

Linkage

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Five To Watch in Amelia Island

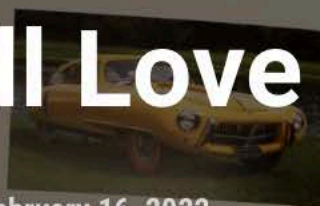


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NEWS

You Will Love this Book

Chester Allen • February 16, 2022



220. In 1908, the Cadillac Model K won the Royal Automobile Club's Silver Trophy in England for the **changeability of its parts.** When hand fitting was a normal part of automobile manufacturing, the Cadillac Model K was built to such low standards (the "standard of the world" at Cadillac's early manufacturing plant in Detroit) that it required no such adjustments. These Model Ks were selected for the London-based Brooklands Racing Circuit, disassembled with a thorough soaking of parts using the London steam plant, and then driven five hundred miles around Brooklands. The degree of precision manufacturing was so impressive that the American Cadillac won the British trophy. (Dymally.com)



222. The seventh-generation Corvette was unveiled for 2014 and was manufactured through 2019. It introduced a new styling philosophy for Corvette, "Metric Move." The car features wide stance, more aggressive, intricately styled headlights, and much more. With over 500 horsepower, and excites hoping the C7 Corvette was a bargain special. (Dymally.com)

THE ARCHAEOLOGICAL AUTOMOBILE

The Dynamics of the Collector Automobile Market



The modern collector car market could not function without a large and comprehensive body of historical literature to validate, support, and bear witness to the collector's claims for determining desirability, originality, authenticity, and production volume, and to bear witness. (Dr. Chappell for News Services)

As noted earlier, Joseph Alsop's eight "by-products" of art apply to all collectible artifacts because the involved dynamic of the car market is such a powerful factor in what we esteem, what we preserve, and how we perceive cars, we need to outline these by-products and their roles in the automobile collecting ecosystem and among its stakeholders.

Historical automobile ownership is variable in their valuation by the market, which is itself the

complex interaction of collectors; taste-making institutions such as museums, commentators, and pundits; authors; clubs; and event creators, and as cited above, the things that alter public perception.

Technological limitations that control the performance, usability, and accessibility of any particular automobile add a complicating factor to which things that are not active matter are immune: traffic and safety regulations,

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I've been in publishing for a long time, and I'm very leery of any book title that includes: "Complete," "Only" or "Best."

On the other hand, I'm always intensely attracted to a book that delivers the goods from the very first page.

Miles Collier's long-awaited "The Archaeological Automobile: Understanding and Living with Historical Automobiles" delivers the goods – and more.

This sumptuous, 390-page book is heavy in weight, but it is so easy to read. Collier is the ultra-rare combination of historian, racer, artist, collector and gifted writer, and he takes the reader on an almost-cinematic tour of the history of the car, why the car has shaped our modern world more than any other technology, why we love our cars and how we can preserve cars – and the knowledge that makes them so special.

I'm not going to attempt a full-blown review of this book right now, but you'll see one in the next issue of *Linkage*, which will come out in early May.

I will say that most people who love cars will open this book and find it difficult to put it down.

Collier's easy, conversational writing style – and the vivid stories he sprinkles throughout the book – take the reader on a fascinating journey.

At start of the book, Collier reminds us that horses dominated life until the onset of the automobile. Collier tells us that 130,000 horses worked in Manhattan in 1900 – and that 1,100 tons of manure, 270,000 liters of urine and 20 dead horses fell on the streets of New York each day.

This set of amazing facts sets up Collier's statement that horse power was unsustainable in a world that was becoming more and more mechanized – and more crowded.

This is a scholarly book, but it has the flow and narrative pace of a good novel.

I promise you won't be able to put it down.



You can find this book on Amazon or at www.thearchaeologicalautomobile.com



Chester Allen

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