

## ASTON MARTIN 1 1/2 LITRE INTERNATIONAL

In 1928 the Aston Martin 1½ litre International was unveiled at an auto show in Great Britain. With its long, louvered hood, wire wheels, motorcycle-type fenders and rakish overall appearance, it was the epitome of sports car design. In fact, even today many sports car enthusiasts consider the Aston Martin International to be the best-looking car of its kind ever produced.

The Aston Martin marque had been established in 1913 by Lionel Martin and Robert Bamford, who took the name Aston from the Aston Clinton Hill Climb in which they had competed. By combining

an Isotta chassis with a Coventry-Simplex engine, they produced a car that experienced modest success in English races. By 1926, however, the two men had sold only about 50 cars and were more than ready to welcome new backers, who reorganized their small firm. Martin retained an interest in the new company, which then became officially known as Aston Martin Motors Ltd.

Augustus C. Bertelli, chief designer of the new firm, and W. S. Renwick then teamed up to produce the precursor to the International. The result of their initial efforts was a fine-looking car that was



## BENTLEY 4.5-LITRE

The Bentley is considered by many automobile historians to be among the finest of the classic cars. Walter Owen Bentley dreamed of a car designed for fast cruising on early 20th-century European roads. For many years he pursued his quest for perfection by building several prototypes. It was not until 1921 that he was satisfied and sold his first automobile, and in just a few years the Bentley became the epitome of British elegance and tradition.

Bentley believed that the best way to publicize his cars was to pursue an active racing program.

Although his automobiles failed in some early motor car races, they made impressive showings in later competition, and their popularity grew. In 1924, an outstanding year, Bentley sold 403 3-litre automobiles, the largest annual production of any Bentley model.

No one automobile is more representative of the firm's racing tradition than the 1931 4.5-litre supercharged Bentley—or "Blower Bentley" as it came to be known. Although the car was designed by Walter Bentley and Amherst Villiers, Bentley never approved of the principle of supercharging, and



## BREWSTER TOWN CAR

In the depression year of 1935, the Springfield Manufacturing Company took on a demanding challenge: to produce a luxury limousine during the worst financial crisis in American history. This builder of exclusive custom automobile bodies did not succeed in trying to overcome the economic odds against such a bold venture. Only about 300 of its Brewster town cars were ever produced, but the company did succeed in leaving its mark on automotive history.

The concept behind the Brewster was attuned to the hard times of the depression. The car was

deliberately built as a small limousine—the kind of luxury automobile that would not provoke the enmity of the less affluent through an obvious display of great wealth. Inside, however, the Brewster was another story. For it was fitted with interior appointments designed to satisfy the most demanding owner. Indeed, in terms of sheer luxury, the Brewster was a true automotive gem—and was more than a match for such full-sized limousines of its day as the Lincoln, Duesenberg and Pierce-Arrow.

Produced on a slightly lengthened Ford chassis



## ALFA ROMEO 2.3 LITRE RACER

After the Italian government took over Alfa Romeo S.A. of Milan, Italy in 1933, Italian racing car drivers often received telegrams, before their races began, from the nation's leader Benito Mussolini—Il Duce himself—urging them to "race and win for Italy." Alfa Romeo, with Enzo Ferrari in charge of its racing program, gracefully complied, coming in first, second and third in the 1933 Le Mans race. Again, in 1934, an Alfa Romeo won the Le Mans 24-hour race.

Since 1931, winning races had become almost a habit with Alfa Romeo, due to the exceptional

design and performance of its 2.3 litre, straight-eight racer, which had been introduced to succeed the highly successful Alfa Romeo 1750. The eclipse of the splendid scarlet speedsters from Milan did not come about until the mid-1930s, when Germany's powerful Mercedes-Benz and Auto Union entrants started sweeping the field in international racing competition.

Outstanding, even in this spectacular Alfa Romeo series, was the 1934 supercharged 2.3 litre racer. Only 188 were built, but each was a meticulously crafted car, with the two-seater's

