

Fifteen years in the making, The Beaulieu Encyclopædia of the Automobile is *an instant classic*

Covering every marque ever built and spanning the entire global history of the automobile, The Beaulieu Encyclopædia of the Automobile is a monumental achievement.

Within the Encyclopædia's two beautifully produced volumes lies a wealth of fascinating detail. As well as covering the legendary figures of motoring and the great marques, some of the lesser-known and rather more unusual stories from the history of the automobile are told.

The Beaulieu Encyclopædia of the Automobile is an indispensable source of reference. Readers fascinated by arcane facts and colourful characters will find much to detain them.

Quite simply, if you only ever own one book on the automobile, it has to be The Beaulieu Encyclopædia of the Automobile.



"A book of tremendous detail" – Lord Montagu

Many years of research by experts on automobile history from around the world, led by respected journalist and motoring historian Nick Georgano, have gone into creating The Beaulieu Encyclopædia of the Automobile.

It contains:

- ◆ Over 2,000 pages in two hardback volumes
- ◆ Facts and figures on nearly 7,000 marques of car
- ◆ 3,500 photographs – including many rare and previously unpublished prints
- ◆ 152 biographies of designers, from the legends of motoring through to the colourful, eccentric and downright crooked
- ◆ More than 80 classic motoring advertisements
- ◆ Histories of manufacturers as diverse as Bugatti, Porsche, Trabant, De Lorean and the MacDonald steam car, of which only one was produced.
- ◆ The stories behind extraordinary and imaginatively named makes such as Seven Little Buffaloes, Urban Gorilla, Sam's Surplus Alley Cat and, from Italy, the Baldy Frog

Nick's knowledge of, and access to, the Beaulieu photographic archives, combined with the comprehensive research work undertaken by his contributors – matched by the tireless endeavours of the entire publishing team – make this book a truly amazing achievement.

In publishing terms, this body of work is unlikely ever to be repeated or equalled for many years.

It is safe to say that this remarkable work of scholarship will immediately become the standard by which all other automobile encyclopædias will be judged.

Following on from a *legend*

The Beaulieu Encyclopædia of the Automobile is not the first to be edited by Nick Georgano. It builds on his classic Complete Encyclopædia of Motorcars, first published in 1968, but contains twice as many entries and photographs.

Since its publication, editions of the first Encyclopædia have become highly sought after.

No other book on the automobile has ever matched the achievement of the original Encyclopædia.

Until now.

Reeves Octo-Auto

The Octo-Auto was built by Milton Reeves who specialised in enormous vehicles. Although the Octo-Auto attracted a lot of attention, it was never a serious sales proposition.



1937 Delage D8 Coupé



1924 Lafayette

This was an American luxury car, designed by an ex-Cadillac engineer and promoted by Charles W. Nash.



1958 Zundapp Janus Saloon

Called the Janus after the Roman god who faced both ways, this unusual microcar seated four people and had a door opening at the front and back.



1938 Alfa Romeo 2900 Superleggera 2 Door Coupé



1951 Ferrari 200T, 1951 Ferrari 1600, 1951 Ferrari 1600, 1951 Ferrari 250GT

Daimler

Although Daimler was founded in Germany, the name became best known in England. The father of the current Lord Montagu bought the first four-cylinder Daimler built in England.



1901 Daimler, 1901 Daimler, 1901 Daimler



1901 Daimler motor car



Lea-Francis

A Coventry firm, Lea-Francis started as bicycle makers and made their first car in 1903. During the last century the Lea-Francis name was revived three times.



1952 Austin A90 Atlantic Saloon



1957 Brüttsch Mopetta or Rollera

Probably the smallest car ever made was a three-wheeler single seat. None of Brüttsch's prototype small cars saw series production.

1903 Model A Ford

Henry Ford built his first experimental car in a workshop behind his home in Detroit in 1896. The first sale of a Model A was to a Chicago dentist in 1903.



1903 Model A Ford



1903 Model A Ford, 1903 Model A Ford, 1903 Model A Ford



1971 Ferrari Dino 246

In the early '60s Ferrari dominated Formula 1. They also made many fine road cars.



1903 Model A Ford, 1903 Model A Ford, 1903 Model A Ford



1957 Brüttsch Mopetta or Rollera



1952 Austin A90 Atlantic Saloon



1957 Brüttsch Mopetta or Rollera



1903 Model A Ford