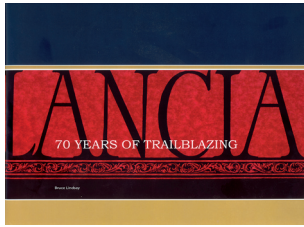


“Lancia – 70 Years of Trailblazing” by Bruce Lindsay. Published by the Lindsay Family Trust, Phuket 83100, Thailand, in an edition of 1500 copies. Casebound with dust wrapper and slipcase, 11¼ x 9½ ins., 386 pages, over 800 illustrations in colour and mono. Included DVD has over 300 Lancia sales brochures.
 ISBN: 978-0-646-51139-9
 Price: £75 plus post and package. Available from John Knowles Books, Brick Kiln Farm, Hingham Road, Great Ellingham, Attleborough, Norfolk, NR17 1JE or enquire@johnknowlesbooks.com, telephone 01953 452257



This large, heavy and beautifully produced book is not a conventional marque history in the normally accepted sense but rather a history of Lancia cars and commercial vehicles through the manufacturers own eyes, using sales brochures, advertisements and factory photographs to illustrate every model from the 12-18 hp Alpha to the Fulvia and including all their trucks, coaches and military vehicles to boot. Each chapter covers a model or range of models and starts with a description and history of the vehicle followed by the illustrations and finally, in tabular form, a technical specification giving all the dimensions of chassis, engine, performance, price and number produced thus providing an invaluable resource.

Factory and coachbuilders photographs are mixed with illustrations from sales brochures, the artwork often demonstrating how commercial artists exaggerate length and styling to make a car look more attractive. Rarities like the Albany Carriage Company's Airway Saloon, priced, incidentally, at £945 complete (wireless set and picnic outfit extra), get good coverage and, despite the cars origins in Italy and the books in Australia, there are many English adverts.

The Omicron bus and truck chassis includes an interesting illustration of the Nice-Genoa-Nice coach with a partially opening roof which only gave fresh air motoring for the passengers in the first class compartment while those that paid less for their ticket travelled in much more cramped conditions over the back axle and ahead of the luggage compartment. A Carrozzeria Viberti advert shows both coaches, trucks and a matching trailer.

Moving away from commercials there were certainly some beautiful bodies that adorned Lancia chassis and, as with most makes, it was the longer chassis that attracted the best of the coachbuilders art; the Weymann Four-Light Saloon on the long Lambda chassis looks perfectly propor-

tioned although today it often seems that the Lambda is seen as being too long but perhaps that is a by-product of looking at too many cut down, short chassis specials? Few could question the beauty of the Astura Torpedo Sport by Viotti, a two door, four seater tourer with long sweeping wings and a Bugatti-like sweep of colour behind the doors.

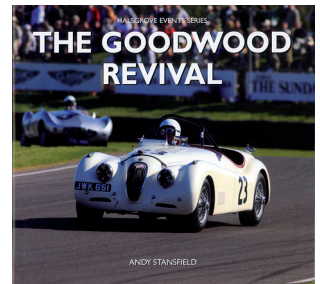
There is much to be learned by just reading the technical specification pages, for instance the first series Dilambda, of which only 28 were made, was longer in wheelbase but lighter than the second series, of which 1375 were produced, but with the same 100 bhp could probably out accelerate its later sibling. This level of detail is available for every model, probably for the first time in one book.

The book is printed on heavyweight silk art paper and this certainly pays off in the feel of the pages and the reproduction of the pictures, the binding feels robust and the slipcase is of a quality to match and will protect the book for many years.

The unconventional approach has certainly paid off; this work will not replace 'La Lancia' as a history but it will add a huge amount to that earlier work by Weernink and the two will reside happily together on the motoring bookshelf but it is a pound to a penny that Lindsay's book will get referred to more frequently because of the easier access to information.

To sum up then, a high quality book showing Lancia in a new light, with the inclusion of the commercial vehicles adding to the interest rather than detracting. This book is a 'must have' for anyone with an interest in the marque but it will also be essential for any collector of motoring books. With only 1500 copies worldwide this will soon be sold out and then the price could escalate from its reasonable starting price. Buy one now.

“The Goodwood Revival” by Andy Stansfield. Published by Halsgrove, Halsgrove House, Ryelands Industrial Estate, Bagley Road, Wellington, Somerset, TA21 9PZ. Hardback, 9½ x 8¾ ins., 144 pages. Illustrated in colour throughout.
 ISBN: 978-1-84114-873-1.
 Price £14.99 from good booksellers or from Halsgrove Direct on 01823 653777.



Andy Stansfield is a photographer as well as an author but he is not a specialist motor racing photographer and his previous books in the same series have been on such diverse subjects as 'The Forest of Bowland & Pendle Hill', 'Romney, Hythe & Dymchurch Railway' and 'Perfect Jersey'. This is not necessarily a bad thing since he might see a motor race meeting from a different angle to the specialists and produce something different.

'The Goodwood Revival' is a photo essay depicting the 2008 Revival meeting, each page has one image and a brief caption and the 140 or so photographs cover all aspects of