

Chapter 1 : Ralph Stein - Wikipedia

The book was a very nice coffee table book. The pictures were really nice and hopefully my brother in law will really enjoy having it and it will bring back a lot of pleasant memories.

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March 05, Looking beyond our official Top Pick list, sticking to the domestic brands can get you a really good car—but too often reliability costs them a formal recommendation. Each year, we put together a list of all-American Top Picks to not only help shoppers who favor domestic brands, but also to serve as an annual snapshot for the state of the industry. See our and American Top Picks. Like the official Top Picks list, highlighted models are typically the highest-scoring car in a particular category. We currently own two Fs and a Colorado, and they are just beginning their test cycles. Below are the best cars that America has to offer. Click the model names for the full road test, and to see reliability, owner cost, owner satisfaction, and other data. Real-world usable electric range makes the Model S a viable choice for many well-heeled buyers, as proven by class-leading sales figures. Handling and ride comfort rank among the best. An innovative interior seats up to seven and has a giant, well-designed touchscreen for most controls. Continual updates from both over-the-air software and new hardware help keep the Model S out in front. Now, the addition of available all-wheel drive and advanced safety features further add appeal. The Ford Focus scores among the top small sedans, but it has poor reliability. An updated Focus goes on sale soon. While the Chevrolet Cruze is a benchmark for quietness in the class, it too proves unreliable. Read our complete Ford Focus road test. Ford Fusion The true winner in this class is the American car buyer, who gets to pick from a deep roster of strong products from most manufacturers. This year, the Ford Fusion SE 1. Both cars are quiet, ride well, and feel substantial. After a rocky start, Fusion reliability has improved and now surpasses the Malibu, tipping the balance toward the Ford. Way back in our Ratings, the bottom-scoring Chrysler is left in the dust, lapped by every other car in the class. Read our complete Ford Fusion road test. Chevrolet Impala Few cars will surprise you more than the Impala. For years, the antiquated Impala was a rental car upgrade that you were better off turning down. Never mind the prosaic badge; this Chevy is more luxurious than the competing Lexus ES. Top marks for ride and quietness are expected, but this big sedan also drives well. Infotainment is straightforward and easy to use, helped by an array of traditional knobs and buttons. Our biggest gripe is the relatively tiny rear window, which limits rear vision. V6 models have average reliability, so stick to those and skip the less-reliable and less powerful four-cylinder. Read our complete Chevrolet Impala road test. Buick Regal Banish any lingering visions of vinyl roofs and wire wheels. The Regal is no longer aimed at blue-haired seniors; instead, it goes after blue-blooded German sports sedans. Teutonic ride control and sharp steering make the Regal a joy to drive. All-wheel-drive is available, as is a manual transmission. Reliability has been above average. Read our complete Buick Regal road test. Sharp and poised, the CTS entices you to take the long-and-twisty way home. Opulent interior finish and a composed ride keep the Cadillac from being a one-note athlete. First-year reliability has been above average—impressive for a clean-sheet design. Read our complete Cadillac CTS road test. Chevrolet Volt No car has ever quite beaten the Toyota Prius at its own game. Instead, the Chevrolet Volt plays by a different set of rules. The extended-range plug-in has 35 miles of electric-only range, which enables many drivers to commute gas-free. Owner satisfaction remains second only to Tesla among owners of fuel-efficient cars. Attractive leases make the high sticker price easier to swallow. A redesign promises more electric-only range, simpler controls, and a fifth seating position. Reliability of this high-tech car has been average. None qualify Top scoring: Ford Escape If only the Ford Escape was reliable Well-finished and nimble, we enjoy driving the Escape, especially in top Titanium trim with the optional 2. But below average reliability costs the Escape our nod. Competition trails far behind the Escape. Despite being all-new for , the Jeep Cherokee proved disappointing in our tests, and it is the least reliable small SUV you can buy. Read our complete Ford Escape road test. Dodge Durango Big and brawny, the Durango manages to do it all. Plushly furnished with a quiet cabin, it feels like a luxury-brand SUV inside. Surprisingly responsive handling makes this brute drive smaller than it really is. When work needs to be done, the Durango

fits seven adults or can tow a hefty trailer. Fuel economy with the V6 is 18 mpg overallâ€”decent given the size and capability. A Hemi V8 is available for those with bigger trailers to tow, along with commensurately bigger fuel budgets. Reliability remains average for the V6 version. Frequent discounts and attractively-priced options packages make these vans a tempting deal. But these vans lag behind the competition in polish, refinement, and fuel economy. Perhaps more troubling, the vans have been trouble prone every year of their model run. The low-rated reliability costs them an official place on this list. Read our complete Chrysler Town and Country road test.

Chapter 2 : Great American Automobiles of The '50's Poole Chris | eBay

*Find helpful customer reviews and review ratings for The Great Book of American Automobiles at www.nxgvision.com
Read honest and unbiased product reviews from our users.*

The Age of the Automobile Cruising in automobiles such as the Duesenberg pictured above was popular in America, but this typically Sunday afternoon family past time was largely discontinued during the depression. Perhaps no invention affected American everyday life in the 20th century more than the automobile. Although the technology for the automobile existed in the 19th century, it took Henry Ford to make the useful gadget accessible to the American public. Ford used the idea of the assembly line for automobile manufacturing. Furthermore, they might use their higher earnings to purchase a new car. Ford reduced options, even stating that the public could choose whatever color car they wanted " so long as it was black. By 1929, there were over 8 million registrations. The 1920s saw tremendous growth in automobile ownership, with the number of registered drivers almost tripling to 23 million by the end of the decade. Economic Spin-offs The growth of the automobile industry caused an economic revolution across the United States. Dozens of spin-off industries blossomed. Of course the demand for vulcanized rubber skyrocketed. Road construction created thousands of new jobs, as state and local governments began funding highway design. Although it is not the first race car ever built, it is certainly the first car to rise to the status of legend. Even the federal government became involved with the Federal Highway Act of 1916. Gas stations began to dot the land, and mechanics began to earn a living fixing the inevitable problems. Oil and steel were two well-established industries that received a serious boost by the demand for automobiles. Travelers on the road needed shelter on long trips, so motels began to line the major long-distance routes. Even cuisine was transformed by the automobile. The quintessential American foods " hamburgers, french fries, milk shakes, and apple pies " were hallmarks of the new roadside diner. Drivers wanted cheap, relatively fast food so they could be on their way in a hurry. Unfortunately, as new businesses flourished, old ones decayed. As European nations were strengthening mass transit systems, individualistic Americans invested in the automobile infrastructure. Effects of the Automobile The social effects of the automobile were as great. Freedom of choice encouraged many family vacations to places previously impossible. Urban dwellers had the opportunity to rediscover pristine landscapes, just as rural dwellers were able to shop in towns and cities. Teenagers gained more and more independence with driving freedom. Dating couples found a portable place to be alone as the automobile helped to facilitate relaxed sexual attitudes. Americans experienced traffic jams for the first time, as well as traffic accidents and fatalities. Soon demands were made for licensure and safety regulation on the state level. Despite the drawbacks, Americans loved their cars. As more and more were purchased, drivers saw their worlds grow much larger. In 1918, at age 25, he was appointed president of the Ford Motor Company. Following the tradition set by successful businessmen of the previous century, Edsel Ford turned to philanthropy and helped to establish the Ford Foundation. This website has a brief biography of Edsel Ford and his wife, along with a virtual tour of his house in Michigan.

Chapter 3 : Early American Automobiles, History of the American Automobile Industry

The Great Book of American Automobiles Book Review Very interesting large coffee table book, lots of unusual and traditional american automobiles with pictures and specs, all automobiles listed by model year in ascending order for easy research.

The History of the American Automobile Industry has been four years in the making. This is done for two reasons: We are fortunate at this time in history to have tools that a few years ago, no one would dream that it would be possible. The greatest one is the digitizing of thousand of pages material that has been saved by libraries for hundreds of years. By their doing this work, we can now sit back and with a click of a "mouse", read material that was hitherto impossible to find.. The history of the automobile industry is the most complicated, yet fascinating one, that anyone can study or write about. The men behind the companies were industrial icons who accomplished what naysayers claimed to be useless and fool hardy, that a machine that could replace the horse. It took years to prove this and fortunes were lost in doing so, but in the end the machine, called automobile, succeeded. We owe a great debt of gratitude to these men for what they accomplished. When I created my web site, I wanted to make sure that it was for research and any one could copy it and there would not be any company advertisements or "sign-ins" to read it. It is free for everyone. It was to show what I have found and not to invalidate what someone else has written. If any material is published from this this site, I would appreciate it if it were mentioned. I also wanted to emphasize the important role that Amesbury had in the early devolpement of this industry. Amesbury, a population of 7,, at the time, had thirty body builders and forty-three other companies making parts. Eight automobiles were also manufactured. This is not hype, it is recorded in all of the automobile magazines of the period. I have been told by many people that I should publish my research on the Early American Automobiles. I have given it much thought on how best to do it. For me, at my age and lack of knowledge about publishing, the task would be too difficult and may never get done and the cost of the book would be such that a limited number of people would risk the price to buy it. I have decided to publish my book as an attachment to my web site. The advantages of doing this in this fashion is that it can be easily revised for corrections and information can be updated as more research is done. Images can be shown in different sizes and full color pictures of restored cars can be seen. It took money and lots of it. Corporations were formed by moneyed men who cared about their investments and as long as the automobile gave a good return on them, they were satisfied and the company stayed in business. When the returns faltered, the company went into receivership or bankruptcy. The inventor was hired as the chief engineer and could be ousted at the whim of the board of governors. Most of these made less than ten cars and a lot more were only prototypes. As a whole, this book is about the history of the industry and deals with the economic conditions that affected it. It aslo contains a great deal of material about corporations trying to control the industry as well as individual companies struggling to stay in business This research has given an eighty-year old retiree something to do other than playing computer games and watching Encore Westerns on television. I have done it for the love of it and nothing else. I have never had a computer lesson and everything that I have accomplished has been done by trials and errors. My fat-finger pick and peck typing has caused me to proof read several times to correct mistakes. This book is dedicated to my wife.

Chapter 4 : Results | The Great American Read | PBS

The great book of American automobiles. [Andrew Montgomery;] -- A celebration of the glory years of the automobile in America from the best and the worst, the successes and the failures, the classics and the bizarre.

But long before the advent of stock-car racing, competitive drivers cared less about prize or profit than about simply completing the course. The men who lined up in the swirling snow of Times Square on the morning of February 12, , were embarking on a nearly unimaginable feat: The proposed route would take the drivers across the United States, including through areas with very few paved roads, and then head north through Canada. Next came a left turn at Alaska, which the drivers had to cross in order to arrive at the Bering Strait , which separated the American wilderness from the Russian one. The course then led through Siberia, which no one had traveled by car, before heading into the final stretch: Petersburg, Berlin and Parisâ€™ overall, a 22,mile trek in an age when the horse was considered more reliable than the horseless carriage. His reward was a magnum of champagne. In Times Square that morning 17 men, including drivers, mechanics and journalists, crammed into six cars from four countries: The American entry, a horsepower touring car called the Thomas Flyer, carried three extra gasoline tanks with a capacity of gallons and primitive canvas convertible top. The race was scheduled to begin at 11 a. At a quarter-past, railroad financier Colgate Hoyt snatched the golden gun from the table and shot it into the air. The contestants represented an international roster of personalities. Chaffray, driving the French De Dion, once organized a motorboat race from Marseille to Algiers that resulted in every single boat sinking in the Mediterranean. His father, a prominent newspaper editor in Naples, relented. The German entrant, driving the Protos, was an aristocratic army officer named Hans Koeppen who regarded the race as an opportunity to raise his rank from lieutenant to captain. His teammate was George Schuster, a year-old mechanic for the E. One of 21 children born to Casper Schuster, a German immigrant who worked as a blacksmith, George was an expert radiator solderer, chassis inspector, motor tuner and test driver. To Roberts, he was an ideal choiceâ€™ high enough in the factory hierarchy to be considered indispensable, but too low to steal attention from Roberts himself. August Pons, driver of the French Sizaire-Naudin, drpopped out after only 96 miles with a broken differential. In Hudson, New York, the cars plowed through foot-deep snow in a single file. Schuster circled the Thomas Flyerâ€™ which had no heater or windshieldâ€™ with a stick to check snow depth and put down planks for traction. The trail out of Auburn, which the New York Times described as the worst road in the United States, lived up to its reputation, with the three leading cars getting mired at Dismal Hollow in the Montezuma Swamp. The men prepared to camp for the night, but an American guide hired by the Italians came with six horses to pull the cars through. They settled into a routine, rising at 5 a. At the time, antifreeze was primarily used to produce explosives. They stopped at hardware stores to fill up on gasoline, one bucketful at a time. The teams forged a tense agreement that they would alternate leadership every five hours, but this spirit of cooperation quickly dissolved. They convinced themselves that an hour or two would make a difference in a six-month race, and feared that their opponents would sneak off in the middle of the night. Chaffray took to giving imperious orders: A few of the foreign competitors took offense at the locals, whom they perceived as boorish. Scarfoglio sent off a snide dispatch: There is still too much of the herdsman about them. Peasants along the way have filled up road dug by leading cars, so as to help the Thomas carâ€™ would it be possible to influence public opinion to aid us? The Norwegian had quit St. They agreed to settle the matter with a duel, but before they could find their pistols St. Chaffray made an executive and cool-headed decision to fire Hansen. Pulling the Thomas Flyer out of Colorado mud. As the Thomas Flyer approached frenzied crowds in Cheyenne, Wyoming, Monty Roberts knew that his time in the great race was nearing its end. He wanted to sail to Paris in May and race in the Grand Prix. Linn Mathewson, the son of the general agent for Thomas cars in the Midwest, would drive the Flyer through Wyoming to Utah. Professional driver Harold Brinker, famous for surviving a crash the previous year that had killed another driver, would take command in Ogden. George Schuster, the indefatigable mechanic, would drive through Alaska and Siberia, and Roberts would return when the car neared Europe. Before leaving Cheyenne, Schuster bought a. His acumen had kept the car running through

blizzards, freezing temperatures and sandstorms. At each overnight stop, he repaired the fresh damage and readied the Flyer for the next leg of the journey. And he was so unheralded that newspaper reports frequently misspelled his name when they bothered to mention him at all. By the time the Americans left Wyoming, they were leading by two states. The Italians were starting across Nebraska from Omaha. The Moto-Bloc was having mechanical trouble, although Godard was loath to disclose specifics. Desperate, he decidedâ€”in violation of the rulesâ€”to ship his car to San Francisco by railroad, but abandoned the idea when a photographer caught him in the act. Godard received a cable from the owners of his car: The German Protos in Ogden, Utah. Harold Brinker drove the Thomas Flyer from Utah through Nevada and around the border of Death Valley, arriving in San Francisco the third week of March, miles ahead of his closest competitor, the Zusta. Factory whistles sounded and automobile drivers blew their horns on Market Street. After a two-day trip there, it would be transferred to a cargo ship headed for Valdez, Alaska. Brinker begged Schuster to let him to continue with the team, even as an assistant, but the mechanic refused. It was finally his car and his turn. On Wednesday, April 8, the Flyer touched Alaskan soil. The welcoming committee consisted of the entire population of Valdez, few of whom had ever seen a car. Schuster wasted no time investigating the Valdez-Fairbanks Trail in a single-horse sleigh, and concluded that the only way to cross Alaska in a car would be to dismantle it and ship the parts by dogsled. The Parisian race committee abandoned the idea of Alaska and the Bering Strait and directed the Americans to return to Seattle. Their new plan called for the cars to sail to Vladivostok and drive to Paris from there. While the Americans were still at sea, their competitors, including the ever-troubled Protos, arrived in Seattle and set sail for Russia. Then the Americans lost time getting their Russian visas in order. The Flyer had been the first to arrive on the Pacific coast but was now the last to leave, a few weeks behind the competition. The Italian and French teams were forging across Japan when the race committee made another decision. In recognition of the time the Flyer lost detouring through Alaska, the American team was given an allowance of 15 daysâ€”which meant, essentially, that the Zusta and the De Dion could beat the Flyer into Paris by two weeks and still lose. In Russia, the racers were advised to give up and take the Trans-Siberian Railway. With one day to prepare, George Schuster searched for a supply of gasoline, which was scarce in Siberia. Back at his hotel, he received a note summoning him to St. When he arrived he saw that the Italian team was already there. What there was is in my possession, and I offer it to the car which will agree to take me onboard. Chaffray tried to reason with the Americans, stating that he could get a seat on the German car, but the Flyer was sure to beat the Protos into Paris and he wished to be on the first car to arrive. Chaffray transferred the rights to his gasoline to the Italian team, but was not allowed to join. His sponsor, the Marquis Jules-Albert de Dion, had decided he was finished. Expect to reach Paris on July He was now only a day ahead of the Protos and determined to maintain his lead. There was one problem: Schuster kept getting lost. One wrong turn cost the Americans 15 hours. Schuster heard that Lieutenant Koeppen had left St. Petersburg the same day and was on his way to securing a three-day lead. The Italians remained 3, miles behind, in Atchunsk. A delegation of editors from Le Matin greeted him with tepid enthusiasm and served a cold buffet at his reception. At the same time, Schuster was having breakfast at the Imperial Automobile Club of Berlin, where several people congratulated him on his good showing. Schuster had a month in which to get to Paris and still win the race. Parisians welcoming George Schuster and the Thomas Flyer. Schuster and his crew arrived on July 30, the Flyer making its way through the lines of lighted cafes, the crowds shouting wildly: The law was the law: A quick-thinking man on a bicycle rode up to the car, jumped off and deposited his bike, which had a headlight, in the Flyer next to Schuster. The gendarme stepped aside. After the accolades and parties died down, he returned to his job at the Thomas factory, where he was promised employment as long as the company was in business. Five years later, the Thomas company collapsed and all its goods were auctioned off. Fenster, Race of the Century: Crown, ; Dermot Cole: Philadelphia and New York: Sports Car Digest, September 28,

How the States Got Their Shapes 2 of 10 The Great Plains, Trains and Automobiles.

This wagon was begun July 6th, , and first placed on the road in October, The first engines in this wagon were a pair of inclined cylinders by the Mason Regulator Co. The Stanleys are not engineers, and hence depended on others for the practical details of their engines. There was no reverse gear which mason agreed that all vehicles should have one. The weight of this wagon is perhaps something over lb. The boiler weighs 95 lb. This is a step in advance, if true, and must lead to the large use of these carriages as soon as they can be had at the price of dols. The Mason has the Stanley boiler and burner and the Mason regulator and the Stanley frame and wheels and steering level. As Mason uses piston valves and a link valve motion, he has three levers on his quadrant stand at the right of the seat, the outside one for the cylinder cocks, the middle one for the link motion, and the inside one, latching to a very findy notched short quadrant, for the throttle valve lever. Mason drives with the same chain used by Stanley, but his engires are smaller, being only 2 in. The car has a 5of-in. Mason never put his automobile into production. He used this one to test his engines and after that he kept his engine building business for several years. Whitney has built several wagons, no two alike. The first one weighed lbs. This car was completed in October, , and had a light chain transmission. This car also has 2-in. The action ol this reversing gear is the same as that of the well-known shifting eccentric, the cranked valve-actuating shaft being introduced to avoid the large diameter sliding surfaces inseparable from the use of eccentrics, and for the sake of compactness. Whitney uses two diameters of wheels, in. Hartford pneumatic tires, costing; dols. The wheels have steel rims and heavy reduced spokes, with bent ends at the hub. It is enough to say that Whitney has tried bevel gears, spur gears, and chains for his transmission, and that none of them exactly meet his views. He has used rear-wheel sprockets up to 20 in. Whitney is at present directing his attention principally to this point of transmission mechanism. It is to be noted that all the motor-cars here illustrated have their transmission gear open to light road dust, and it is clear to the writer that the speedy destruction of all forms of gearing applied by Whitney has been due to grinding away, not to the legitimate wear of one clean, well-lubricated metal surface upon another. Taken singly, none of these carriages do all of these things, and it is not certain that the Stanley burner will burn kerosene with any degree of success. But most unquestionably a steam motor-car, operating on less than one-third of a cent per mile for fuel, and weighing well under lb. Writh such light weights the pneumatic tire is. End of Article Baldwin Copied from the English Motor-Car Journal, Edition Following the Stanley and Whitney vehicles, quite a number of different types of light steam cars are beginning to make their appearance in America. The steam dog-cart, for either two or four persons, shown herewith is built by the Baldwin Automobile Company, of Providence, R. The car is said to have already undergone some very severe tests. The engine will, it is stated, develop from 4 to 6 h. The exhaust steam as it leaves the engine is conveyed to a special combined condenser and vaporiser, and from there is returned to the water tank. In hill climbing , where the steam used is considerable, the surplus passes through an ingeniously-devised mufHer and escapes without noise. The boiler is fired by means of petrol. The exhaust steam passes through a coil in the petrol tank and raises the temperature so that a slight pressure is automatically obtained without the use of the hand pump. The burner beneath the boiler is regulated by the boiler pressure. The tanks for carrying water, fuel, etc. From the engine the power is transmitted to the rear axle by a single central driving chain. Ample brake power is provided, while the road wheels are of the cycle type fitted with pneumatic tires Baldwin Steam Runabout Automobile The American Steamer Coupe, West Newton, MA As years went by, steam power lost favor with the public and the last steam car that had a serious producton was in Electric Models Of the three major types of motor power, the electric was the most favorable for easy starting and driving, comfort and the main reason that they were noiseless and emitted no nauseous fumes. They were the choice of women and doctors for these reasons. If one were wealthy enough to own two cars, one of them would be the electric. Kimball read a paper on "New England as an Electric Vehicle Field," which he introduced with some interesting historical notes. Kimball makes the claim that New England is in a large measure the birthplace of the modern electric vehicle, in

support of which he cites the following historical facts: The first public demonstration of the electric motor as a means of providing motive power for transportation was made by Thomas Davenport, of Brandon, Vt. Although the model shown by Davenport was necessarily crude, it operated with a very considerable degree of success, and undoubtedly served as a stimulant to the ingenuity of other inventors who from time to time thereafter amplified and improved the ideas embodied in this original model. It was inclined to look upon the whole affair as nothing more than a very academic experiment and failed to discern the latent germ therein, which was ultimately to expand into such an enormous and valuable industry.. C, who built and exhibited on the B. From time to time, during the next thirty-five years, other inventors brought out new and more or less successful models, many of which embodied material improvements, and were very ingenious in design and construction. About the storage battery began to establish itself as available for commercial purposes, and those who were interested in perfecting the electric vehicle were quick to avail themselves of this new power supply, which, together with the rubber tire, soon proved to be the long-sought keys to success.. It was not until , however, that engineers and far-sighted business men really took up the development and exploitation of the electric road vehicle in an aggressive and systematic manner. The first electric street car had been put into operation by Frank J. Sprague, in Richmond, Va. The success of this installation, as well as the still greater success attending the electrical equipment of the West End Street Railway in Boston, which shortly followed the equipment of the Richmond road, gave a new impetus to the interest and efforts of those who were experimenting with electric road vehicles, and real progress followed rapidly. In the summer of an electric vehicle for one passenger, built by the writer for P. Pratt, of Boston, was shown publicly on the streets of this city. In the Holzer-Cabot Electric Co. An electric brake, capable of carrying eight passengers, was at once designed and successfully completed. Its operating radius on a single battery charge at 8 miles per hour was from 40 to 50 miles, and it was capable of making a maximum speed of about 16 miles per hour on a level road. Continually increasing progress was made from year to year thereafter, and by the business had assumed sufficient importance to be classed as an industry, and in the fall of that year, for the first time, a considerable collection of sample electric vehicles was shown at an electrical show held in Madison Square Garden, New York City. Public interest was considerably aroused by this exhibit, and the advantages of the electric vehicle were so obvious that it was not difficult to interest buyers, nor secure capital to manufacture. An electric vehicle that possesses some interesting and rather unique features, and which reminds us of the old Otto bicycle, has recently been constructed by Mr. It consists of a seat and carriage frame suspended between two large wheels, and a good general idea of its construction may be obtained from the accompanying illustration, which shows the vehicle and its inventor. Holson believes that the main improvement in his vehicle over other automobiles is the fact that he uses such large wheels. I overcome this by having such a large wheel. Andrew Riker and his Quadracycle Neither one was ever put into production. Hiram Percy became the chief engineer for the Columbia Automobile in For years to come, these gentlemen played a prominent part in the automobile industry. The rich and famous were transported to their events in style and comfort. There were many electric car companies of the era with two distinct styles. One was the Victoria Phaeton and the other was of the regular car style. The Victoria Phaeton models were manufactured by almost all of the major electric automobile companies its style remained very popular until However, the gasoline style body were being used at the same time. When the public demanded affordable automobiles for vacations and family use, the electrics began to lose in favor of the cheaper gasoline models that could drive a greater distance before refilling that only took a very short time to do so. It only took a very small amount of gasoline to provide the necessary fumes. In its natural state, gasoline will not burn. But in its gaseous state, there is enough power in the fumes of a gallon of gasoline to wipe out a city block. To make it more revelant, a gallon of gas can pull a pound car for twenty miles. There were several types of types of fuels tested in the beginning, but gasoline, or "gasolene" as originally spelled, became the prefered one. When Rudolph Diesel invented his engine in , he used peanut oil. Those noisy, smelly, crank-starting machines that had caused many accidents by a frightened horse while it was being passed on a country road were continually being built and sold in larger and larger quantities. For al of its faults, it had its advantages. The electric car needed to have a battery charge every eighty miles that required a four-hour charging time. The steam vehicles had to stop at almost every available

water hole to have their boilers filled and then wait another twenty minutes for it to gain enough steam pressure. The gasoline car could travel over three hundred miles on a tank of fuel. Still, there was enough demand for all three of them to be able to continue. In any type of business of this importance, there are people who want their product to be known as the very first. So, it was with the gasoline automobile. When he did, he patented both the engine and the automobile. In the mean time, Karl Benz patented his automobile in and is given credit for the first gasoline model made and John Lambert is recognized as being the first in this country. In the next two years, the designs that he made were sent to Charles who always wanted a small change. Finally, the engine was made and tested to mechanically sound and with sufficient power for use. It was place on a high wheel buggy and driven around Springfield for a year. The following model, made in , had an entirely different body that was much easier to handle and drive. When he was ready to put his engine to test, he hired the Apperson Brothers who owned a machine shop in Kokomo to build a chassis for it. They agreed to do so and to help finance it for half interest in the company. The car was tested later that year. It ran a short distance before the engine died. It had to be pushed off the street, but it had run.

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Click here to see our 1 pick Determining into which category a book falls takes mere minutes, but skipping this assessment may leave you with a book that does little to rev your intellectual engine. Perhaps no resource is better for studying and admiring the car than a book dedicated to classic automobiles. You simply have to accept that cars -- and trucks, SUVs, motorcycles, and so forth -- have played a huge role in recent history and that, to many people, they are much more than a mere tool of conveyance. The car takes on a near-mythical status in the mind of some people, thus the plethora of material dedicated to their appreciation. From museum exhibits to car shows to television programs and so forth, the auto is the frequent subject of celebration, study, and investment, as well. Consider selecting an automotive topic that interests you generally -- a type of car, e. Indeed the type of car created in any given year says much about the wider culture of the times; as evidence, see the elaborate vehicles of the Art Deco era of the 20s and 30s or the rugged muscle cars of the 60s and 70s. As a generalization, there are two approaches to appreciating the classic automobile. The first is to see the vehicle as a wonderfully designed machine; the second is to view the vehicle as a lovingly designed work of art. Within these two divergent approaches to the topic -- which can be thought of in terms of mechanical and aesthetic for shorthand -- there are still further differentiations of approach. Some car books assume a chronological angle in their study of the auto, considering myriad types of car and examining changes through the decades, while others focus on a particular type of vehicle the muscle car being a good example and, often, look at a more distinct period of time -- both the 1950s and 1960s receive particular attention. Before choosing a classic car book make sure you know whether this book is weighted more heavily on the mechanical, technical, and engineering side, or whether it errs on the side of aesthetics, design, and history. While someone with an appreciation and aptitude for engine design and specifications can often also appreciate artistry of design, there tends to be little cross-over in the other direction, so be sure to choose carefully if you or a gift recipient fall into the latter category. Also keep in mind that some car books are ideal coffee table tomes, rich with pictures and shorter text sections that make for fine reading even in limited doses, while other books are filled with prose and demand actual cover-to-cover reading. Determining into which category a book falls takes mere minutes, but skipping this assessment may leave you with a book that does little to rev your intellectual engine. Three True American Classics The first vehicle recognized as a legitimate "car" was designed by a German in the year 1885. It was in America, however, that the first cars that were in reach of the general public were developed and sold. The motor vehicle would come to define much of American history throughout the 20th century; a few automobiles stand out as emblematic of the wider car culture of the United States. The Ford Model T is routinely recognized as the most important and influential vehicle of all time. Its production period lasted from 1908 to 1927, during which time more than fifteen million Model Ts were built -- an impressive record for a car of any era. It was the affordable and reliable Model T that first democratized the car, with many middle class families able to afford the automobile. The Mustang, released in the early 1960s, was the first in a new category of vehicles colloquially called the "pony car. Mustangs have been in steady production since their first major production year of 1964, and have gone through many aesthetic updates while remaining at their soul a fast, affordable car. While not an aesthetic marvel or performance powerhouse, the new vehicle category was nonetheless a runaway success thanks to its pure practicality. Within a handful of years, every major automaker had developed and released its own variation on the minivan, and the vehicles dominated much of the family market for the remainder of the 20th century. A Brief History of the Automobile As noted above, the first machine generally recognized as a classifiable automobile -- a. The Benz Patent-Motorwagen used a tricycle wheel arrangement and was powered by an engine producing around two-thirds of a horsepower unit. It drove at a top speed slightly below ten miles per hour. The first American-made motor vehicle was released in 1893. The Duryea Motor Wagon was built using a converted horse-drawn carriage outfitted with a combustion engine. Its single-cylinder engine produced four horsepower, and has the dubious distinction of being the first

vehicle outfitted with armor and a weapon. An model of the vehicle was updated with metal plating and a forward-facing machine gun. While assembly line production of cars commenced in an Oldsmobile factory in , Henry Ford pioneers the moving assembly line a decade later, leading to truly efficient mass production of automobiles and lowering the price point of cars to match the budget of millions of consumers. By the middle of the 20th century, there were approximately 62 million cars owned by Americans , which represented about one car for every three people. By the first decade of the 21st century, that figure had risen to more than million cars owned in the United States, or almost one car for every two Americans.

Chapter 7 : 10 top American cars you can buy - Consumer Reports

The books being voted on by the public in PBS' summer reading encouragement program, 'The Great American Read,' now are highlighted in a 'book of books.' And Unicorn Publishing's latest art essay release runs on the mid-century American car obsession.

Chapter 8 : List of defunct automobile manufacturers of the United States - Wikipedia

The automobiles that American has taken to her heart and that have defined American culture. The ten years following World War I in America saw the birth of "mobility for the masses" as car ownership changed from being a privilege of the wealthy minority to become an essential part of the American way of life.

Chapter 9 : Popular American Classics Books

Three True American Classics. The first vehicle recognized as a legitimate "car" was designed by a German in the year It was in America, however, that the first cars that were in reach of the general public were developed and sold.