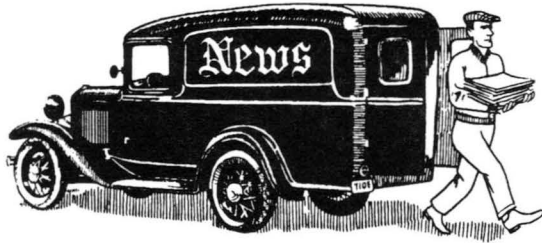


# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March-April 1995

Issue Number 155



## BRIGHAM RECUPERATES; APPRECIATES HEARING FROM MEMBERS

SAH co-founder Dick Brigham recently returned home after hospitalization for a slight fracture and pneumonia. During his convalescence he "will enjoy talking again with members of SAH," according to his wife Grace, also a founding and honorary member of the Society. The Brighams were jointly recognized as Friends of Automotive History in 1985.

As Dick lost his sight following a stroke in 1989, it is best to reach him by telephone at (404) 422-9115.

## SOCAL PLANS FOR 13th LITFAIRE

The Southern California Chapter of SAH has finalized plans for the thirteenth annual Literature Faire and Exchange, to be held Sunday, June 25th, 1995 at Pasadena City College. Last year's event was postponed by World Cup Soccer's visit to Pasadena; this year's Faire returns to its traditional end-of-June schedule.

Admission to the event is free, and 20 x 20 foot vendor spaces are available at \$15.00 each. This is a literature and automobilia event only; no auto parts, new or used, are allowed. To reach the Literature Faire take the Hill Avenue off-ramp from the Foothill (21) Freeway and go to Colorado Boulevard. Pasadena City College is at the intersection of Hill Avenue and Colorado Boulevard. To reserve vendor spaces, contact:

Bill Cannon  
175 May Avenue  
Monrovia, CA 91016  
Phone (818) 358-6255

Last year's spaces sold out by June first, so don't delay.

## GM OPENS MEDIA ARCHIVES

General Motors Corporation has recently been organizing, cataloging, and preserving the firm's collection of photographic images from the entire history of the corporation and its divisions. Some images are over 100 years old, and most have been, in the words of product expert John Robertson, "virtually untouched for decades." GM Media Archives has been organized as a self-supporting entity, and is able to offer gallery-quality photos in

several sizes. While the thrust of this enterprise is not to serve the historical community per se (Robertson anticipates that "a brisk demand will develop with the photographs being used as theme decor in such places as restaurants, offices, or GM dealerships."), it may be able to provide images previously unknown (or believed lost) for researchers and journalists. For further information on the GM Media Archives, contact John Robertson at General Motors Corporation, Argonaut B. Building, 8th Floor, 465 West Milwaukee Avenue, Detroit, MI 48282 USA.

## SAH's ITALIAN COUNTERPART

Several years ago, SAH established a publications exchange with the Associazione Italiana per la Storia dell'Automobile (AISA), which recently provided a list of its 1994 activities.

AISA's home is the Biscaretti Automobile Museum in Torino, but its meetings are conducted at various places in Northern Italy. A program on the Lancia Aurelia and its V6 engine was held at the National Museum of Science and Technology in Milano, while a round table discussion of Abarth was followed by a visit to the Caproni Aeronautical Museum in Trento. Later in the year, back in Milan, a conference was held on technological innovations of Itala vehicles. AISA's Premio Itala 1994 (its Cugnot Award) went to Angelo Tito Anselmi's book *Alfa Romeo 6C2500*, which Griff Borgeson has commended as "much more important than its title might suggest." The two runners-up were *Bugatti, la Gloire* by Franco Zagari, and Enzo Altorio's *La Fiat Nuova 500* described by Griff as "great history . . . that of a quaint gadget, like the Ford T or [Citroën] 2CV, which did much to put a nation on wheels."

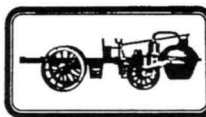
For further information on AISA, contact its secretary, Ing. Vittorio Fano, via San Vittore 32, 20123 Milano, telephone (02) 48002526.

## DOING SOMETHING INTERESTING.....

### BEADLE LAUNCHES TRIUMPH WORLD

UK member Tony Beadle, who edits *American Car World*, has recently begun to publish a new magazine directed at enthusiasts of Triumph motor cars. *Triumph World* whose premiere issue is dated April/May 1995, is an 84-page glossy full color publication featuring historic articles, car features, technical information, and marque-directed advertising. Featured columnists in the first issue include Graham Robson, USA Triumph authority Brett Johnson, and Triumph trivialist Ted Connolly.

For subscription information on the bimonthly *Triumph World*, contact CHPublications, Ltd., P.O. Box 75, Tadworth, Surrey, KT20 7XF England. In USA, subscriptions are handled by Eric Waiter Associates, P.O. Box 188, Berkeley Heights, NJ 07922.



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## EDITORIAL COMMENT

Historians are not noted for a sense of humor, or so someone once told me. I've never understood why this should be so, or even if it is so. Certainly at every SAH gathering I have ever attended there has been at least a minimum daily requirement of mirth. Cars, like everything else in life, should be fun.

Sure, there are some dedicated marque aficionados who cannot seem to take a lighthearted approach to "their" make. Offer an off-the-wall comment about the foolhardiness of the one-main-bearing Hoozis Six to the marque's defender and you'll get an earful about how the designer of the Hoozis was *brilliant*: a bearing

job on the car is cheap and easy because there's only one part to replace. Never mind that you have to do it every six weeks.....

Despite the fact that we are not a humorless lot, "lite" history (or anti-history) seldom appears in our publications. We dedicate ourselves to digging out new old facts and presenting them to our peers. It seems like sacrilege, to many, to *make up* phony history for our own amusement. To them I say "pshaw!" I bet you tore out the Cyclops stories in your old *Road & Tracks*, too.

This issue may be a first and last, at least under my aegis. If anything you read herein causes you historic distress, take some mystery oil and wait for the new regime. In the mean time, remember - it's April!

—Kit Foster

## PRESIDENT'S PARAGRAPHS

The greatest strength of SAH, and its unique drawing card as an organization, is our potential to help each other in projects of common interest. Individual members communicate with each other through the cross-references in the Membership Directory, and requests for information are placed in the *Journal*.

Now it's time for the management of SAH to come to the membership for advice and help in what I believe is an opportunity for our *Automotive History Review* to play a role that no other publication does, and thereby add to the distinction of SAH as a worldwide organization.

My premise is simply that there exists a body of automotive history that would be of interest and value to us but which is inaccessible to most of our readers because it has been written in a language other than English. Were SAH to translate these materials and publish them in the *Review*, we would, I think, be unique among English-language automotive publications. From the earliest articles in French and German in the 1890s, we have a century of materials to draw from, potentially inexhaustible, and assuring the survival of the *Review* indefinitely.

I have run this idea through our distinguished writers residing in France, Griff Borgeson and Jan Norbye, and have been encouraged by their support for the idea. Griff is attempting to find a translator for a Japanese article on that country's first front-wheel drive car, from the 1930s. However, our pilot project for this idea is a distillation of two articles which appeared in *l'Enthousiaste* in 1979, dealing with French-bodied Duesenbergs and their Paris dealer, E.Z. Sadovitch. Our member in Geneva, Yann Saunders, a professional translator for the ILO, is beginning to work on it. Fred Roe, who wrote a book on Duesenberg, is agreeable to providing relevant photos of these exotic creatures.

In addition, a chance encounter with Ian Cooling at the Beaulieu Autojumble last September (he lives in Bern) resulted in his volunteering to translate German articles for us. A non-member in the Netherlands seems willing to do the honors in Dutch, and we can always count on Dr. Jan Tulis to provide us with some information from the Czech. I don't imagine it will be too difficult to find experts in Italian, Spanish and Swedish once we get rolling.

This is not as easy as it seems. Already it is evident that writing styles in other languages differ from what we're used to, and that a literal translation, while faithful to the original, may not be to the taste of the English-speaking world. I thought a fairly recent article by Serge Bellu on French car styling of the Twentieth Century might be a candidate, but Yann and I both concluded that its literal translation possessed a rococo turn of phrase that placed it in the realm of philosophy; whether we can or, in fairness to the author, should rewrite such articles to our colonial tastes is not an unimportant consideration.

What we need from you at this point are candidates for translation and publication, as well as volunteers for translations. Materials may be of any era but should not have been published in English before. This means that we probably ought not to consider articles in dual-language publications such as *Le Grandi Automobili* where one of them is English, unless the feeling is that the publication is of such limited circulation that it is basically unavailable to our members. I think we should begin to compile a list of candidate publications as well, and I would welcome your suggestions and comments on this project.

Let me close with some general remarks on the *Review*, the last issue of which came out a bit over a year ago. In recent years its appearance has been not as frequent and predictable as we would have wished. Our goal for the near term is to provide it with an editorial staff separate from the *Journal*; this *Review* staff will produce one issue and an updated Membership Directory in odd numbered years (we promise you both by Hershey), and two *Reviews* in even numbered ones. In addition to the Duesenberg project, we have under consideration for forthcoming *Reviews* a monograph by Jeff Finney on Walter Flanders, the first two chapters of a book to be called *Those Elusive Vehicles* by Grace Brigham (a history of SAH and the auto-related culture of our times), and Dorwin Teague's story on what might have been the Ford version of the first Lincoln Continental. Our Uruguyan member, Alvaro Casal Tatlock, has completed a history of motoring in South America, and is amenable to supplying a chapter or two for the *Review*. It's our hope that enough enthusiasm can be generated to persuade his publisher that a market does exist for at least 200 copies of the complete work.

But the *Review* depends upon you and, at heart, can only be as good as your help and enthusiasm make it.

–Taylor Vinson

## RÉTROMOBILE '95 AND '96

One of the best kept secrets of the old car world is the annual affair in Paris known as "Rétromobile," but more and more SAH members are finding their way there. Think of it maybe as one-tenth the size of Hershey and all indoors.

Self-described as the principal European *salon* dedicated to collectible cars and motorcycles, Rétromobile takes place over a ten-day period beginning the second Friday in February. Held at the Parc des Expositions across from the Porte de Versailles metro stop, the '94 show attracted over 100,000 visitors. The '95 version was the twentieth in the series and featured more than 250 cars, trucks and motorcycles (over 100 marques) and a half dozen splendid classic wood speedboats. Two standouts that caught my eye were the propellor-driven Helica car of 1920-22, and a 1926-27 Fiat roadster whose fishlike body, complete with scales, began with a gaping mouth and ended in a tail. American cars were represented by a black 1941 Chrysler Thunderbolt and a green 1935 Ford Phaeton, displayed by one of the 70 marque clubs present. Interspersed between the cars were vendors of books, literature, spare parts, toys, models, and sustaining glasses of wine.

Each year the show begins with a press conference at the stand of the Fondation de l'Automobile Marius Berliet, France's preeminent champion of the preservation of motor vehicle history. This year, the Fondation featured the first Berliet engine (1894) and a Laffly truck from a 1933 Trans-Sahara expedition. SAH members I found there included Paul Berliet and his son Yves, Griff Borgeson, Jan Norbye, Dave Brownell, and Robert Przybylski of Warsaw. I understand that Tom Kerr was elsewhere in the hall while Rétro regular Howard Minners couldn't make it at the last minute.

Member Laurent Friry, who lives near Paris, has suggested that Rétromobile is a splendid time for a meeting of SAH members in Europe. This idea has been enthusiastically received, and we've begun planning the first such meeting for Rétromobile '96. We'll keep you posted, and if you have any ideas, you can convey them to Laurent at 2 rue de la Guerinière, F-91390 Morsang sur Orge, France, FAX (33) 1-644-75367, e-mail metlfy@met.fr.

–Taylor Vinson

## MORE MEMBERS ON-LINE

As membership renewals continue, more members are reporting that they are "on-line" with computer systems capable of sending and receiving electronic mail (E-mail). E-mail addresses reported since the last *Journal* are:

Berger, Michael #823	berger@beaver.edu
Case, Dean #1463	usfmcvk4@ibmmail.com
Ebert, Robert R. #1662	rebert@rs6000.baldwin.edu
Endelman, Judith L. #1630	resctr@mlc.lib.mi.us
Fiorani, Sam #1707	gncarmine@aol.com
Hollander, Michael F. #1357	Compuserve 76703,771
Keefe, Donald J. #1356	djkbanshee@aol.com
Kinney, David H. #1726	dhkinney@aol.com
Magnusson, Georg #1444	g_magnusson@viktor.vti.se
Martin, Mike #1628	mikem@apex.com
Milbrath, W.B. Jr. #752	milbrath@mac.wisc.edu
Skala, Roland #1502	rskala@delphi.com
Tesar, George #165	tesarg@uwwvax.uww.edu
Walker, B.F. #917	bwalker@sfasu.edu
Wilson, Kevin #1710	Compuserve 74247,627
Woodhouse, David M. #933	Compuserve 75260,2210

As noted in the last *Journal*, members may communicate with the editor via e-mail, and may submit letters, Billboard ads, and articles to:

zin@delphi.com

## SCOUR YOUR SHELVES FOR AUCTION STUFF

The annual Silent Auction of books, literature, and automobilia is the Society's major fund-raising event, and, next to membership dues, our largest source of income. Karl Zahm has again volunteered to chair this important event.

Karl is again looking for donations of automotive books, sales literature, small items of automobilia, and automotive art, to be sold to the highest bidder through a silent, postal auction. Past experience has shown that shop manuals are not good sellers, but all types of books and quality literature and art are in great demand. Since the Society is recognized by the Internal Revenue Service as a 501 (c) (3) exempt organization, donors may take tax credit for their contributions to the extent allowed by law. Please send your auction contributions, by July 1st, to:

Karl S. Zahm  
SAH Silent Auction  
5422 Winding Creek Drive  
Rockford, IL 61114 USA



## COUNT JOHNNY LURANI-A WONDERFUL LIFE

by Griffith Borgeson

Don Giovanni Lurani Cernuschi, Count of Calvenzano, died in Milan on January 17th, 1995. As Count Johnny Lurani he had been a living symbol of the *brío* and dynamism of Italian automobilism to generations of his countrymen and to enthusiasts worldwide. He possessed a “Renaissance Man” sort of versatility which for him was second nature and which normal mortals tend to find stupefying. He retained his phenomenal vitality and lust for life beyond his mid-eighties. It never occurred to anyone to refer to him as “*Il Vecchio*,” The Old Man. Instead, as he entered the autumn of his years the boyish and foreign-sounding Johnny seemed spontaneously to give way to Giovannino, still, in spite of his height of six feet and more, the diminutive of the same name - a very affectionate diminutive because he had long since become part of the precious patrimony of his country's automotive collectivity.

Without the most distorting condensation, Giovannino's biography will never make a movie script. It is too bewilderingly complex, and viewers' credulity would never accept it. He was born on December 19th, 1905 in the family château at Cernusco Lombardone on Lake Como, north of Milan. His primary education was provided by private tutors. They and his family did their respective jobs wonderfully, and he grew up possessed of culture, social graces, charm, intelligence, healthy gallant masculinity, and the ability to express himself with equal fluency in Italian, French, English, and German. His education in classical civilization was by no means overlooked.

Terminating those studies at the Liceo Parini of Milan in 1923, he moved on to the Regio Politecnico there, where he chose to major in Industrial Engineering. He graduated on August 12th, 1929 with extremely high marks, passed the State exams to practice professionally, and became a member of the National Association of Engineers.

He had been drawn to engineering studies because of his native passion for mechanical locomotion in all its forms. Already in 1926 he put his linguistic and technical training to work by becoming a frequent contributor and often correspondent to *The Motor*, *The Autocar*, *Motor Sport*, *Motorcycling*, and *The Motorboat*, among periodicals in England. He wrote for *L'Equipe* in France, *Les Sports* in Belgium, *Motor Revue* and *Auto Motor und Sport* in Germany, *Revue Automobile* in Switzerland, and for *Speed Age* and *Car and Driver* in the USA, among others. This range of titles covers decades. In the early post-WWII period, Giovannino purchased and became editor of another piece of national patrimony, the fine old magazine *Auto Italiana*, breathing new vitality into it. That activity fit into the period 1951-61. Thereafter, and until 1978, he was the head man of the Italian monthly *Autorama*.



Count Johnny Lurani, circa 1989, at age 81. Courtesy of Griff Borgeson.

In the latter period Giovannino began writing books, beginning with *Races of the World*, in Italian and English editions. His *History of Racing Cars*, in Italian, French, and English versions, won an important prize in 1971. In 1981 his *History of the Mille Miglia*, also in three languages, was awarded the Lord Montagu Trophy of Britain's Guild of Motoring Writers. He co-authored *The History of Sports and Prototype Cars*, the massive *Catalogue Raisonné dell'Alfa Romeo*, and a wonderful book, *The Nuvolari Legend*, which appeared in Italian, English, and Japanese. Nor is this all, by any means. In 1976 Giovannino was honored with the Pemberton Trophy of the Guild of Motoring Writers in recognition of journalistic and literary activity carried out over fifty years.

In September 1935, our man's military career began with his volunteering for service in northeast Africa. This ongoing history was rich in adventures, including Giovannino's assignment to supervise the Moto Guzzi factory on Lake Como in 1943. The story concludes with his being nominated, by the National Committee for Liberation, as commander of the Partisan forces in his home region.

By 1930 Giovannino had begun designing the bodies for his personal cars, which almost always utilized Alfa Romeo or Lancia chassis. He commissioned the construction of his bodies by leading Italian coachbuilders, and, until 1950, exhibited them in major concours, at venues such as Rome, Villa d'Este, Cannes, and Monte Carlo. At Viareggio in 1935 his Lancia Astura by Farina was first overall, with repeat top honors at Cannes. In 1950 his Alfa by Riva won first overall and the Grand

Prize of Honor at Venice. He continued to design his own bodies into the 1970s.

His competition record was simply staggering, and it would take many pages simply to list the events in which he participated. Between 1927 and 1953 he scored 65 class wins and myriad seconds and thirds. He loved light, potent, nimble thoroughbreds of between 1,100 and 2,000 cc, and drove them in everything: all manner of Grand Prix circuit races, the Mille Miglia, the Targa Florio, the 24-hour Le Mans and Targa Abruzzo races, the major hill climbs in Italy, Germany, France, and Switzerland, and major endurance rallies. He designed and built his own straightaway record machines, with which, between 1935 and 1956, he personally established 28 new AIACR and FIA international records. GT racing and Formula Junior were his creations.

*This is just scratching the surface*, and one could go on for days and chapters recounting Giovannino's life. It was in the immediate postwar year of 1946 that he became profoundly involved on the regulatory and administrative levels of national and international motorsport. The list of presidencies and other high positions which he held, from the FIA on down, is staggering, and this went on

unabated until his evergreen vitality was cut down in 1992 by the stroke which left him incapacitated and led to his demise. He was vice president and later president of the International Historical Commission of the FIA, and I was a delegate to it. This enabled me frequently to enjoy the company of this phenomenal individual, with whom I had had sporadic contact since the early fifties. He was of course a marvelous gourmet, and as we dined alone together one evening at the Royal Concorde he interrupted the flow of our conversation to say: "You know, I don't see how I could have been so lucky as to have lived such a wonderful life. I had the luck to grow up with the golden age of the automobile, and to possess and really use those which were, for me, really quintessential works of art, the most wonderful of all time. And not to do it in a retrospective way, but while their wonder was fresh and astonishing. Some of those cars I never let go of; they are still part of me."

## THE WAY IT SHOULD HAVE BEEN

by Taylor Vinson

*Back in 1986, Car Collector & Car Classics published a four-part series by veteran writer Richard Langworth entitled "The Story of National Motors." The premise of Langworth's fanciful piece was that automotive history might have been much different if George Mason had lived beyond 1954 and been able to build his vision of a conglomerate of America's independent automakers in his own way. Full of irreverent personalities like "John Zachary Conde" and might-have-been automobiles like a V-12 Packard Caribbean, the "National Motors" saga drew much acclaim but little counterpoint. One exception was our own Taylor Vinson, who, upon reading "National Motors" for the first time exclaimed "Langworth got it wrong" and dashed off his own version of revisionism. With appreciation to Dick Langworth for inspiration, we present the way it should have been.*

—Editor

Manufacturer of Studebaker, Amigo, Hudson, Mason, Nash, and Packard cars, and Willys-White trucks, U. S. Motors Corporation is today second only to General Motors in the production of motor vehicles. Its success is due primarily to the vision of two men, George Mason and Henry J. Kaiser.

During 1948, George Mason, then president of Nash, was convinced that the independent manufacturers could not coast forever on the pent-up demand from wartime days, but in a short period of years would succumb to competition from a strong GM, a sturdy Chrysler, and a renascent Ford. Better to hang together than hang separately he thought, as he set about to consolidate his fellow independents into an entity he christened U.S. Motors Corporation (USM). Although all immediately saw the benefits of an alliance, the "Independents" were run by strong-minded men, independent in every sense of the word, and geographical dispersion in Wisconsin, Indiana, Michigan, and Ohio was not conducive to an amalgamation. The Justice Department, protective of weak Ford, was decidedly against the Mason scheme, but dropped its objection without explanation. It was rumored at the time that when President Truman asked Paul Hoffman of Studebaker to run the Marshall Plan, this was the condition of Hoffman's acceptance. There's no doubt, however, that Hoffman's departure gave Mason the chance to put his men into Studebaker. Harold S. Vance, the chairman of Studebaker, was amenable to this because he and Mason thought alike on small cars. Mason had some sort of plan to market a car in 1950 that bore the price of a Chevrolet but was smaller, code named Rambler, but decided that the American public would never pay a premium for a small car, and that the money would be better spent refurbishing Studebaker's line. The result, as we all know, was the New Centennial Champion of 1952. This cemented the Nash-Studebaker axis.

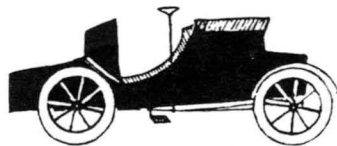
The Nash-Hudson axis grew out of views that Mason and A. E. Barit shared on the virtues of unit construction. Barit also appreciated the traditional Nash emphasis on interior comfort, while Mason admired Hudson's heritage of performance. Both men saw Hudson as the counterpart of Olds, and Nash as the competitor of Buick. At that point, neither had made any plans for follow-on models to their first postwar cars, but they decided to pool their efforts. Mason, by now well in charge at Studebaker, suggested that the new line be designed by Raymond Loewy. The famed designer, however, had no experience in designing unit bodies and he prepared proposals for two lines of cars, one of unit, and one of frame construction. Barit and Mason were so taken by the coupes on conventional frames, however, that they decided to

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*There's a new car on the market, and it sells for \$195.15, if we are to believe the Freeport, Ill., Chamber of Commerce, which recently welcomed the Stephens Six distributors' convention to that city with a "Stephens Six Shooter" edition of the Nine Line City News, official weekly organ of the chamber.*

*This bit of whimsy, for which we are indebted to Beverly Rae Kimes, was published in Motor World for December 1920. In defense of accuracy, we must reject any claim on the part of Vinson or Langworth that they invented historical humor.*

—Editor

put them into production for 1952. This was USM's first badge engineering, as these splendid machines were sold by Studebaker, Nash, and Hudson. This served to further tighten the loose alliance of the individual makes of USM. Unit design was still intended for the sedans. Some thought was given to engaging Pinin Farina, but money wasn't available for it. One imagines that a Farina-designed Nash would have been one of the all time beauties, and the fact that this did not come about is undoubtedly one of the great tragedies of automotive history. The sedan that did emerge, by way of Packard, represents Mason at his innovative best.

The war had left Packard with a sizable treasury, little of which was invested in its '48 line. The company, however, had developed the Ultramatic automatic transmission, and the Studebaker-Hudson-Nash alliance had none (GM was to supply Mason with Hydramatics for the '50 Nash, but to meet the Studebaker-Hudson threat to Pontiac, cancelled the deal). A long-term purchase contract to supply USM was Mason's entree into Packard. As part of the deal, Mason was given a seat on the Packard board. Exposed to the master salesman from Kenosha, the board was soon convinced that Packard's future lay with USM. Christopher and Ferry were given generous retirement severances, and Mason moved to Detroit as chairman of the merged companies to oversee the operations of his four lines of cars.

Packard had just fielded its second line of postwar cars, the '51s. These were not the prestige machines that Mason had in mind for the top of his line. As he needed a new mid-range sedan, the Packard "200" and "300" were quickly redone by Brooks Stevens as Hudsons and Nashes respectively for '52. They were built in Detroit, and sold alongside the old unit body cars which remained in production for a further year, pending reconversion of the factories to body-on-frame construction. Mason had decided that Packard should break with recent tradition and eschew model year and model designations. The cars would simply be Packards. When changes eventually occurred sufficient to warrant a change in nomenclature (1955), the cars became "Packard - New Series Two." This decision also relieved Mason of the necessity of introducing a "1952" Packard. Thus, when the old "400" reappeared in April 1952 as "The Packard", it bore the distinctive vertical grille of old, padded roofs by Derham, and was available in limousine, phaeton, and town car conversions. As is well known, when Mason's successor, George Romney, was elected President, the Packard returned to the White House, and has been the official Presidential limousine ever since. The current First Lady, Mrs. Iacocca, is said to be especially fond of her New Series Nine.

Shortly after moving to Detroit, it became Mason's priority to centralize production to the extent he could. His experience told him that Kaiser-Frazer could not be a long-term player in the field, and, with an eye on the production facilities at Willow Run, he set out to woo Henry Kaiser. Stroking the older man's ego, Mason offered Kaiser a deal under which his company would be given the right to set up overseas operations of USM (then nonexistent) in exchange for Willow Run. Though US cars would no longer bear the Kaiser-Frazer name, they could abroad. Kaiser thought himself too old for this and demurred on behalf of his son Edgar, who eagerly accepted. Thus it was that Nash left Kenosha and Studebaker passenger cars, South Bend, for Willow Run. The Nash Frazer was introduced to the British market, and a re-bodied Studebaker Champion, the Edgardo K, became the "Peoples Car of the Southern Hemisphere." Little did Mason realize that the Kaisers would ensure the long-term future of USM. The Latin operations (which USM acquired at the death of Henry Kaiser) concentrated on economy cars, and when the Japanese invasion hit the United States in the late '70s USM already had competitive cars in production in Brazil and Argentina, known respectively as "Amigo"

and "Mason." They were quickly imported, the Amigo sold through Hudson dealers, and the Mason through Nash. Amigo-Masons today are made at Marysville, Ohio. They are currently the best-selling nameplates in the industry. Alone among the Big Four, USM has never sold a car made in Japan (even so, the Japanese were able to secure thirteen percent of the U.S. market in 1990).

Now there was but one independent manufacturer remaining: Willys, which had survived with a successful line of Jeep utility vehicles, and a two-year old line of compact cars. As 1954 dawned, Mason envisioned a role for Willys in the USM empire. Studebaker was only a marginal player in the truck field, and USM was in no way competitive in this market with the other members of the Big Four. Once again the Kaisers came to the fore. Henry Kaiser had previously explored the possibility of acquiring Willys, and was able in short order to complete negotiations with the company on behalf of Mason. Willys management was pleased that the Jeep would survive as a unique product in the motor vehicle industry, and that the Willys name would live on, albeit applied to trucks. Truck production continued in South Bend, but beginning with the 1955 models the Studebaker name was dropped, and the Willys name substituted. However, it was not until the introduction of the Willys Champ in 1960 that the company began to increase its penetration of the pickup market, which it dominates today.

Unfortunately, Mason died before consolidating USM's position in the truck market, and his successor, George Romney, had little interest in this segment of the industry. When Romney entered politics, he persuaded Semon E. "Bunky" Knudsen to leave General Motors to take over USM. In short order, Knudsen acquired White Trucks, almost a neighbor of Willys in Ohio, giving USM a position in the Class 7 and Class 8 market. Today, Mercedes-Benz and Fiat build Willys-White trucks under license throughout the world, and USM is respected and successful both at home and abroad.



*Amigo-Mason: Best-selling nameplate in the industry.*

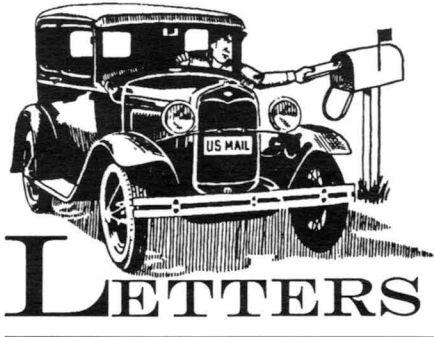
## NOMINATIONS FOR FRIEND OF AUTOMOTIVE HISTORY

The Friend of Automotive History is the Society's premier award, recognizing exceptional contributions by an individual to the cause of automotive history, usually over a lifetime of service. Former Society president David Lewis again chairs the FoAH Committee, and is accepting nominations from all members of the Society. Nominators should summarize the accomplishments and contributions their nominees have made in our field. Letters of nomination should be sent to:

David L. Lewis  
2588 Hawthorn Road  
Ann Arbor, MI 48104 USA

The deadline for Friend nominations is **June 1st, 1995**.





## OLDS EVIDENCE SOUGHT

I sit on the Dating Committee of the Veteran Car Club, and we are currently researching curved dash Oldsmobiles. We are having some difficulty establishing a firm method of breaking down the annual production by serial number, and there is various conflicting evidence. At the moment, serial numbers are allocated as follows:

1901	6,000 to 6,449
1902	10,000 to 8,990 plus extras
1903	10,000 to 11,999 15,000 to 16,599 17,000 to 17,399 plus extras
1904	Model R, 5 hp. 17,400 to 18,099 plus extras
1904	Model 6C, 7 hp. 20,000 to 21,999
1905	22,000 to 24,999

However, we have been shown a photocopy of an agent's receipt dated 5th September 1903 for an Oldsmobile with the serial number 17,605. Unfortunately, the serial number has been altered at some time on the receipt and could be 17,005. If indeed it is 17,605, then you will see that this would necessitate a reappraisal of vehicles falling into the 1903-04 period.

It occurs to me that there were so many curved dash Oldsmobiles produced that it is likely that other documentary evidence exists in the form of agents' records, sales ledgers, bills of sale, etc. which would provide us with more satisfactory evidence to show the true cut-off dates for each year. It would be much appreciated if members with such data could forward photocopies to me. Any material of this nature would be helpful to us. **Mike Worthington-Williams, Glaspant Farmhouse, Glaspant Manor, Capel Iwan, Newcastle Emllyn, Dyfed SA38 9LS, Wales, phone (01559) 370928 FAX (01559) 371253**

## Y BE PANORAMIC?

With regard to the interesting oddity on the cover of *SAH Journal* No. 154, surely an MG TC never *did* look so aerodynamic, as certainly this isn't a TC. My first reaction was that it's a TD, but further reflection suggests that it's a Y-series. For one thing, the size of the car (especially with those three rather crowded-looking people inside for scale) seems to be larger than Midget size - the axles just seem farther away from the cockpit than they'd have been with a TD chassis.

Also, I've been told that unperforated disc wheels, though shown in at least one full catalog, were used only on the first 73 TDs, after which the wheels surrounded their hubcaps with little round ventilation holes. On the other hand, unperforated disc wheels like

those on this Zagato-bodied car were used on all of the Y-series cars built between 1947 and 1951, and at least the first of the 1952-3 YBs as well. The Panoramicas were probably all built during the late forties anyhow, possibly before the 1949 introduction of the MG TD. **Lee Miller, 125 - 22nd Avenue, St. Petersburg, FL 33705**

*Peter Marshall, who supplied the Panoramica photo, comments: "Yes, Lee Miller is right. In fact the back of the photograph does say MG 1-1/4, and the 1-1/4 designation was only, I understand, used for the Y-types. Andrea Green confirms the chassis was a Y-type, and has found a picture of the car alongside a standard Y-type at a motor show (possibly Geneva). The TD MG was the basis for another well-known Italian coachbuilder's hand: Bertone's Arnolt MG. If Bertone had not got that commission perhaps funds would have dried up for Bertone and we would never have had the enjoyment of the little Alfa Romeo Giulietta Sprint. By the way, according to Michele Marchiano's book Zagato, the Panoramica series of cars ran from 1947 to 1950 inclusive."*

*John de Boer agrees that the chassis is a Y-type, and adds: "the person used as a model for establishing the driving position and interior dimensions was a California sports car dealer/driver named Roger Barlow, who also wrote for Road & Track and some other, rather short-lived, publications in the early 1950s."*

## THE MYSTERY ENGINE

I have some ideas on the mystery engine shown on page 10 of *SAH Journal* No. 153.

This engine has a single-barrel downdraft carburetor. The fuel pump mounted on the oil filler tube, no doubt operated by a pushrod, is a feature of Ford V8s from 1932-53. The front engine mounts look like they are made to line up with flathead Ford V8 mounts which were on the bottom of the water pumps.

This engine could have been tested in a 1949-53 Ford chassis. My guess is that it is an experimental engine made in the Ford labs in 1950 or 1951. Ford put into production an inline ohv six in their 1952 passenger cars. Overhead valve Y-block V8s followed in Ford and Mercury passenger cars in 1954.

Late in 1949 Ford hired Carl T. Doman from Air Cooled Motors. Doman had been chief research engineer at Franklin from the mid-twenties to the early thirties. It is obvious that Ford needed the engine design expertise of Doman to bring the company into the ohv era. So my opinion is that this ohv V6 is something dreamed up by Carl Doman during his first years with Ford. Doman liked six-cylinder engines, and at Ford he had to work with V-type as well as develop ohv technology.

One wonders how the crankshaft was laid out. Was it side-by-side rods, three journals 120 degrees to each other, with four main bearings? **Oscar F.J. Blue, HC-77 Box 184, Hancock, ME 04640**

*Seems plausible, but this photo purportedly carried a March 1948 date. Prototypes of the inline six and V8 ohv engines have been reported that early, too.*

—Editor

## RZEPPA - THE MAN

For a new work on all-wheel-drive in the USA I have need of biographical information on Alfred Hans Rzeppa, inventor of the universal joint bearing his name and which was of great importance in this branch of technology. I do not need technical information; that is readily available. What I need is to learn as much as possible about Rzeppa the man. The only patent of his of which I am aware

is US Patent No. 2,046,584, filed 8th August 1934 and issued 7th July 1936. I would like to know of others.

Historian Jan Norbye states that Rzeppa was on the Ford Motor Company payroll from 1934 (and perhaps earlier) until his retirement in 1962. I will be very grateful for any and all references members can supply, and will, of course, credit the source. **Griffith Borgeson, Campagne Mirail, 84240 La Motte d'Aigues, France, FAX (33) 90 07 72 96.**

## WINGING IT

Recently I was lucky to purchase several volumes of *Norsk Motorblad* (Norwegian Motor Magazine) from 1917 to 1924. Looking through issue #10, 1917, I was puzzled by a half-page advertisement that translates like this:

American Product  
Wing Motor Car Company,  
Gary, Ind.  
Luxury cars and trucks. Perfect construction.  
System "DeLuxe"  
Trucks for all uses  
We are seeking an importer for Norway.  
Ask for catalogs and terms.

Amerikansk Fabrikat

# Wing Motor Car Company,

Gary Ind.

Luxus og Lastebiler. Fuldendt Konstruktion.  
System „De Luxe“.

Lastebiler for alt Slags Brug

**Vi ønsker en Agent for Norge.**

Kataloger og Betingelser sendes paa Forespørgsel.

The advertisement has no address other than "Gary Ind." No "Wing Motor Car Company" is listed in my books. I would like to know if other members have any information on these perfectly constructed cars and trucks. **Asbjorn Rolseth, P.O. Box 64, N-2044 Frogner, Norway.**

## WORLD WIDE CAR NETWORK

I am pleased to see that SAH is now advising its membership of areas of interest in the online services. I am one of the system operators (SYSOPs) of the World Wide Car Network forum on CompuServe. This forum can be reached by CompuServe users simply by typing "GO:WWCAR."

There is an ongoing discussion in the forum of all matters relating to motor vehicles. We have sections which include a discussion of restoration projects, history, technical tips, safety, engineering, and cars and parts, wanted and for sale. **Ron Skala, 3910 Summitview, Suite 210, Yakima, WA 98902, e-mail rskala@delphi.com, rskala@aol.com, compuserve 70172,3355.**



**1950 - THE YEAR, THE RACES**, by Jean-Paul Delsaux. 255 pages, 398 photos and charts in black-and-white. Hardbound, 10 x 11.4 inches (25.6 x 28.7 cm), ISBN 88-7960-029-X. Published by Automobilia, Milan, and available in USA from Motorbooks International at \$100.00. Distribution in UK by Menoshire, Greenford, Middlesex; in France by E.T.A.I., Boulogne Billancourt; in Germany from Schröder & Weise, Hannover, and Heel-Verlag, Königswinter; in Japan from Hokuto Tsusho and Shimada, Tokyo, and Takahara, Nagoya City; inquire for prices in those areas.

Anyone who has gone to the trouble of building up a complete collection of *Autocourse* (which began with the 1951 season) or *Automobile Year* (which started at the end of 1953) will be inclined to precipitate toward this quite remarkable volume. And it sells for a normal price, not that of an heirloom. When excellent Belgian historian Delsaux (pronounced "del so," with equal stress on each syllable) pondered the immense significance of the 1950 season to international auto racing history, along with the fact that no yearbook existed to do it justice, he recognized a void in the literature that was much worse than aberrant. Thanks to his somewhat Herculean achievement in factual and photographic research, that void is admirably filled.

Just one of the turning points marked by 1950 was the birth of what Delsaux calls "the Euro-American world drivers; championship," and it is with this and equally-newborn F1 that his book begins....almost. Because, throughout the volume, each facet of the season is preceded by a succinct summary of its historical background, bringing the reader right up to the 1950 starting line. For example, in reviewing the American Class A oval-track championship season, one reads: "Dirt tracks originated at the end of the 18th century when the Spaniards in the south of the USA started running horse races. By the middle of the 19th century they had become ovals, specially built for this type of racing, often accompanied by other events such as carnivals, cattle shows, etc., which led to the name Fairground dirt tracks. The Rhode Island Fairground was the scene in 1896 of the first motor race on a dirt track. Did this mean that closed circuit racing was invented by the Americans before the Belgians tried it in 1902 on the Ardennes circuit and the French in 1906 with the Grand Prix de l'ACF?" The book swarms with such morsels, while doing a splendid job on what happened in arch-historic 1950.

Having covered F1 and the AAA Championship season, Delsaux covers Formula 2, the F3, international sports car racing, production car racing, the rallies, the *raids* or great endurance rallies, Bonneville, the first-ever Carrera Panamericana Mexico, and, to wrap it up with a chuckle, the Soap Box Derby, which, after all, is a form of competition which is taken very seriously by a great number of people.

The excellence and thoroughness of the book's photographic coverage merits special mention, too.

—Griffith Borgeson



**GRAND PRIX TRIPOLI 1925-1940**, by Valerio Moretti. 200 pages, 133 photos in black-and-white, 23 in color. Hardbound, 10 x 11.4 inches (25.4 x 29 cm.), ISBN 88-7960-056-7. Published by Automobilia, Milan, and available in USA from Motorbooks International at \$115.00. Distribution in UK by Meneshire, Greenford, Middlesex; in France by E.T.A.I., Boulogne Billancourt; in Germany from Schröder & Weise, Hannover, and Heel-Verlag, Königswinter; in Japan from Hokuto Tsusho and Shimada, Tokyo, and Takahara, Nagoya City; inquire for prices in those areas.

A good book is a joy to review, which happens all too infrequently. Author Valerio Moretti is a Roman architect who also is one of Italy's best automotive historians, researchers, and writers. He has a good personal command of French and English, but is backed up by experts. His opening words are: "Although there were fourteen editions of the Tripoli motor-racing Grand Prix, only the last eight earned the event international renown. The reason for this success, after a very stuttering start, undoubtedly lies with the national Lottery which was later attached to the race. The Lottery was tremendously successful and turned the Grand Prix into the *Corsa dei Milioni* - the Race of Millions (of Italian lire)."

With these succinct words the reader is swept directly into a scenario which, while being excellent history, is more than worthy of the screenwriting team which produced "Casablanca." It has everything going for it. It swarms with the great marques and drivers of the twenties and thirties. Threads in the story are the Italian colonial empire, the rise of Fascism and then of Nazi might, the struggle waged by the courageous organizer of a bush spectacle which became one of the fastest, richest, and most famous shows on earth; the idea of a great motoring journalist, the conceptual father of the Mille Miglia, to create an automotive version of the Irish Sweepstakes of horseback riding; the rains of gold which followed, with conspiracy and fraud in their wake; the charm of an ex-thug and transatlantic aviation hero, the young Marshall Italo Balbo, said to have been exiled to the colony because he could have been a threat to Mussolini at home. Balbo used the Tripoli GP as a base for pageantry, which made the race and the colony glitter in the world's eyes. The prestige of the race made it a mandatory stage for Europe's finest machines and drivers. On it, year after year, Alfa Romeo and Maserati gave their splendid all in their struggle to stem the irresistible German tide. All this and infinitely more is recounted by Moretti with calm but vivid detachment.

The book's harvest of historic photos is splendid, and full of local atmosphere. Some are reproduced across two full pages, with fine effect. Those of the original posters and banknote-like lottery tickets appear in sharp, full color.

One of the book's appendices consists of the starting grids and results of each year's race, which is to say from 1925 through 1940. These essentially statistical data are fascinating in themselves. The first year's contest was practically derisory, the entries being cobbled together from the meager rolling stock lying about the colony. Thus, 1925 was a sort of parade for utilitarian machines which were at hand. It was the next year, 1926, which marked the advent of racing thoroughbreds: Bugatti, Chiribiri, and Alfa Romeo. From this point onward, Moretti's book makes available to readers a sort of x-ray overview of the evolutionary performance of Grand Prix machinery and drivers between the Big Wars. There was the ephemeral presence of sublimely-named Chiribiri, then the long and emphatic dominance of Bugatti.

With that, the growing strength of Alfa Romeo and, remarkable for a small house, the veritable explosion of Maserati arose. Then, in 1935, Mercedes and Auto Union arrived and conquered, never seriously to be challenged again.

This work is a very rewarding contribution to our literature.  
—Griffith Borgeson

**GREAT CARS OF THE GREAT PLAINS**, by Curt McConnell. 267 pages, 173 black-and-white photographs and diagrams; 5 color prints. Hardbound, 8 1/2 x 11 inches, ISBN 0-8032-3163-6. Published by University of Nebraska Press, P.O. Box 880484, Lincoln, NE 68588. \$40.00.

Many of us in the Society feel we have a book gestating inside us, but the reality is that in few cases will a manuscript ever see the light of day. In those few cases, then, the author must shop the screed around to possible publishers and face inevitable rejection, for, let's face it, auto books are not the world's best sellers (look at the Motorbooks best-seller lists; motorcycle books commonly outpace the car tomes). The most many of us can hope for is a book privately published, hopefully with paper and typesetting that looks remotely like it came from a first-world country. It was with some ennui, then, that I learned that member Curt McConnell was working on a book about midwestern cars.

Curt's book has just been published, and he and the University of Nebraska Press have done their subject proud. *Great Cars of the Great Plains* doesn't purport to cover *all* the cars ever built in that region of the USA; he has selected five marque groups: Smith/Great Smith of Topeka, Kansas; Luverne of Luverne, Minnesota; Patriot of Lincoln, Nebraska; Spaulding of Grinnell, Iowa; and the Moon/Diana/Windsor complex of St. Louis. McConnell has done his work well, using, in addition to the usual trade journals and factory catalogs, interviews, and company records, local newspapers and government records. All too often automotive historians omit the latter two categories, for they normally involve intensive on-site work.

At first glance, McConnell's choice of marques may not excite the reader, despite the intriguing features of the cars: the Great Smith had an icebox mounted on its running board, and the Spaulding, often promoted with grandiose feats, was the first "Sleeping Car." But if these somehow still leave you jaded, the Moon story will not, involving as it does not only E.L. Cord but Archie Andrews and the exotic story of the Ruxton. Extensive specification tables for each car fill five appendices, except that Moon models were so prolific that McConnell has opted for a "Moon chronology" instead.

I always find something to carp about, no matter how good a book, and this great book about great cars cannot escape my growl. Footnotes are all in the back, as opposed to accompanying each chapter, so the careful reader has to keep one finger in the after part of the book. And in academic or scientific fashion the illustrations are all given figure numbers. This itself is no big deal, but the text feels it necessary to refer to each and every one, even when the photo is adjacent to the relevant passage. However, the figure numbers appear only on the *captions* which, in many cases, are somewhat displaced from both picture and text. Good captions located near, or indexed to, the photos would have been better.

Curt McConnell is a journalist and newspaper editor in Lincoln, Nebraska. His style, not surprisingly, is more reportage than poetic, but he provides a good read - and the design and photo

reproduction are excellent. Those of us who still feel we have a book within us can only hope we can do it nearly as well - and hope that Curt McConnell will some day do the *other* great cars from the Great Plains, like Gardner, and Dorris, and.....

-Kit Foster

**THE ITALIAN CAR REGISTRY**, compiled by John deBoer. 352 pages, English text with some Italian notes and translations, "no illustrations, just lots of information." Softbound, 8 1/2 x 11 inches (215 x 276 mm). Published by and available from the compiler, 3305 Valley Vista Road, Walnut Creek, CA 94598-4943 USA, \$35.00 postpaid in USA, worldwide price schedule available on request.

The germ of this astonishing work appeared first in 1982 as a very modest little pamphlet titled *Registry of Italian Oddities*. It listed hard-to-find data on a small number of more or less rare Italian cars. It was anything but imposing, and if its author foresaw it growing into the *opera* and *capolavoro* which overwhelms us today, it is certain that no one else did. In de Boer's words, it carries "approximately 16,000 Italian cars listed by chassis number and cross-referenced by coachbuilder and coach number (if applicable), engine number, body style and carrozzeria, build date, names of historical and most recent owners included where known." And what does the present good-looking and substantial tome represent? It is, de Boer says, "a progress report on my attempt to:

A - Identify all Italian manufacturers which produced automobiles and related component in Italy as well as related projects built by Italians elsewhere in the world.

B - Recover and record the lost production records of the lesser-known Italian car builders.

C - Describe the history of each car.

D - Begin to describe the personal histories of the people involved.

E - Identify and trace the origins of rebuilt/restored and 'replica' cars.

F - Ask for the reader/enthusiast's help to accomplish the above goals."

DeBoer's start has the heft and density of a fair-sized telephone directory. Among the impacts that it must have is a great enhancement of interest in choice Italian cars and their creators. The book is unique, astonishing, precious. Its potential for rendering service already is unlimited. What will the second edition be like?

-Griffith Borgeson

**TATTERSALL THE LEGEND**, by Ed Watson and Dennis Newlyn. 246 pages, 166 black-and-white photographs. Softbound, 5 1/2 x 8 1/2 inches, ISBN 0-9627653-1-7. Published by Witness Productions, P.O. Box 34, Marshall, IN 47859. \$14.95 (\$9.50 postpaid in USA to SAH members).

**SAFE AT ANY SPEED - The Great Double Career of Joie Chitwood**, by Jim Russell and Ed Watson. 256 pages, 172 black-and-white photographs. Hardbound, 6 1/4 x 9 1/4 inches, ISBN 0-9627653-2-5. Published by Witness Productions, P.O. Box 34, Marshall, IN 47859. \$22.50 (\$13.25 postpaid in USA to SAH members).

**THE BOBBY THE BABE AND ME**, by Herk Edwards as told to Earl C. Fabritz. 128 pages, 34 black-and-white photographs. Hardbound, 6 1/4 x 9 1/4 inches, ISBN 0-9627653-3-3. Published by Witness Productions, P.O. Box 34, Marshall, IN 47859. \$14.00. (\$9.00 postpaid in USA to SAH members).

Although these three books are of the same genre, it is unfair, in a way, to review them together, as each concerns a separate and distinct aspect of automobile racing history. But since they arrived together, and since publisher Ed Watson, of Witness Productions, has kindly offered them to members at a discount, we won't tarry any longer in hopes of more space in which to present more in-depth reviews.

Bob Tattersall was a world-class midget racer whose fame spread far beyond his native USA. In later years he became even more famous and beloved in Australia and New Zealand than at home. SAH member Ed Watson, a dedicated racing historian as well as publisher of history, and Dennis Newlyn, publisher of the Australian *National Speedway Illustrated*, have put together a complete and intimate biography of this hard-driving champion, presented in a largely conversational style. If there is anything you wish to know about Bob Tattersall, you'll find it in this book.

If Bob Tattersall isn't a familiar name to you, yet, Joie Chitwood surely is. Known most widely for his thrill and stunt driving shows, Chitwood began his career as an IMCA racer in the 1930s, and became a top-ranked sprint car driver. The thrill show began for him when he took over the "World's Champion Hell Drivers" from the widow of Lucky Teter, who Russell and Watson describe as the "Evel Knievel of his day", and soon spread his fame far beyond the racing circuits. Less well known is Chitwood's work in safety research and driver training. Readers will learn "The

## SALE

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<i>Damions &amp; Tracteurs</i> (France): 2 volumes Mar.-Dec. 1919, Jan.-Dec. 1920	18.00 ea.
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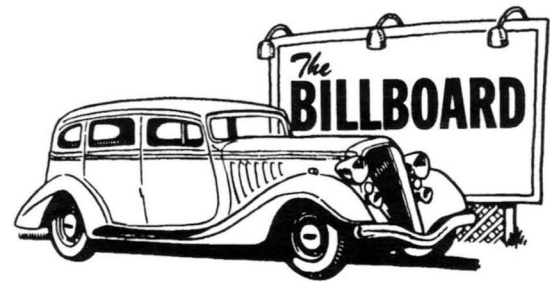
Chief's" entire life story, including why George Washington Chitwood was called "Joie."

*The Bobby the Babe and Me* is a different sort of book, a first person account of a much earlier period of racing. Hershel Winfred "Herk" Edwards became part of the Southern California racing scene at the old Ascot Speedway. This book concerns mainly his years as chief mechanic for the "Bobby Special," a Fronty Ford owned by Englishman Charles Bobby and driven by "Babe" Stapp. Edwards later drove midget racers, but, as he muses in his final paragraph, "In all of my years of racing there were none to compare to those spent with the Bobby and Babe Stapp."

All too often, specialist books of this type are hard to read because they have not been well edited (to be truthful, many are simply not well written). I'm happy to report, however, that these three volumes from Witness Productions are free of painful constructions and very well presented. The photographs in *Tattersall* are, on the whole, too dark and indistinct, partly because of the paper used. The other two volumes have much better reproduction of their historic photos; the Chitwook book in particular has sharp, clear images.

Persons with a general automotive interest as well as dedicated racing enthusiasts will find them a good read. If ordering with the member discount, as noted above, be sure to mention your SAH membership number.

—Kit Foster



The Billboard welcomes non-commercial advertisements from members. Ads are free, and should concern items of interest to historians: information, books, literature, photographs, illustrations, memorabilia; offered, wanted or to trade. Ads for vehicles or parts are not accepted. To advertise regular sales or services, contact ad manager Don Leach, One Poplar Point Rd., Edgewater, MD 21037 for display ad rates.

SEEKING photographs of the MG factory at Abingdon, for a book in preparation. In particular, I need photos of postwar production lines. **John Price Williams, 91 Park Avenue, Eastbourne, Sussex BN21 2XH England.**

LOOKING FOR interior and exterior photos of GM UK plants, in particular Old Oak Wharf; Willesden Junction when it was the Bedford (car) plant, the Buick plant, and as the Lendrum Hartman service depot; also photos of The Hyde at Hendon in its many incarnations; and finally GM's service depot in the Fulham Road. I also need access to original sales brochures produced by GM for the British and Irish markets. Can anyone help? **David G. Jones, 105 Summers Road, Farncombe, Godalming, Surrey GU7 3BE England, phone (01483) 861177, FAX (01483) 860723.**

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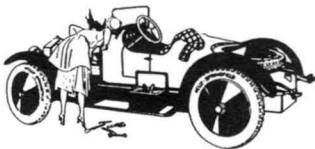
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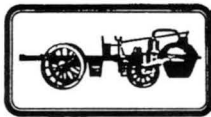
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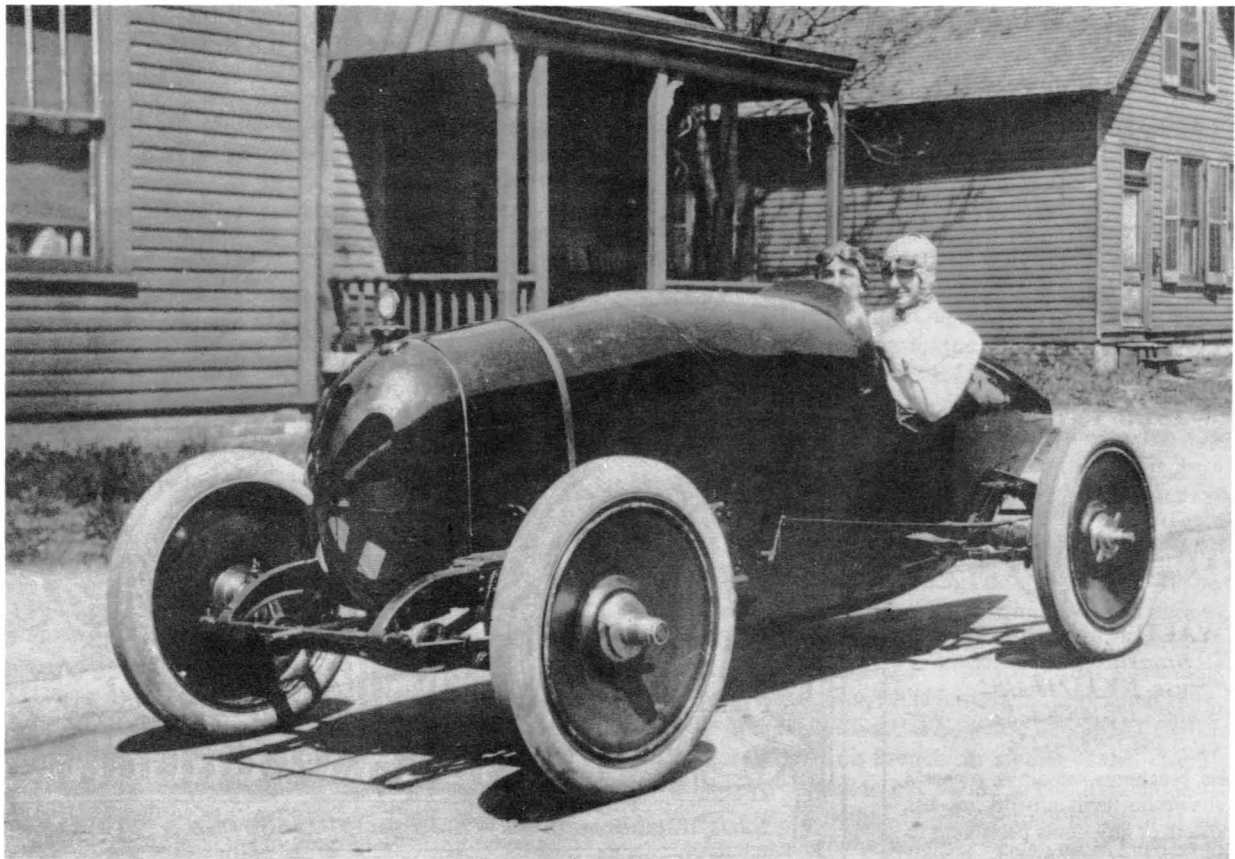
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