all 3-wheels. As the Sparrow is classed as a motorcycle this means that in the United States the Sparrow can use the carpool lane and in some states may also be exempt from road / bridge tolls.

corbin logos pictures



car company

CROSLEY

crosley history

The American automobile manufacturer CROSLEY was founded in 1939 by Powel Crosley. The firm specialized in popular, smaller automobiles. Between the years 1939-1942 the firm manufactured approximately 5700 two-cylinder, air intake engines. Production continued after the Second World War in 1946. Postwar vehicles had 4-cylinder OHC engines. Up to the year 1952, when CROSLEY



ceased production, it produced another 76,000 vehicles.

crosley logos pictures



crosley logo icon

car company DACIA

dacia history

Dacia is a Romanian car maker which belongs to the Renault group. The two models of cars produced by Dacia in 2004 are the Dacia Logan and the Dacia Solenza. The Dacia Logan is also sold under the Renault brand (Renault Logan). Dacia is also known for its older models which are no longer being made.

In September 1999, Dacia was bought by the Renault group, with a view to making Romania its hub of automobile development in both Central Europe and Eastern Europe. Dacia sold 53,000 vehicles in 2002, and it holds an almost 50 per cent market share in Romania. Between 1995 and 2000, along with the 1310.

dacia logos pictures



dacia logo icon



car company DAEWOO

daewoo history

Founded in South Korea in 1972 as a joint venture



between GM and Shinjin Motor, it adopted the name Daewoo Motor in 1983, and produced mildly reworked GM designs for many years.

Daewoo itself is one of the great Korean chaebols: overarching corporations with fingers in many pies, that dominate the lives of their increasingly prosperous employees. Daewoo makes ships, electronic equipment, cranes, heavy engineering equipment, buses and trucks as well as cars.

Daewoo motor launched itself into the UK by billing itself at the 1994 NEC Motor Show as the 'Biggest Car Company You've Never Heard Of'. It attracted attention by breaking all the rules. Rather than build up a dealer network, it set up its own direct selling operation, using Halfords as its nation-wide service network. New car sales are on a 'no haggle' basis. Ostensibly attractive, there has been criticism that the trade-in prices offered are lower than trade averages - prices which customers are discouraged from trying to negotiate.

Of a number of models available in Korea (it has never imported all of its products), the original UK model was based on the previous-model Opel Kadett/Vauxhall Astra. Then its main export market was to the USA, where it was known as the Pontiac Le Mans. For the UK market, the Le Mans was called the Nexia, where it is sold as either four-door saloon or five-door hatchback, with a 1.5-litre engine.

In 1993 the larger Espero was added, again based on an obsolete Opel/Vauxhall model, the Ascona/Cavalier. Rather than being a direct carry-over, the Espero bodywork was redesigned by Bertone. The cars were obsolete and ugly, and though reasonably equipped sold mainly on price. The true value of the cars was hidden by the inclusion of a generous warranty and servicing package. This captured customers to the Daewoo service operation; but the products' real value became all too apparent at trade-in time.

Helped by the establishment of technical and development centres in the UK and Germany, Daewoo replaced these vehicles with its first totally home-grown cars in 1996 and 1997, Lanos, Nubira and Leganza.

The company added 4x4 vehicles to its range by buying out fellow Korean maker SsangYong in 1998 and added a well-received mini-car, the Matiz, to its range in the same year.

The company's rapid expansion and the late 1990s Asian financial crisis left it financially vulnerable and in 1999 its creditors, concerned by its massive debts, called time. Whilst operationally its future is not in doubt, the company now looks likely to be taken over by an outside interest. Political considerations make a foreign take-over sensitive, but nevertheless the most likely candidate is Daewoo's old partner GM, though other companies, including Ford, have expressed interest.

daewoo logos pictures



daewoo logo icon

car company DAIHATSU

daihatsu history

Although its roots can be traced back to 1907, the Daihatsu brand name was not used until 1951. After producing three-wheelers, Daihatsu built its first four wheelers in 1958. Even from the start, the company, now part of Toyota, they specialised in small-capacity passenger cars and four-wheel-drive off-rovers. In 1966 the Compagno had the distinction of being the first Japanese car to be imported, very briefly, into the UK.



The small car range was dominated by the little Domino and Charade models, mostly with three-cylinder engine, including a tiny sub-1.0-litre diesel. The ultimate three-cylinder model was the turbocharged Charade GTI, which managed 99bhp from its 993cc engine.

Japan's domestic tax laws brought about a unique generation of tiny K-class city-cars, which had to comply with strict performance and dimensions rules. Daihatsu's Cuore, with a twin-cylinder 547cc engine, first appeared in 1976. This was joined a decade later by the Leeza, with the turbo version producing 50bhp.

Daihatsu's first 4WD off-roader was the utility Taft, available with engines from 1.0 petrol to 2.5-litre diesel. The Fourtrak, launched in 1985, is more a working than lifestyle off-roader. The Sportrak, which was introduced in 1990, is aimed at the leisure market, although it has been left behind by newer vehicles such as Honda's CR-V or the Toyota RAV4.

A slight relaxation in the K-class rules has allowed these cars to be a little larger. The

little five-door Move, designed in conjunction with IDEA in Italy, uses a 12-valve three-cylinder 847cc engine, with a three-speed automatic an option over the five-speed manual 'box. UK promotion of the Move reflecting its bizarre appearance (ads used the word 'weird') - despite its short length, it has a roof line tall enough to allow the driver to wear a top hat. More conventional is the Grand Move, basically a small MPV with a 1.5-litre engine.

Overall Daihatsu's UK range tends to be characterised by dynamically unremarkable but unusually packaged smaller vehicles. One possible exception could be the stylish Copen roadster. Although the car does not currently conform to European standards, Daihatsu is said to be looking into the feasibility and cost of converting the model for export.

daihatsu logos pictures



daihatsu logo icon



Car company DAIMLER

daimler history

Contrary to popular belief, the Daimler Automobile Company is NOT part of Mercedes Benz. The confusion arises due to the fact that in 1896, when the Daimler Company of the U.K. was formed, it was an agent for Gottlieb Daimler's 1 horsepower motorboat engines. When the company purchased the UK patent rights, it retained the Daimler name. The marque has always been British. In the early years, Daimler automobiles were known for their association with the British Royal Family. Until 1950, the primary transportation of the Kings and Queens (and their sons and daughters) were Daimler automobiles. Heads of State worldwide also own and use Daimler Limousines. Such is the case of the royal family of Thailand, who were using this DE36 model Limousine with what is guessed to be a Windovers or



Freestone/Webb custom body as recently as 1971. Patrick Tillery, who snapped this photograph reports:

I caught this magnificent beauty in 1971 carrying the King and Queen on an outing. They were preceded with great pomp and ceremony along with guards and mounted police. Notice the trumpet sticking out of the passenger side (the driver is on the right in Thailand.) Notice, also, the characteristic fluted grill, the sweeping rear, the smooth covered spare tire, and the open windshield and passenger windows (no air conditioning - and it's always hot there.) If you look closely, you can also see the King and Queen in the back seat. And you can also see one of the motorcycle policemen reflected in the paint on the rear door.

Another car of similar vintage is this 1953 Hooper bodied Empress model limousine on a DE24 chassis. The Empress model was fitted to many different chassis including Rolls Royce and Austin during the 1950's.

Due to an unfortunate incident with the transmission of the primary car in 1950, the British Royal Family began riding in Rolls Royce motorcars. Today, the Queen Mother is the only member of the Royal Family to regularly ride in a Daimler, a handsome claret and black DS420 limousine with her personal mascot fitted to the bonnet. The Royal household has five DS420 limousines in their fleet of motorcars. For non-state occasions, the royal family even rides in them. In 1960, the Jaguar company purchased Daimler for the prestige the marque has developed among heads of state worldwide, captains of industry, and yes, even rock stars. Their new production facilities were a big bonus to Jaguar who was then selling all the cars they could produce.

In the immediate post-acquisition period and for the next 6 years Daimler was run as a division and enjoyed the opportunity to sell their new SP250 Dart sports cars against Jaguar. With the shake up of the British auto industry in the 1960's came the addition of several prominent names to the Jaguar/Daimler firm, now called "BMC". These included the coachbuilding firm Vanden Plas, MG, Austin, and Triumph. A few years and serious management and economic problems later, Jaguar divests itself, Daimler, and Vanden Plas from the others. Vanden Plas is assigned to Daimler, since together they had created the DS420 Limousine.

Since that time, most Daimler automobiles have simply been "badge engineered" versions of current production Jaguar sedans. The main differences between the Jaguar automobile and the Daimler automobile is the distinctive Daimler fluted grill, upgraded upholstery, and woodwork. Because of the Daimler history, you'll find the Daimler versions to be the most expensive available, with few options left out. Such is the case of the 1987 Daimler Double Six shown in a Jaguar publicity photograph.

The only truly unique to Daimler model from 1967-1992 was the DS420 Limousine. The Daimler variants of the current Jaguar models today are far and away the most luxurious, with the "double six" (12 cylinder) being the current top-of-the-line Jaguar sedan available. In the United States, the Daimler variant is known as the "Vanden Plas", a

reference to the venerable coachbuilders (originally merged into BMC, Vanden Plas was assigned to the Daimler group in 1966).

daimler logos pictures



daimler logo icon



daimler logo wallpaper



car company DATSUN

datsun history

The history of the Datsun company dates back to 1911 when Sotaro Hashimoto, an American trained engineer, joined with three partners to create the Kwaishinsha Company. The Company began producing the first Japanese cars which were named DAT. The name was derived from the surname of one of its financiers, namely Kenjoro Den, Rokuro Aoyama and Meitaro Takeuchi. Ironically, the name 'DAT' in Japanese also means 'fast hare'. The production of the 'DAT' vehicle continued until 1926 when it merged with Jidosha Seizo.



The great depression crippled many automotive manufacturers. In Japan, things were no different. In an attempt to revitalize its image, the company went through a reorganization. Part of their plan was to rename the company. So in 1930, the Kwaishinsha Company changed the name of the company to 'Datson' which meant 'son of DAT'. The name was later changed to Datsun. The company was then acquired and split from its parent company. Later, it was re-acquired by a holding company named Nihon Sagyo that had ties to the previous owner.

In 1933, the Nissan Motor Company was established in Yokohama with the purpose of producing the Austin A40. They began exporting the vehicles to other countries. In the beginning, the production was low.

When World War II occurred, the outlook for the company was unknown. After the war, the factories were returned to their original owners and production of automobiles continued.

The name Datsun was used to refer to the passenger vehicles while the Nissan name referenced commercial vehicles. From the 1950's through the early 1970's, Datsun was known for their stylish sports cars.

In 1958, a man named Yutaka Katayama created a rally team in an attempt to promote the Datsun name in high-profile events. The team participated in the 'Around Australia Mobilgas Trial' where it won the rally. The continued success on the racing circuit vitalized sales and created a demand for the vehicle. Two years later, in 1960, Yutaka Katayama was hired as marketing manager for Nissan's North American operation. With a passion for sports cars, Katayama encouraged executives to produce sporty cars that would appeal to American buyers. The American market had always been attracted to large vehicles powered by big engines. Since the early 1950's, vehicles such as MG, Austin Healey, BMW and Jaguar had been producing small, sporty, responsive sports cars that was becoming more and more appealing to the American public. This was evident which General Motors responded with the Corvette while Ford answered with their Thunderbird and later with the Mustang. For America, the trend of big-motors

continued but switched to smaller cars that weighed less. The response was the muscle car era. By 1966, Datsun engineers began work on a prototype that would become the 240Z. The purpose was to create an agile, compact vehicle that would offer performance, comfort, and a competitive price. By 1969, the 240Z was on sale in the United States at a price of around \$3,426. With the 2400cc six-cylinder, 150 horsepower engine, the car was able to travel from zero-to-sixty miles per hour in under nine seconds. Demand for the little vehicle was overwhelming. Kelly Blue Book rated the 1969 240Z at a value of \$4000.

The vehicle was not only a success in showrooms, but also on the race track. John Morton won the C-Production SCCA National Championship for Brock Racing Enterprises in 1970 and in 1971. Bob Sharp captured the title in 1972 and 1973 while driving a 240Z. The streak continued for 10 years.

The name Datsun is still in use in Japan, but in other parts of the world, the name became part of history and is no longer being used since around 1982.

datsun logos pictures



datsun logo icon



Car company

DELAHAYE

delahaye history

Emile Delahaye started producing his first automobiles in 1894 in Tours, France. The first automobiles were single or twin cylinder, belt-driven power units. Emile Delahaye departed his company in 1900, just one year before a factory was constructed in Paris. It is unknown why the founder left his company.



Four cylinder engine production began in 1908 in sizes of 1,460cc and 2,120cc. As well, a V6 was built in 2,565cc size. Delahaye production was boosted by manufacture under licence in America and Germany. By the end of WWI lorry production was Delahaye's mainstay.

In 1934 two new cars were introduced, the 12cv and the 18cv. The 12cv was motivated by a 2,150cc four while the 18cv was powered by a 3,200cc six. The engines were derived from the lorry powerplants. It was in the following year that Delahaye introduced its most famous cars, the Coupe des Alpes and the 135.

Following the release of the successful street cars came racing success. Although the German manufacturers of Mercedes-Benz and Auto Union were already dominating sportscar racing Delahaye managed some level of victory. Prosperity on the track resulted in demand for the street cars.

Delahayes carry some of the most astounding coachwork ever created. Of special note are the Ficoni et Falaschi, Chapron and Letourneur et Marchand bodies. Despite these very special cars Delahaye continued to build lorries.

After WWII, in 1948, the 135 was continued and the 4,500cc 175 was introduced. Hard times hit and sales slowed and the final new models were released in 1951. This was an advanced Jeep-based vehicle of 3,500cc. Delahaye was taken over by Hotchkiss in 1954 and car production ceased as lorry production continued under the name Hotchkiss-Delahaye. After several months the Delahaye name was dropped and history closed on one of the world's most intriguing vehicle makers.

delahaye logos pictures



delahaye logo icon



Car company DETOMASO

detomaso history

Alejandro De Tomaso was born in Buenos Aires on 10th July 1928. His father was an eminent politician, who had been appointed minister of agriculture in the thirties; his *** belonged to one of the oldest Hispanic families originally controlled Argentinian agriculture.



According to the founder's narration, the symbol of De Tomaso stands for the iron tool used to brand horses in his 'estancia', while its colours are those of Argentinian flag. When Alejandro interrupted his studies, he already foresaw his destiny: he would have devoted his life to automobiles. At the age of 27 he arrived in Modena, the right place for racing a Maserati car in 1955/56 and for the famous constructor Osca in the three following seasons.

However, he felt he needed a change, so in 1959 Alejandro De Tomaso founded his own automobile company. The assembly facilities were built in Albareto, a suburb of Modena, just a few miles from the present plant.

Followed by a project for Indianapolis, among the first cars manufactured we find a Formula Junior and a F1 car, powered by a flat counterposed 8 cylinders, designed by

Engineer Massimino. After they had given their factory 'Officine Alfieri Maserati' to Orsi family, Maserati Bros founded their new activity for racing cars called Osca, which Mr. De Tomaso was very set. As a consequence of this business relationship, in 1962 Osca supplied De Tomaso with two engines, a 1100 cc and a 2000 cc with two camshaft, that were used for sport 'Barchetta' models.

In October 1963 De Tomaso became well-known to the public rolling out at Turin Motorshow the spider 'Valllunga', equipped with a central backbone chassis, which is the same peculiarity we can find in other DeTomaso products, such as 'Mangusta', 'Guara', and in Lotus Elan and Alpine A110 as well. 56 'Valllunga' were built, many of them took part in races, thus obtaining remarkable successes.

Anyway, central chassis remains an important goal in De Tomaso history, and somehow it seems to be the real brand of this 'estancia' in Modena. Equipped with a Ford 5000 cc-V8 engine, 'P-70' was introduced at Turin Motorshow in 1965. However, this sport prototype was more an exercise of style than a pure racing car, and it participated in a few races. In 1966 De Tomaso presented in Geneva an 8 cylinder-2000 cc barchetta, penned by Giorgetto Giugiaro, who in 1965 started working at Ghia. Ghia became a De Tomaso possession in 1967.

Thanks to the fruitful cooperation between De Tomaso and Giugiaro in 1966, people could admire the aggressive styling of the first 'Mangusta' at Turin Motorshow. Two models of 'Mangusta' were sold: on the one hand, the European version with 4728 cc-306 Hp, and on the other, the version for America (4949 cc-230 Hp), where 280 manufactured vehicles were delivered. It was an unforeseen success, that led Ford to take over 80 per cent of De Tomaso S.p.A. shares.

Designed by the American stylist Tom Tjaarda, the new sedan 'Pantera', ordered by Ford, could boast many versions: 3000 cc called '290', 5700 cc GT4, and also 350 Hp GTS. Up to that moment, nobody reached the same amount of cars produced in Modena. In 1972 De Tomaso was second at Gran Turismo championship, thanks to Mike Parkers and Clay Regazzoni's races in Imola and Hockenheim respectively. Races have always been of primary importance for De Tomaso company, not only to win, but also to test how good its ideas and, cars were.

However, the participation in Formula 1 in 1970 was an exception. De Tomaso took part with only one vehicle, a red racing car with typical De Tomaso colours on the top. At that time, Project Leader was Giampaolo Dallara, the same man who today is in charge of the production of 80 per cent of vehicles that race in Indianapolis and of many other categories, while Frank Williams played the role of Team Manager and owner. But unfortunately, during the fourth race the 28 year-old English driver, Piers Courage, had an accident and died in Zanvoord on June 21st. Because of this tragedy, Alejandro seemed not to be attracted by Formula 1 project and races in general any longer.

In 1972 Ford acquired even Ghia and Vignale, where Panteras were manufactured, and the whole shares were took over again. In the meanwhile, De Tomaso built Deauville and

Longchamp, and purchased Benelli. Just three years later, Alejandro succeeded in acquiring Maserati. The following year together with Gepi he took over Innocenti, which built the new model of English Mini, designed by the famous stylist Bertone. On 10th July 1981 De Tomaso concluded an agreement with Daihatsu for 100.000 engines, thus giving birth to a very important relationship, which led to the production of 120.000 vehicles.

detomaso logos pictures



detomaso logo icon



car company DUESENBERG

duesenberg history

The Duesenberg brothers established the DUESENBERG American company. They started by producing bicycles and Enginecycles. Their first automobile was a 2-cylinder racecar made in 1904. They began producing Model A passenger cars in 1920. In 1927, they took over the EL Cord company. Automobile production ceased in 1937, with the company producing a total of 1,000 automobiles of which 480 were the expensive, luxury J and SJ models.



In 1966, Fred Duesenberg, (son of one of the original owners) attempted to resurrect the trademark. Virgil Exner designed the car and the Italian manufactured Ghia body which never passed the prototype stage. Since 1970, DUESENBERG EngineS has produced made-to-order cars replicating the prewar Duesenberg 2 model.

duesenberg logos pictures



duesenberg logo icon



car company

DODGE

dodge history

John and Horace Dodge established DODGE, an American automobile company. From 1899, they produced bicycles and went on to produce parts for various automobile companies. In 1914, the brothers started manufacturing their own automobile, the DODGE. In 1928, DODGE became licensed member of the CHRYSLER line.



dodge logos pictures



dodge logo icon



dodge logo wallpaper



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Car company FERRARI

ferrari car logo history

"The story of the prancing horse is simple and fascinating. The horse was painted on the fuselage of the fighter plane flown by Francesco Baracca, a heroic Italian pilot who died on Mount Montello: the Italian ace of aces of the First World War. In 1923, when I won the first Savio circuit, which was run in Ravenna, I met Count Enrico Baracca, the pilot's father, and subsequently his mother, Countess Paolina. One day she said to me, "Ferrari, why don't you put my son's prancing horse on your cars; it would bring you luck." I still have Baracca's photograph with the dedication by his parents, in which they entrusted the emblem to me. The horse was black and has remained so; I added the canary yellow background because it is the colour of Modena." - Enzo Ferrari



ferrari history

Scuderia Ferrari were founded in Modena in 1929, the main purpose this company was to organize racing for its members. This was the beginning of a strong involvement in motor racing, this led to the creation of the official racing team and the Scuderia was to become a division of Alfa Romeo, Scuderia Ferrari took overall control of the racing team in 1933. 1940 saw the end of the Scuderia's connection with Alfa Romeo, the company then

went on to establish itself as an independent organization to be called "Auto Avio Costruzioni Ferrari" the company worked for the national Aviation Company in Rome.

During World War II in 1943 the Ferrari workshop moved base from Modena to Maranello and began to produce grinding machines for ball bearings. The workshop had to be rebuilt in 1946 after being bombed during the war, this was also the year that the company started to design and build the first Ferrari. In 1960 the business was turned into a joint stock company in which Fiat became a 50-50 partner in 1969.

1963 saw Enzo build his his Istituto Professionale per l'Industria e l'Artigianato, this was a training school based in Maranello. The Fiorano test track was to follow in 1972. During 1947-1988 Enzo went on to lead Ferrari to win over 5,000 races all over the world, this also brought the Scuderia 25 world titles. Ferrari's first world championship grand prix win came in the 1950 British Grand Prix with Argentine Froilan Gonzalez at the wheel. Ferrari took its first world championship victory with Alberto Ascari in 1952

Enzo Ferrari died in Modena on August 14 1988. After the death of Enzo Ferrari, Scuderia Ferrari struggled to come to terms with the loss of its founder. The team was dragged down with internal politics marring the performances on the track. Despite a good run with Mansell and Prost the team soon became un-competitive. The turning point for Ferrari was the signing of the current world champion Michael Schumacher and Ross Brawn in 1996, since then the team has re-found it's racing history and are now back at the front of the grid.

ferrari logos pictures



ferrari logo icon



ferrari logo wallpaper



car company FIAT

fiat car logo history

Fiat first used the five-bar logo on the Uno in 1982, after Fiat design chief Mario Maioli - driving past the Mirafiori factory at night after a power cut - saw the giant FIAT logo on top of the plant, set against the fading light of the sky. He did a quick sketch - five bars represented the spaces he could see between the letters.



fiat history

Since the first decades of the 20th century the first Fiat units have been driven through Argentina. In 1919 a Turin Fiat branch is settled down in Buenos Aires, and four years later, in 1923, Fiat Argentina S.A. is set up for sale and technical back up of cars and trucks imported from Italy. In 1948 the Fiat delegation for Latin America (DAL) is created, in order to study the possibility of helping with technicians and working capitals to our country development in the main fields of agriculture, energy and transport. The central office is set up at 764 Sarmiento st., Buenos Aires. Fiat initial activity in Argentina was related to the agriculture department. On that purpose, in 1949 Agromecanica S.A.C.I.F. is set up for the marketing, importation and technical backup of Fiat tractors. Other activity branch was the maintenance and technical back up of big diesel motors. The company in charge of this activity, Fidemotor was founded in 1951.

In 1952, Fiat Italy comes to a technical back up agreement with the tractors factory belonging to the state owned company IAME (State Aeronautical and Mechanical Industries).

fiat logos pictures





fiat logo icon



fiat logo wallpaper



car company FORD

ford car logo history

Mr. Ford's right-hand man, Harold Wills, earned money printing business cards in his teens, so when Henry was looking for a logo in 1903 he dusted off his old John Bull printing set. The typeface was the one he used for his own visiting cards. The oval appeared in 1912, and blue was added for the Model A in 1927.



ford history

The FORD automotive company was established in the USA in 1903 when Henry Ford and his partners produced their first automobile. The Model N was one of the first successful models ever built. In 1906, Henry Ford bought up most of the stock and became the majority owner of the FORD Engine Company. In 1908, the FORD Model T was successfully produced, and a total of more than 15 million were manufactured in the subsequent 19 years. In 1927, the Model A replaced it. FORD successfully produced on assembly lines and in the early 1900s, Engineized America. Today, FORD factories are not only in the US and Europe but also in locations throughout the world. Since 1911,

cars have been produced in Great Britain, and in 1925 a German location was established. Today, FORD is one of the largest worldwide automobile producers. In 1967, the Escort began to be produced, becoming the first successful FORD/European joint venture under the FORD trademark. Since 1982 and the production of the first Sierra, all models became uniform and the European branch began producing all models accordingly. FORD European models are produced in factories in Germany, England, Belgium, and Spain.

ford logos pictures



ford logo icon



ford logo wallpaper



Car company FRAZERNASH

frazernash history

It's not a Frazer, as in Kaiser-Frazer or Kaiser Darrin. It's not a Nash, as in Nash, Hudson, or Nash-Healey.

It's a Frazer Nash, originally built by Archibald Frazer-



Nash and later by the Aldington brothers in Isleworth, London, England.

Famous for the "chain-drive" Frazer Nash built in the hundreds between the wars and later for the 85 post-war cars which had great success in racing and rallying in the '50's, the Frazer Nash certainly deserves a place on the Internet!

The company Archie later started, Frazer-Nash Research Limited, is now a successful engineering firm in England, but this company has had no connection to the Frazer Nash cars since the late '20's. Frazer Nash Communications Ltd and Frazer-Nash Consultancy Ltd are other UK companies with great names but no relation to the former automobile manufacturer.

The manufacturer of the Frazer Nash, AFN Limited, ceased building these cars in 1956, but became very successful as the importer of Porsche to Great Britain.

Nearly all the post-war cars still exist and have a well known and interesting history. This site describes the Le Mans Replica, Mille Miglia, Targa Florio, Le Mans Coupe and Sebring models. For more information on the chain-drive and other pre-WWII Frazer Nash cars, please visit the web site of the Frazer Nash Section of the Vintage Sports Car Club. The Section also supports the postwar cars and publishes the excellent "Chain Gang Gazette".

frazernash logos pictures



frazernash logo icon



car company

GM

gm car logo history

gm history

gm logos pictures



gm logo icon



gm logo wallpaper



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Car company
GMC

gmc car logo history
gmc history
gmc logos pictures



gmc logo icon



gmc logo wallpaper



Car company
HILLMAN

hillman car logo history
hillman history
hillman logos pictures



hillman logo icon



Car company
HOLDEN

holden car logo history
holden history
holden logos pictures



HOLDEN
holden logo icon



holden logo wallpaper



**Car company
HONDA**

**honda car logo history
honda history
honda logos pictures**



HONDA
honda logo icon



**car company
HUMBER**

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humber logos pictures



**car company
HUMMER**

**hummer car logo history
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hummer logos pictures**



HUMMER

hummer logo wallpaper



**Car company
HYUNDAI**

**hyundai car logo history
hyundai history
hyundai logos pictures**





hyundai logo icon



Car company INFINITI

infiniti car logo history

infiniti history

infiniti logos pictures



infiniti logo icon



car company INTERNATIONAL HARVESTER

international harvester car logo history

international harvester history

international harvester logos pictures



international harvester logo icon



car company
ISUZU

isuzu car logo history
isuzu history
isuzu logos pictures



Car company
JAGUAR

jaguar car logo history
jaguar history
jaguar logos pictures



jaguar logo wallpaper



**Car company
JEEP**

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jeep history
jeep logos pictures**



jeep logo icon



**car company
JENSEN**

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jensen logos pictures**



car company
KAISER

kaiser car logo history
kaiser history
kaiser logos pictures



car company
KIA

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kia logo icon



car company
LADA

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LADA

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LAFAYETTE

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car company
LAMBORGHINI

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lamborghini logo wallpaper



Car company
LANCIA

lancia car logo history
lancia history
lancia logos pictures



lancia logo icon



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