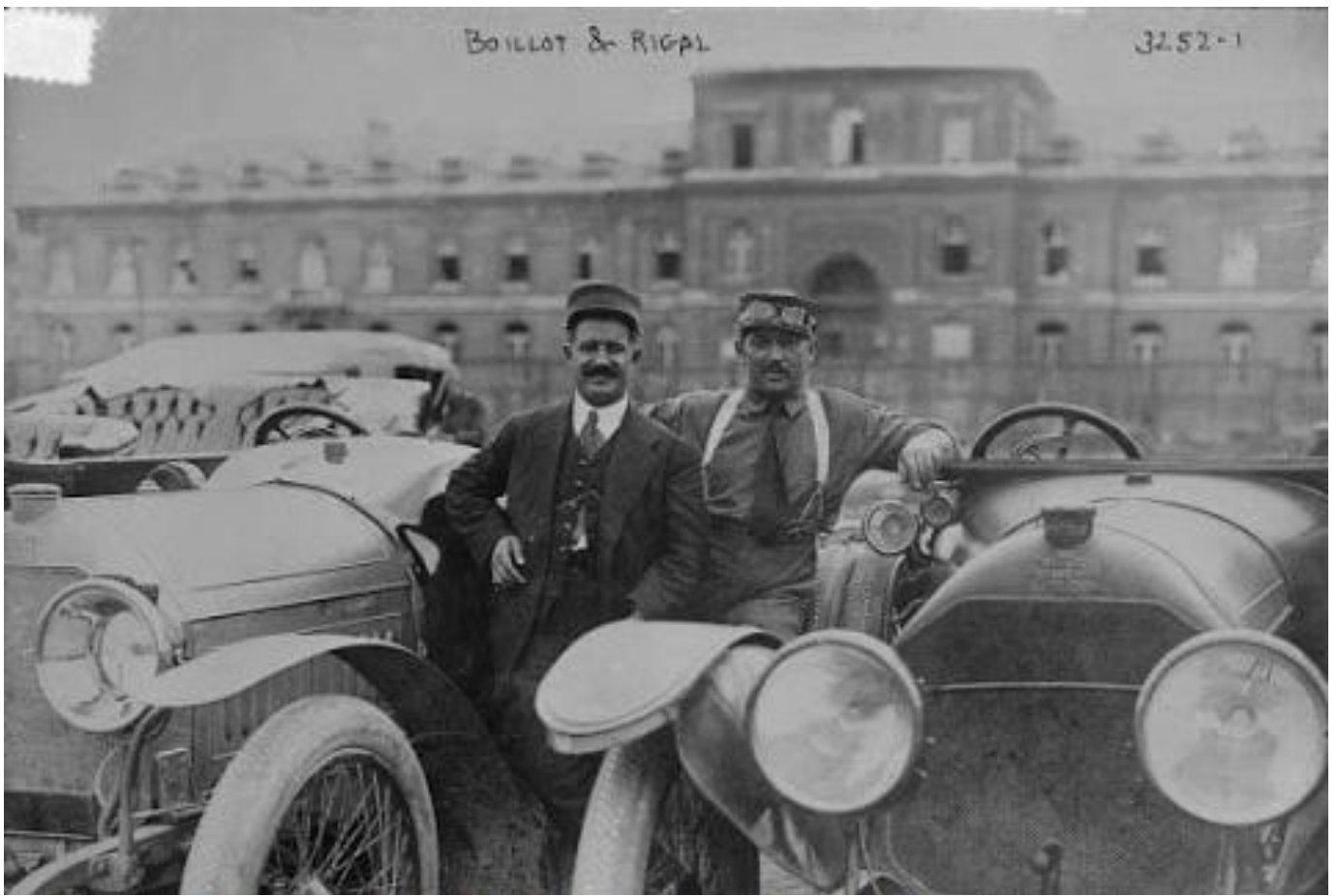




Two young girls are out in a Cartercar model H in Northern California. 1909 was the best year for Carter sales.



A 1920 Winton Six Ambulance and a Ford centre-door sedan.



Peugeot racing team members Georges Boillot and Victor Rigal were conscripted in 1914 and became army drivers.



A 1913 Ford was still in use in British Columbia in 1947.



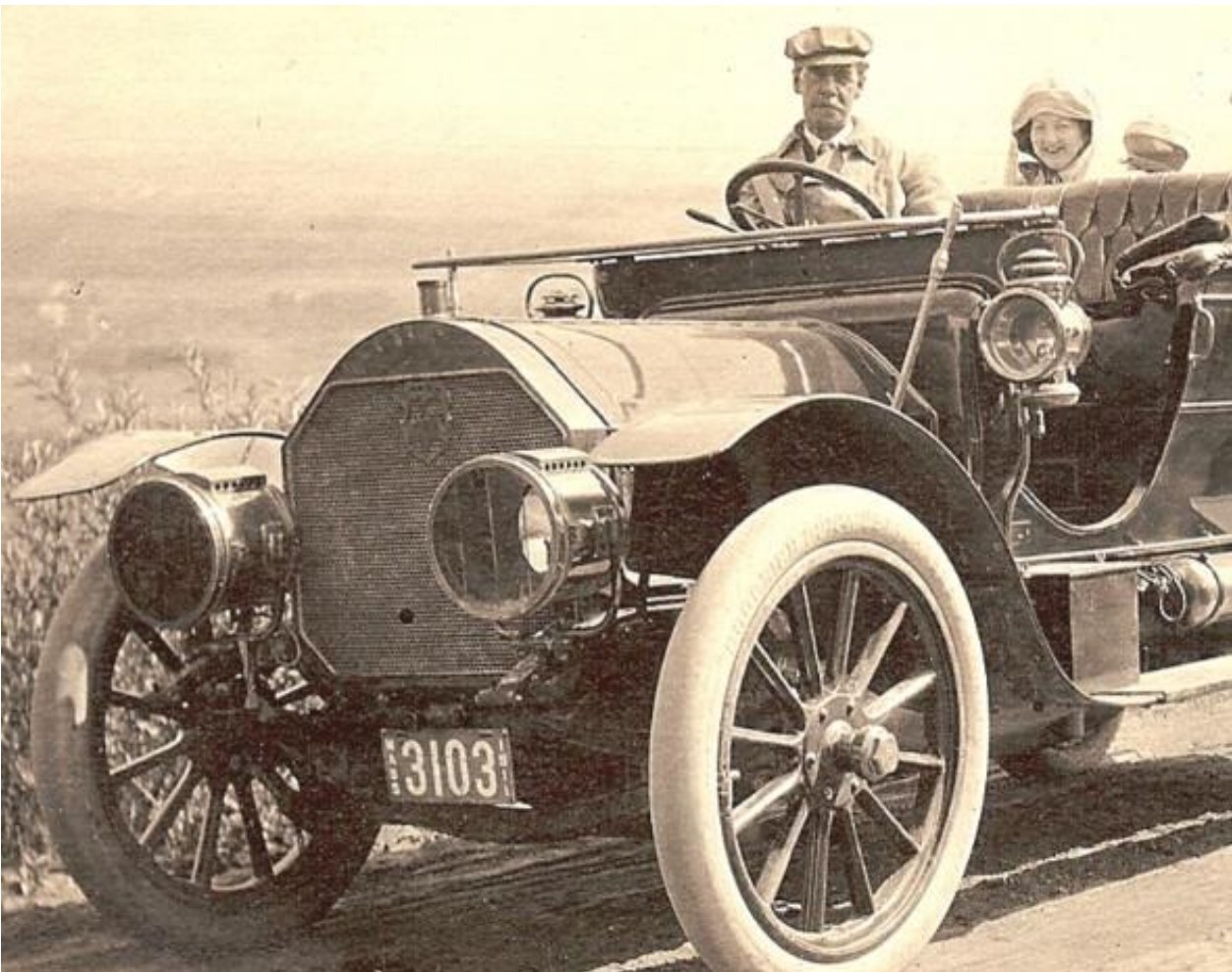
A Selden car with 4 people aboard took part in the 1911 Glidden tour.



R. M. Owen took part in the 1905 Glidden tour in his Reo.



A group of jovial young men is going somewhere in a Pierce-Arrow with New Jersey 1911 registration.



And here is what I think is a Pierce-Arrow with Massachusetts registration.



It looks like the Police department has a 1912 Chalmers model 10, 30 hp tourer. They're using a hurricane lamp tail light.



A 1912 Hupmobile model 32 has Maine registration.



An unidentified car of about 1900 vintage. The architecture appears to be Latin American or perhaps Spanish.



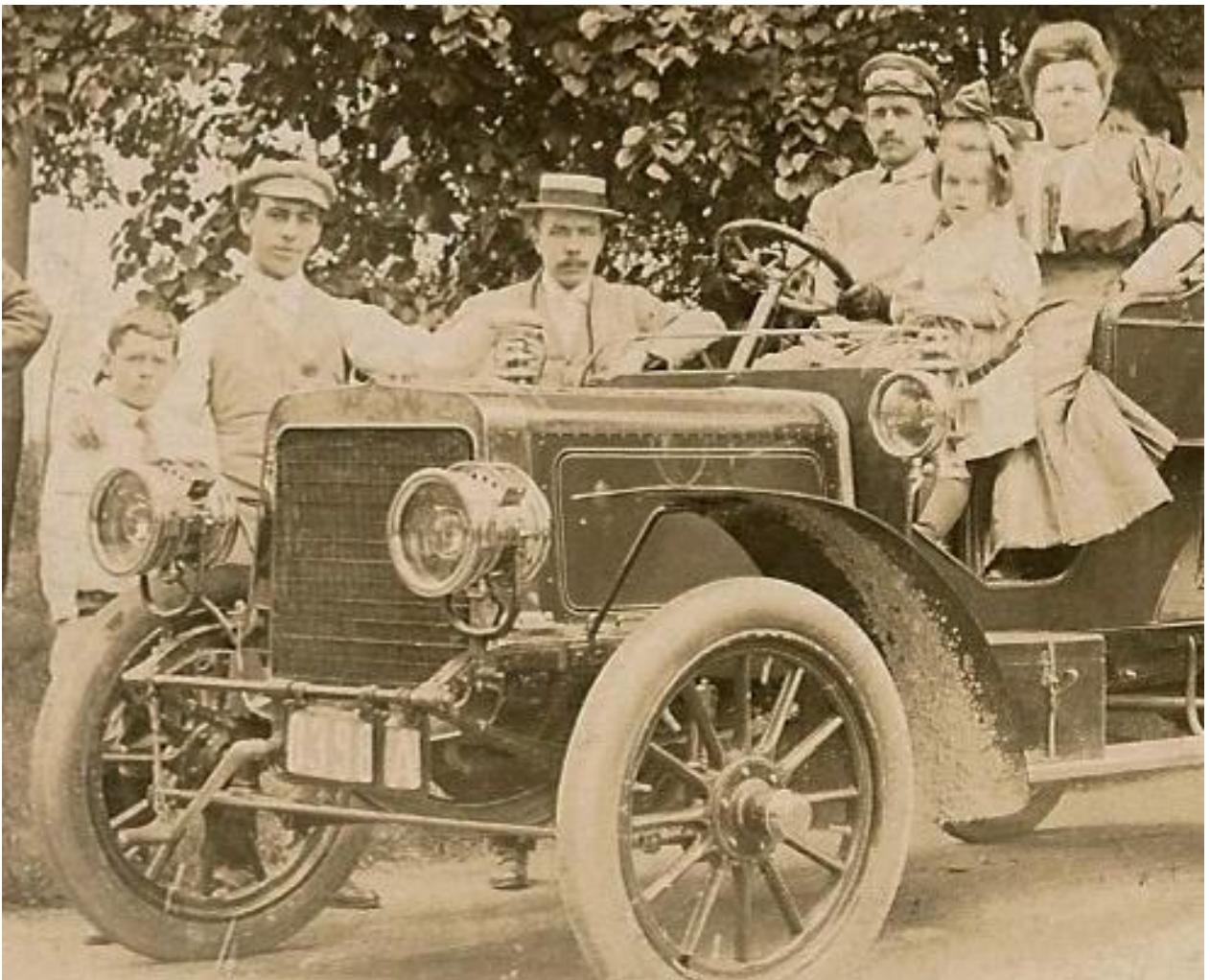
In 1900, two ladies in Vienna had a similar one, albeit with a different front spring set-up.



A picture from a family album has a man with a 1927 Reo Flying Cloud coupe.



And another family pic, this time from Malta, has the folks in an Overland 91.



This one is a mystery car. Some say Stevens-Duryea, others say 1906 Mitchell. What's your guess?



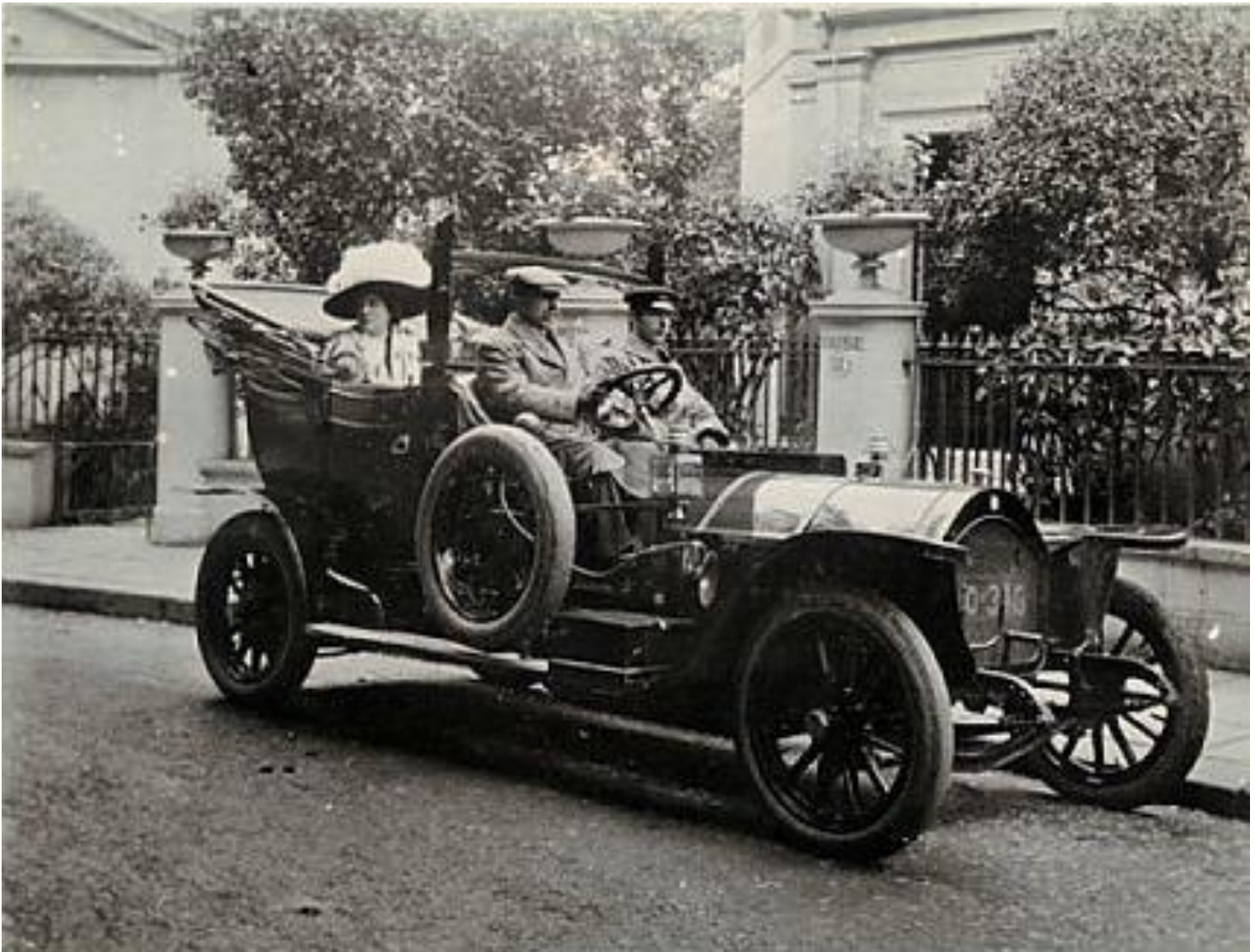
A 1926 Buick with unusual disc wheels is finding the going a bit tough in Mongolia.



It has New Hampshire plates and is possibly a Mighty Michigan.



A White has New Orleans plates.



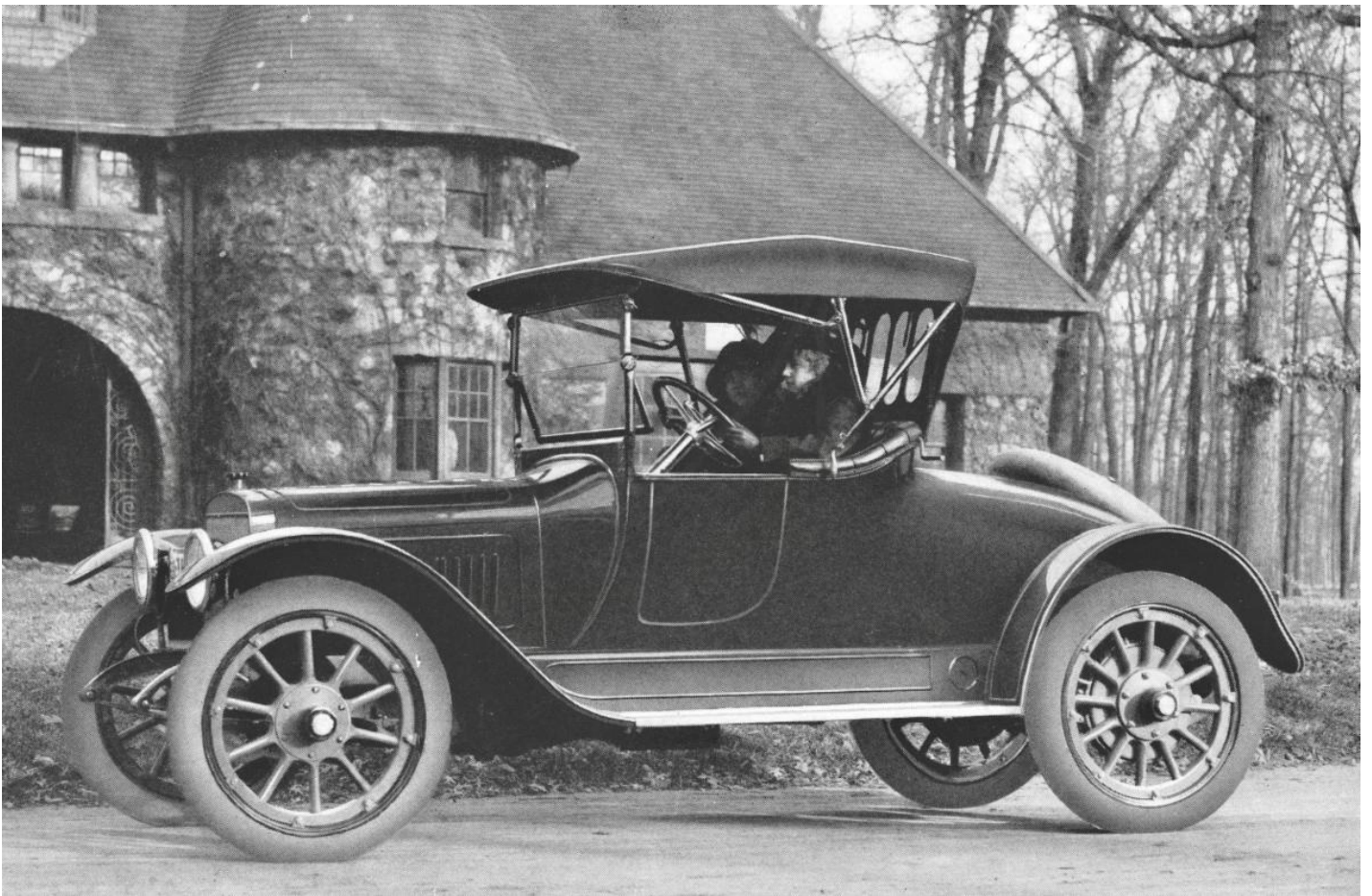
A 1910 Nagant Landaulette appears to have British registration.



A Mount Gambier family is busy fixing a 1918 Ford.



Marshalls arrive in an Apperson Jackrabbit for the start of the Automobile Club of America Grand Prize race at Savannah, Georgia on November 26, 1908.



Two ladies in a 1916 Lozier roadster.



The Pathfinder stand at the Indianapolis Auto Show of 1913 had a great many models on display.



In 1928 Hector Macquarie and Dick Mathews drove a tiny Austin 7 from Sydney to Cape York. It was a 1300-mile journey, 700 miles of which was through country that had no roads. The New Zealanders averaged 25 punctures a day.



Susie Keef Smith, the postmistress at Mecca, California, supplemented her income by selling photographs of desert scenes. Her pictures were so popular that in the 1920's she started doing wilderness photographic trips in her Ford. She was always accompanied by her cousin, photographer Lula Mae Graves, who was partially crippled by polio. When Susie died in 1988 her landlord cleared out her personal effects and thousands of photographs were thrown away. Thankfully they were recovered from a rubbish skip and Susie and Lula's pictures of "strange, big, wild places" were exhibited in libraries. They are now regarded as national treasures. Internationally renowned artist Warner Graves III is Lula Mae Graves' grandson.



By the 1930's the girls were traveling the desert in a comfortable Nash sedan.



Heavily armed Lula Mae Graves on one of the girl's exploration trips. Susie Keef Smith was an excellent Ford mechanic.



On one trip they found an abandoned Reo in a ravine.



A picture from a Devenuto family album has Angelo, Michael, Mary, Grandma and Elizabeth Mastandrea with a 26 Chev.



High rise car parks are nothing new.

This one had a hoist for lifting cars to the upper levels, complete with the driver as with this Wolseley Siddeley.



A model B Cadillac and a 12 hp Darracq somewhere in Australia. If you know the location, please let me know.



Also in Australia, an Austin 20 delivers a family to a creek for an outing.



A family album picture has a couple with a 1916 Scripps-Booth.



A family self-published a book about their adventures on a 5,000-mile trip in an old Reo car in 1921.



Three lads on a bridge in Spain.



A 1912 Empire has arrived in town after an epic trip across Montana.



Annie Atwell is having her Hupmobile 20 started for her.



An Australian 13.9 hp BSA tourer. Beginning in 1912, BSA cars used all-steel bodies.



A 1915 Dodge 30/35 is being advertised very convincingly.

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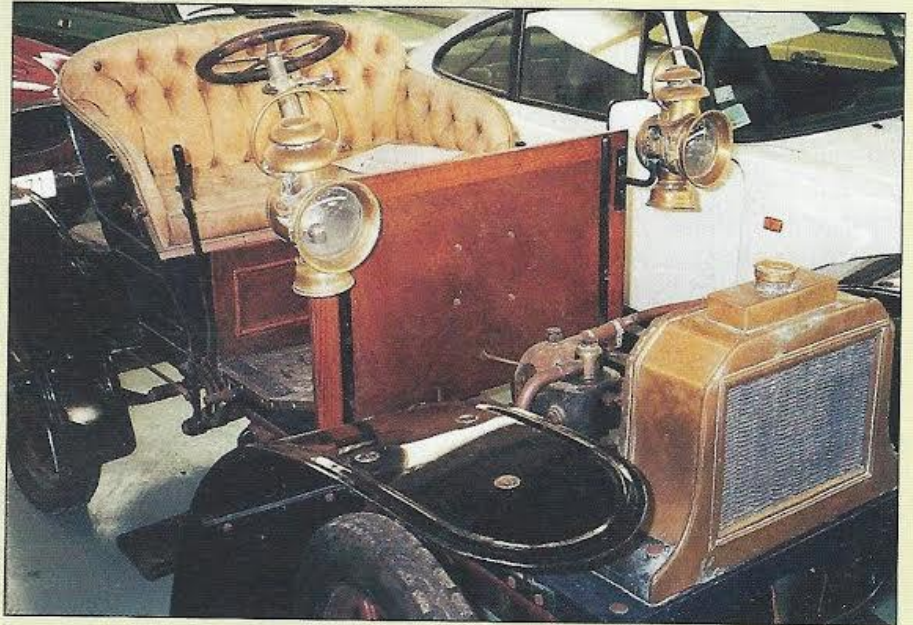
NOT A GLADIATOR

David Howard writes from the Loire Valley with news of this intriguing little car (right), advertised for sale by a dealer in Clermont-Ferrand as a 1903 Gladiator. David's guess is that it's actually Lacoste et Battmann based and of the type supplied to Napoléon, Regal, Gamage, Speedwell, Cupelle and a dozen other assemblers in the Veteran period. It bears the initials L & B on the hub caps and is powered by a single-cylinder de Dion-Bouton engine. More recently the same dealer has been calling it a Lacoste et Battmann of 1903. What is it really?

Malcolm Jeal, my guru on all Veteran matters, confirms that although the radiator shape is similar to that of Clément, it certainly isn't one — they never made a front engine single-cylinder car — and the tubular chassis looks to be of the type offered by L & B in the period 1902 to 1906. The engine would appear to be a late 6hp de Dion unit with atmospheric inlet valve. The attachment of parts does not, however, appear to be the same as any 1904 L & B confection which Malcolm has seen.

If David wishes to check further, cars using L & B components did have L-B cast into their differential

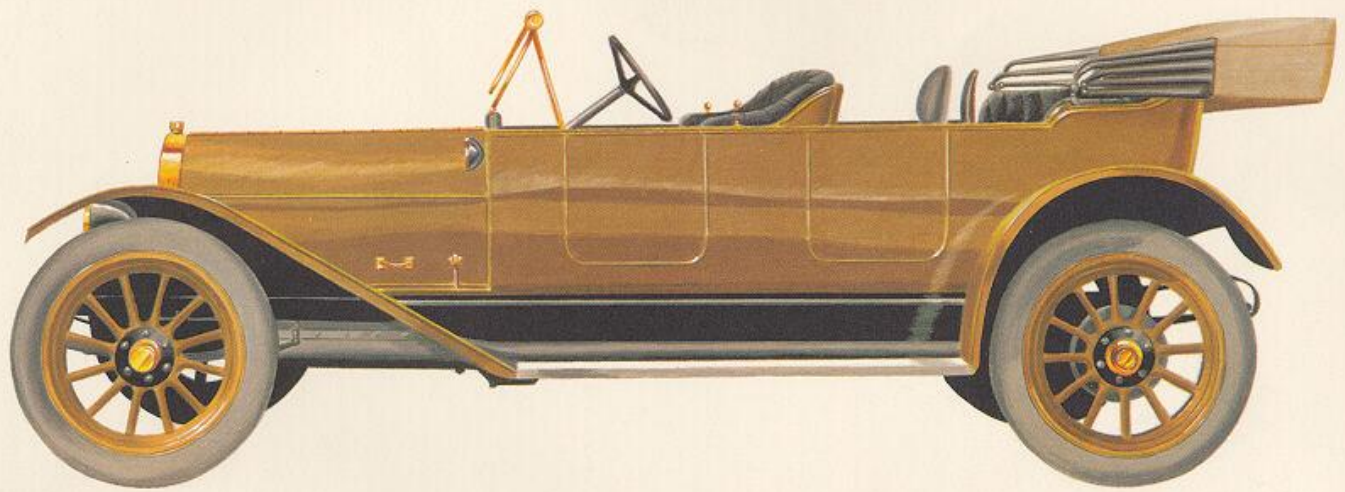
distinctive.
Can anyone
identify it?



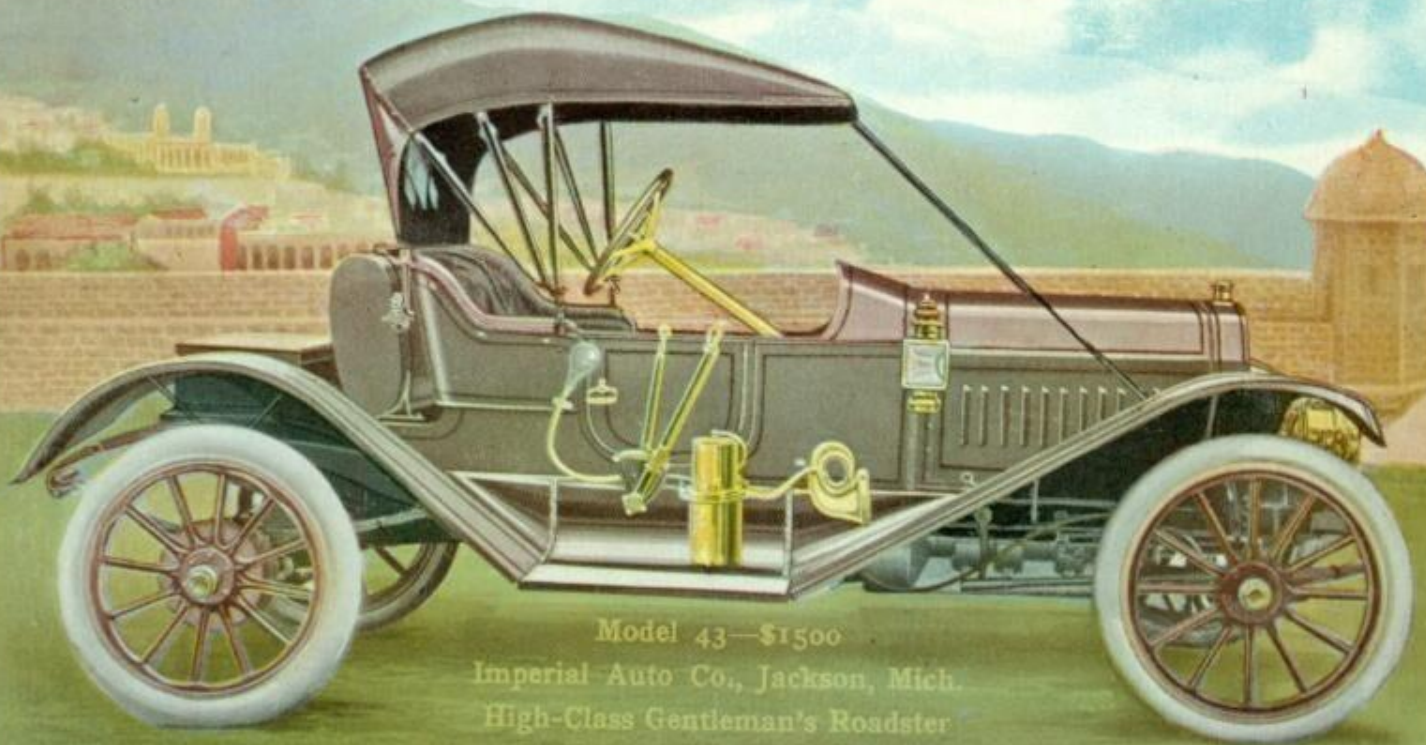
The c1904 Lacoste et Battmann offered for sale in Clermont-Ferrand

housing, and gearboxes were neat and quite small bronze cased items, the top cover plates of which were either blank or had L&B cast into them. Malcolm's gut feeling is

that the car is later than 1904. Despite their prolific output, L & B do not appear to have advertised, exhibited at Motor Shows or even issued catalogues.



Nyberg Touring Car—1913



Model 43—\$1500
Imperial Auto Co., Jackson, Mich.
High-Class Gentleman's Roadster

BODY AND GEAR—IMPERIAL BROWN

