

SAIH Journal



ISSUE 260
JANUARY / FEBRUARY 2013

SAH Journal

SOCIETY OF AUTOMOTIVE HISTORIANS
ISSUE 260 JANUARY / FEBRUARY 2013

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April 15: Nomination deadline to the committee chairs for the following awards (for full details on all awards see autohistory.org/awards):

Carl Benz Award (*Don Keefe*, donaldkeefe@aol.com)

E.P. Ingersoll Award (*Tom Jakups*, tjakups@ymail.com)

Friend of Automotive History (*Leslie Kendall*, LKendall@petersen.org)

Nicolas-Joseph Cugnot Award, English

(*Doug Leighton*, jleight@huron.uwo.ca)

Nicolas-Joseph Cugnot Award, Other Than English

(*Arthur Jones*, nomecos@verizon.net)

Richard and Grace Brigham Award

(*Jack Juratovic*, 712 Novak Lane, Big Rapids, MI 49307)

June 10: Nomination deadline to the committee chair for the **Richard Scharchburg Student Paper Award** (*John Heitman*, jheitman1@udayton.edu)

August 1: Nomination deadline to the committee chair for the **James J. Bradley Distinguished Service Award** (*Judith Endelman*, judith.endelman@gmail.com)

Submission Deadlines:

Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/June	Jul/Aug	Sep/Oct	Nov/Dec
Mailed:	1/31	3/31	5/31	7/31	9/30	11/30

Note: the SAH Journal is a bimonthly publication (printed 6 times a year) and there is a two-month horizon for submitted material before it is mailed (e.g., material submitted by February 1st appears in the Mar/Apr issue and is mailed on or before 3/31.) All letters, manuscripts, and advertisement submissions and inquiries go to the editor.

Reminder: Please consider the Society of Automotive Historians in your tax planning. Remember, a donation to the Society is tax deductible and, more importantly, it will help keep the Society a strong and vital voice for the preservation of automotive history. For more information about making a donation contact Treasurer Pat Bisson at patrickdbisson@yahoo.com.

Cover: in this "more-right" version, the 1930 H.J. Mulliner Speed Six Bentley (BA2592) takes the place of the 1930 Gurney Nutting Speed Six Bentley (HM2855) in Terence Cuneo's famous painting of the Blue Train Bentley. **Photo-art:** Ed.

Back Cover: even today, some will show HM2855 racing the Blue Train. Is it "artistic license" now?... or the result of misinformation. **Artwork:** François Leboine.



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The SAH 2013 JAMES J. BRADLEY DISTINGUISHED SERVICE AWARD

Nominations Are Now Being Accepted for the Bradley Award.

The James J. Bradley Distinguished Service Award, presented by the Society of Automotive Historians, honors the work of libraries and archives whose mission is to preserve motor vehicle resource materials.

James J. Bradley, whose memory it honors, was the noted curator of the National Automotive History Collection at the Detroit Public Library. The Bradley Award was first presented in 1982.

Nominations are due August 1, 2013. The award will be presented at the SAH annual banquet at the Hershey Country Club on October 11, 2013 during the AACA Eastern Fall Meet at Hershey, PA.

To nominate a deserving library or archives, email Judith.Endelman@gmail.com for a copy of the nomination form. Send the completed Bradley Award nomination form to Judith.Endelman@gmail.com. Don't worry if you can't fill out all of the form. Do as much as you can.

The 2011 winner was the Revs Institute for Automotive Research in Naples, Florida. A list of previous Bradley Award winners and more information on the award can be found at www.autohistory.org

Bradley Award committee members include *Ed Garten*, *Mark Patrick*, and *Jim Wagner*.

Judith E. Endelman,
Chair, Bradley Award Committee
Society of Automotive Historians

Automotive History Review No. 54

The latest issue of *Automotive History Review* was mailed early in February. Current members who have not received a copy may email the editor (kit@kitfoster.com) or write to AHR at 1102 Long Cove Road, Gales Ferry, CT 06335-1812 USA and a replacement will be sent.

The editor is embarrassed that the Table of Contents listed an incorrect author for *Daniel Strobl's* very interesting article about Henry Ford's Green Island village industry in Upstate New York. Apologies to Dan for marring his AHR debut.

Recent changes in U.S. postal rates and regulations have greatly increased the cost and complexity of mailing overseas copies. A number of options for meeting these challenges will be presented to the directors at the Spring meeting to be held at Flint, Michigan, in April. Possibilities include email delivery in pdf format and overseas agents for local mailing in member-concentrated countries like France, Germany and Australia. Preliminary thoughts from non-US members are welcome, emailed as above.

—Kit Foster



Next Issue of the SAH Journal



Photo courtesy: Rolls-Royce Motor Cars

The Geneva launch of a new Rolls-Royce model, reviving a prewar name: Wraith.

Recent Publications by Our Members

Automotive Climate Control 116 Years of Progress

A comprehensive history of automotive HVAC systems. Paper bound, 524 pages, more than 600 images, time span 1897 to 2013. Available at all on line booksellers \$43.50 for printed version. [ISBN-10: 1105183610/ ISBN-13: 978-1105183614] CD available exclusively from author \$12.00 free shipping.

Gene D. Dickirson, P.E.
email: gdickirs@yahoo.com

Wanted: by author *Peter Larsen*: I am writing a book on the French carrossier Jacques Saoutchik. Two specific items have come up:

1) In 1927 Jacques Saoutchik went to America, on a contract to Pierce Arrow management, to consult regarding styling for coming Pierce and Studebaker cars. Is there anyone in SAH—or someone perhaps in the Pierce Arrow Society (or a Studebaker scholar?) who may know something about this from the American side—pictures, documents and so on.

2) I have a notation in a file which reads that Herman Brunn worked for Saoutchik in the late 1920s or around 1930. Same question: is there anyone in SAH who is knowledgeable about Brunn. The Brunn company bodied many Lincoln chassis of course, but perhaps there may be a connection between Brunn coming to Paris and Saoutchik previously having been in America on behalf of Pierce.

Any other information relating to Jacques Saoutchik is also welcome, especially early material from before 1914. *Contact:* *Dr. Peter M. Larsen, Rysensteensgade 1, 4th, DK-1564 Copenhagen V, Denmark +45.40312030, email: peter@bestprice.dk*

Wanted: Contributors for The SAH Journal. The editor greatly appreciates those that have stepped forward, but we need more, *now is the time to engage!* Please contact your editor directly. *Thank you!*

Wanted: CAR BOOKS. Send an email to receive a "Title Priced Want List" from Warth Motor Book Buyer.

Contact: *Tom Warth +1.612.801.5335 email: btew1@me.com*

Wanted: A new edition of the Dalton Watson book, *Rolls-Royce in America* by John W. de Campi is being prepared. The book will be faithful to the original, but with extensive changes to the tables and much additional material, including lists of cars with first delivery to America and an update on Rolls-Royce US models and history since the original publication in 1975. The aim is to cover the subject as exhaustively and inclusively as possible. If you have material (photographic/printed), information (sources/contacts) relevant to the history of Rolls-Royce in America, please contact your editor. *Thank you!*



THE REAL BLUE TRAIN BENTLEY

Left: 1930 Speed Six H.J. Mulliner Weymann saloon (BA2592), right: 1930 Speed Six Gurney Nutting Coupé (HM2855), at 2007 RROC Annual Meet, Skamania Lodge, Stevenson, WA. Owner of both: Bruce and Jolene McCaw.

Editor's Note: Automotive history is full of inspirational stories of innovation, genius and daring—from those with epic to modest effect. Our focus is getting the history as right as possible. In the last issue of the SAH Journal, we looked at Saoutchik and how it was featured at the 2012 Pebble Beach Concours d'Elégance and the healthy progress of show programs in spreading automotive history. This is an instance where we learned, with the support of evidence, that the fabled "Blue Train Bentley" was really not the car that was driven on that race, and that story of discovery premiered in a Pebble Beach program back in 2001, when both cars were shown together at that show. What follows is the story as it appeared in The Flying Lady magazine (published by the Rolls-Royce Owners' Club, issue Jan/Feb 2002, pgs 6459-6460) written by the discoverer of this revelation, renowned Bentley author and historian Clare Hay. An epilogue will follow to advance the story.

On Thursday the 13th of March 1930 at 6 PM, Woolf Barnato, Chairman of Bentley Motors, and his secretary Dale Bourne, left the Carlton Bar in Cannes, and got into Barnato's Speed Six Bentley to see if they could get to London before the famous Blue Train. Driving through the night, they reached Boulogne at 10:30 AM on Friday, catching the 11:35 boat to Folkestone. Arriving there just after 1 PM, they reached the Royal Automobile Club in Pall Mall at 3:30 PM; 15 minutes before the Blue Train pulled into Calais.

Of the 786-mile drive, Barnato said later that "Any woman could have done the same thing without discomfort," and indeed they probably could, in a Speed Six Bentley. But *which* Speed Six Bentley?

For many years now, it has been universally believed that Barnato drove his Gurney Nutting coupe (chassis #HM2855, registered GJ3811), a fabulously flamboyant Grand Touring three-seater with rakish helmet wings, the third seat fitted sidesaddle beneath a sloping roof, the whole ensemble finished off by a pair of huge Zeiss headlamps to the front, a long, louvered panel along both sides of the chassis and a neat trunk to the rear of the body. So it came as a huge surprise to find that, despite its immortalization in a painting by the well-known motoring artist Terence Cuneo, Barnato could not have driven this car in March 1930, because it hadn't even been built at the time!

It wasn't until I sat down to research the Gurney Nutting coupé-bodied Speed Six at the behest of its present owner that I realized that the dates simply don't line up. A whole sheaf of press cuttings for the Blue Train run give the date definitively as 13/14th March 1930. But the Bentley Motors Service Record for the coupe shows that it wasn't passed off Final Test at Bentley Motors, and the Five-Year Guarantee issued, until 21st May 1930, ten weeks after the Blue Train run. Further, the record shows that on 2nd June, it had



This is the painting by Terence Tenison Cuneo that did so much to immortalize the dashing Gurney Nutting coupé as the car Barnato took on his famous run. Cuneo (1907-1996) was a famous English painter, known for his railway and military scenes, and he was also the official artist for the coronation of Queen Elizabeth II. While our cover interpretation of Cuneo's work is likely more-correct, the actual car used was never specifically reported in the record. Also, there is no record of the car and the train anywhere near each other during the run.

only covered 391 miles. From which two questions arose: how had it come about that the Blue Train run had been attributed to the Gurney Nutting coupe, and which car did Barnato drive instead?

The answer to the first is that the first recorded attribution is 1967, in an article in the Bentley Drivers Club *Review* by Johnnie Green. Barnato himself, writing up the run in the 1940s, simply refers to “my Speed Six saloon,” which is insufficiently clear to say which car but doesn’t support the Gurney Nutting coupe, an utterly distinctive motorcar, which it would be surprising to find Barnato describing as a *saloon*. All the fruits of my research showed that there is no evidence to support the attribution of the Blue Train run to the

coupe, and overwhelming evidence to the contrary. It also turned out that I wasn’t the first person to realize that there is a problem with the dates. Faced with this, one author invented a story about “the longest pre-delivery run on record,” based on no evidence whatever. One of the major auction houses in their catalog entry changed the date of the Blue Train run, from March 1930 to March 1931. If the facts don’t fit

It is easy to see why you would want to believe that the Gurney Nutting coupe is the Blue Train car, because it is such a striking



Above: it was Le Calais-Méditerranée-Express, only known in slang as “le Train bleu”—officially as such after WWII. Right: Cuneo’s preliminary sketch at an English rail yard.



Eoin Young / classiccar.co.nz

example of automotive engineering, a marvelous chassis wedded to a stunning piece of coachwork. The mystique of the Gurney Nutting coupe is so strong, and the attribution to it of the Blue Train run so ingrained, that it is hard to forget that it isn't the car Barnato drove. The fact remains that all the evidence points to Barnato carrying out the Blue Train run in a rather more down-to-earth (insofar as a Speed Six Bentley is ever down to earth) four-door Weymann fabric saloon by H. J. Mulliner (chassis #BA2592, registered UU5999), delivered to Barnato in June 1929. Barnato evidently liked this car, because he drove over 16,000 miles in it in just under a year. And there in the Service Record is a small piece of evidence that it is the Blue Train Bentley. On the 15th of March 1930, the day after the Blue Train run, UU5999 was in Bentley's Service Department at Kingsbury, North London, to have a new Bendix starter fitted; its mileage, 13,519, easily enough to drive to the South of France and back, several times over.

Recently meticulously restored to its original form, perhaps the *real* Blue Train Bentley can now step forward. For the first time since 1930, when they were both owned by Barnato, these Speed Six Bentleys are back together and we are indeed lucky to have both of them on the Lawn at Pebble Beach.

—Clare Hay

Epilogue: Blues for the Blue Train Bentley

It has been more than a decade since the discovery that the car known as the *Blue Train Bentley* wasn't the car Barnato raced. How has this fact been assimilated in the motoring world? For some it may seem anecdotal, but this is an interesting case study in how challenging it is for historians to set the record straight.

Initially, many thought that the H.J. Mulliner Speed Six would just "step forward" and the Gurney Nutting Speed Six would lose any future reference to it as the Blue Train Bentley. Some thought that both cars would carry that name. Until someone takes the trouble to survey the question we won't know the answer, but it does appear that both cars are often identified as the Blue Train Bentley. But why, when one is clearly not?

There are many possible answers, and Hay addresses this very well in her article. To complicate things further, over time, new unsubstantiated "facts" seem to emerge. Most of the time, the facts that are there are misreported when they are "carried forward" in new literature. For example, there is this internet entry in Wikipedia (en.wikipedia.org/wiki/Blue_Train_Bentley):

Barnato drove a H. J. Mulliner-bodied Bentley Speed Six formal saloon during the race, which became known as the *Blue Train Bentley*. Two months later, on 21 May 1930, he took delivery of a new Bentley Speed Six streamlined fastback "Sportsman Coupe" by Gurney Nutting. Barnato named it the "Blue Train Special" in memory of his race, and it too became commonly referred to as the *Blue Train Bentley*. The H. J. Mulliner-bodywork was stripped off the original car's chassis to make place for a bespoke replacement, as was common practice for automobiles at that time. With growing historical distance to the event, the Gurney Nutting-bodied car was regularly mistaken for or erroneously [sic] referred to as being the car that had raced the Blue Train. This was reiterated in articles and various popular motoring paintings depicting that car racing "le train bleu."

This passage implies that the H.J. Mulliner car was somehow known to be the Blue Train car, but that wasn't known at all until 2001. Also, it states that Barnato himself gave the "Blue Train" name to the Gurney Nutting car. There are other subsidiary distortions



Above and below: from the October 31, 2005 Bentley Motors press release for the "Arnage Blue Train Series" with a production run of 30 cars. (Photos courtesy: Bentley Motors)



with some of the other statements, but, if true, these would be some extraordinary new elements to the historical record. However, inquiries with several expert sources are unanimous in stating that these assertions are beyond anything known in the record, including Clare Hay, who stated: "There is no evidence that I've seen that Barnato ever called either car anything to do with the Blue Train. Until my research nobody had a clue that BA2592 was most likely the car Barnato drove." She says "most likely" because Barnato is quoted in the *BDC Review* in 1946 as saying he did the run in "my Speed Six Saloon" and Hay says that BA2592 was "the only Speed Six saloon that Barnato owned at the time and he made good use of the car, but there is no proof."

In 2005, on the occasion of the 75th anniversary of the run, Bentley Motors introduced the Arnage Blue Train Series, a production limited to 30 cars. By selecting its flagship *saloon* and calling it Mulliner, Bentley appears to have embraced the H.J. Mulliner Speed Six (Bentley is the heir to the H.J. Mulliner name, as the coachbuilder was acquired by Rolls-Royce decades ago, and stayed with Bentley after the split with Rolls-Royce in 1998), but by promoting the car with the Gurney Nutting car, they embraced the appeal and surviving recognition the coupé still has. This was even echoed on the special dash badge, calling the car "Mulliner" but showing a silhouette of the coupé. They split the baby—and it was clever for them to do so.

Indeed, the most fascinating and satisfying end to this story is that both cars are owned by the same owner for the first time since the both belonged to Barnato—Bruce and Jolene McCaw owned the cars in 2001 and, as of this writing, they still own both cars, showing both at many events, and thereby: sharing both cars with admiring enthusiasts all over the world!

—R. Verdés

ON CORRECTING THE RECORD

THE CASE OF THE BLUE TRAIN BENTLEY AND THE WORK OF THE HISTORIAN

On the generic level, the story of “correcting” the established record regarding the Blue Train Bentley serves as a useful case study for all those of us who are in the business of disseminating knowledge—most readers of this very journal in other words. On the one hand it is clearly lamentable that even years after Clare Hay introduced new and incontrovertible evidence into the record, there are still writers, even “specialists” in matters Bentley, who continue to mindlessly parrot that which we now know to be incorrect. If nothing else, this muddies the waters for those future writers who one day in the course of their own work will examine the now current literature and may be swayed simply by the strength of its author’s name to quote this snippet without further, independent verification.

On the other hand... information that is not put into circulation can hardly be expected to be “discoverable.” While it was a natural choice to describe the findings in the Pebble Beach magazine that covered the very event at which BOTH cars for the first time ever appeared side by side, a magazine of such limited reach is clearly not the ideal medium for advancing the body of knowledge. Even *The Flying Lady* magazine, the publication of record for all things Rolls-Royce/Bentley in the US, which ran an expanded version of the article at the same time, was a venue with limited circulation although, by definition, it did reach all the “right” people in the Bentley world.

If only there were a Clearinghouse, a Congressional Record, an ultimate repository for the never-ceasing new discoveries... a resource all writers, from secular journalist to hyper-specialized marque expert would make a habit of checking before putting pen to paper... Wait, isn’t that—at least in theory—the very role the SAH could/should play?

Sabu Advani
Editor in Chief
The Flying Lady



Come, Josephine, in my wingless flying machine: *Rétromobile* corralled six Hélica automobiles of Marcel Leyat, a remarkable feat.

RÉTROMOBILE TURNS 38

Rétromobile, France’s old-car winter megashow, never fails to delight. There’s always a central theme of something weird and wonderful, and this year was no exception. A large display corralled six of the outrageous Hélica vehicles of Marcel Leyat, perhaps the largest gathering of the French inventor’s marvelous machines.

Between 1913 and 1927, Leyat built some 30 propeller-driven land vehicles—“planes without wings” he called them. The general term *Hélica* derives from the French word for propeller, although individual vehicles had more specific names. With very light weight, thanks to aircraft-type construction, they could easily achieve 60 miles per hour when that was not the norm. The display, celebrating the centenary of the first car, drew from collections and museums around the world. Some are

replicas of the originals.

Less outrageous, but perhaps more obscure, were the cars of Germain Lambert. Lambert built a very modest number between 1926 and 1953 at a number of locations in France. The cars incorporated innovative engineering and Lambert frequently partici-



For more on *Rétromobile*, visit: en.retromobile.com



Rétromobile re-created the introduction of the Citroën DS from the 1955 Salon de Paris.

pated in motor sports. The Lambert display at Rétromobile had four cars, a 1949 Biplace Course racer, a handsome 1948 coupe and a 1953 Type CS. Most interesting was the Sans Choc built in 1931. Not a euphemism for giving up chocolate, Sans Choc is literally “without shock” in French, so-called for its independent front-drive suspension. All cars were on loan from Cité de l’Automobile, the former Schlumpf Collection at Mulhouse.

Production car anniversaries observed included the 20th of the Renault Twingo, 30 for the Peugeot 205 and a full half-century for Porsche’s perennial 911. A more extensive display, however, re-created 1955, the debut of Citroën’s DS series at the Paris Salon.

As usual, there were high-end classic car dealers galore, acres of model cars, an interesting selection of literature and an on-site auction by the Paris house Artcurial. Once

upon a time, Rétromobile fairly glowed with ancient brass automobilia. Alas, those days seem to have ended. I was traveling light, so I satisfied myself with a few well-chosen (and well-bought) pieces of literature. Renewing old friendships and making some new ones was icing on the cake. Next year’s Rétromobile will take place February 5th to 9th, 2014.

—Kit Foster



1949 Biplace Course racing car was part of the Germain Lambert display of automobiles from Cité de l’Automobile in Mulhouse.

SAH EUROPEAN MEETING XVIII

DINNER RETURNS TO EVE OF RÉTROMOBILE

Twenty-seven members and guests gathered for the Society's 18th European meeting on February 5th. Although we were a smaller group than in recent years, the mood was no less enthusiastic and seven nations were represented: Germany, Holland, Belgium, the United Kingdom, Finland, the United States and host country France. The venue followed tradition, the Automobile Club de France, in the Salon Bugatti overlooking the historic Place de la Concorde. The dinner returned to the evening preceding the opening of Europe's largest indoor historic automobile event, having experimented for a couple of years with a later date during the five-day show.

The evening opened with a welcome from *Kit Foster* on behalf of SAH worldwide, and *bienvenue* in French by local host *Laurent Friry*. *Malcolm Jeal* offered an encomium to the late *Paul Berliet*, founder of the Bradley Award-winning *Fondation de l'Automobile Marius Berliet*, and a Friend of Automotive History in his own right. Our



Laurent Friry, originator of the SAH European meeting and home country host, welcomed the group in French.

sponsor at the ACF, M. Berliet had attended all but the last few Paris dinners, prior to his passing in August 2012.

After dinner, awards were presented for books in the field of automotive history in languages other than English. The Nicolas-Joseph Cugnot Award went to *Autobusy - České a Slovenské Autobusy, Trolejbusy a Minibusy od r. 1900 do Současnosti*, an encyclopedic work on buses in Slovakia and the Czech Republic by Slovakian member *Marián Šuman-Hreblay*. Written in the Czech language, it was published by Computer Press in Brno. Neither author nor

publisher was able to attend, so the awards were delivered by post.

An Award of Distinction, for a book of particular merit in a language other than English was given to *BMW 8er: Power & Hightech*, a German-language history of BMW's 8-Series automobiles. Author Niels Hamann and publisher Hans-Jürgen Schneider of Schneider Media both delivered brief remarks.



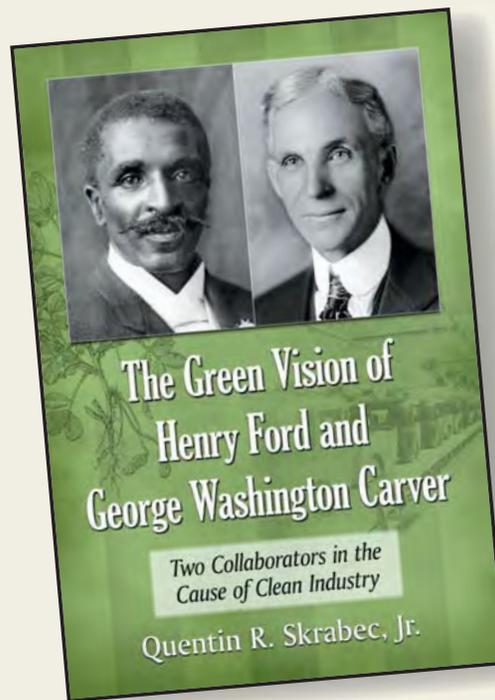
Hans-Jürgen Schneider (left), publisher of BMW 8er: Power & Hightech, receives Award of Distinction from Kit Foster.

Many of the evening's participants assembled for the opening of *Rétromobile* the next morning, at the annual press conference and breakfast hosted by the *Fondation Berliet*. A high point was the launch of the new book *Fondation Berliet, déjà 30 ans*, a history of the organization by *Monique Chapelle*.

—*Kit Foster*



Kit Foster (left) presented an Award of Distinction to author Niels Hamann for his German-language book BMW 8er: Power & Hightech.



Henry Ford and George Washington Carver had an unusual friendship and a shared vision. This book details their quest for “green” manufacturing, fueled by agriculture, and the start of the chemurgic movement in America. It covers a number of little known projects such as their promotion of ethanol as a national fuel, the use of soybeans for plastic production, adoption of water-power for factories, the creation of a research lab studying the use of farm products in cars, and the search for a North American plant source of rubber.

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Book Reviews

Corvette Racing, The Complete Competition History from Sebring to Le Mans

by David Kimble

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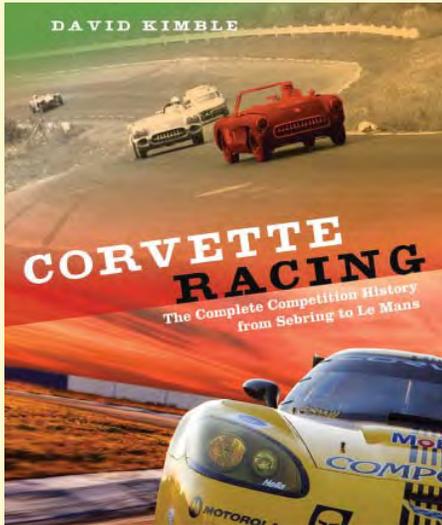
256 pages, 12.25" x 10" hardbound, 2013

95 b/w and 151 color illustrations

List Price: \$60

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Corvettes, be it the cars or books about them, attract attention. Thus it is not surprising that Motorbooks and parent company Quayside have nearly 20 different titles on the topic in its current catalog. And that's just one publisher! Think of all the others that also have books about Corvette available.

It is, however, the identity of the author that makes Motorbooks' newest Corvette offering, *Corvette Racing, The Complete Competition History from Sebring to Le Mans*, especially notable. While David Kimble is most recognized for his technical, while also visually beautiful, cutaway renderings, he has been deeply involved on many levels with Corvette practically since its inception. Viewed from the perspective of today, it is almost as though Kimble had determined as a young lad that he was going to write this

book and so organized his life's experiences in preparation to do just that.

Consider, he's the son of an aerospace engineer and father and son shared an interest in cars and motorcycles. Kimble, who began doing his cutaway illustrations while still in grade school, went on to obtain his own degree in physics. Upon graduation he found work as a draftsman/artist for a variety of firms including the US Navy. As demand grew for his technical illustrations he established his own independent studio and gained still more notice when his art appeared in publications like *Road & Track*, *Sports Car Graphic*, and more. So it's not surprising that in short order General Motors became one of his clients too. Thus Kimble ended up with not merely a front row seat but actual pre-knowledge of engineering projects while they were still in development stages, including some that would find their way into various generations of the Corvette.

The main theme of the book's narrative is clearly described by its title although to one who is not already familiar with the history it may not be clear that that means from Corvette's very first participation in racing to that of current day, so 1953 to 2012. In order to relate the racing story it was also necessary to recount some of the tales and statistics related to the production of the various eras of street version Corvettes, making this book also an overall history of the car.

And then there are the illustrations. Of the approximately 250 at least 30 are Kimble's own work examining the various generations of Corvette engines and chassis in x-ray detail. As already mentioned, Kimble's close association with GM also was instrumental in his ability to obtain a not insignificant number of images from that corporation's archives for use in this book. Several x-ray pieces are of entire Corvettes as well as some of its racing competitors such as the Cobra, Viper and Ferrari's 250 GTO.

None of Kimble's drawings are computer generated for he has always stuck to the more traditional methods to attain the signature nuances that make his cutaways so distinctive. Over-simplified, he first makes the outline of the form, be it the entire car or a specific detail such as the engine, on drafting film. Once he has the outline in the size that the finished work will be he plots the components, layer by layer on transparent sheets. When these details are

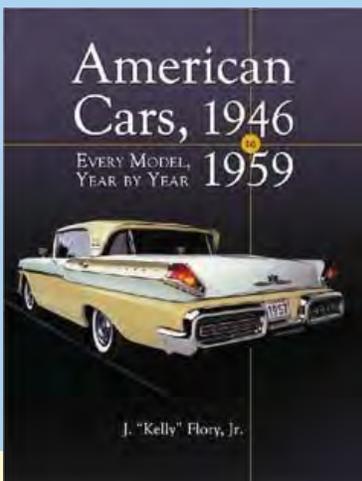
all to his satisfaction, he can begin adding color. Creating an engine cutaway, start to finish, typically takes about six weeks, with an entire car requiring several additional weeks.

Sadly though, this book isn't without its problems. It is obvious that many are a result of lackadaisical editing, a fact made all the sadder by Motorbooks actually naming (crediting?) on the masthead page the editor to whom the responsibility was assigned. While your reviewer declines to rename that individual in this review, it does seem that he and his employer would be wise to revisit the scope and responsibility of the job. Citing a very few examples will suffice to give you an idea of some of the lapses. The correct spelling of people's surnames received little or no attention. As examples GM president Bob Stempel is never correctly spelled, nor is that of famed race driver Stirling Moss. Dave McLellan, Corvette's chief engineer from 1975-1992 and author of his own published book, is spelled or misspelled in various ways. Then too the indexing is haphazard at best. The most egregious example is Jim Perkins. He was corporate vice president and head of Chevrolet division from 1989 to 1996 and in that role fought to keep Corvette both in production, championing the development and production of the C5, and in racing. Notable too is Perkins actually drove (not as an honorary driver but the guy behind the wheel) the Indianapolis 500 pace car multiple times when a Corvette was the pace car. Kimble writes about Perkins in several different places in the text yet there's no reference or listing whatsoever for Perkins in the index.

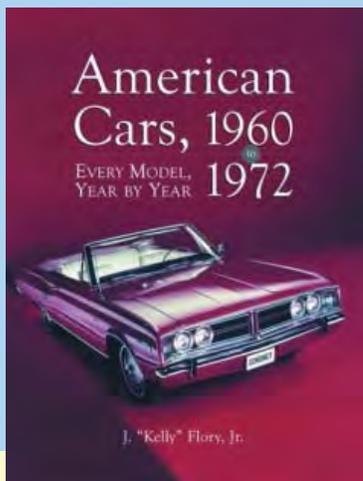
But lest you think Motorbooks completely botched the job, not so, it should be noted that Motorbooks' page designers did a fine job as did the printer. Happily all images, photographs and the Kimble cutaways are reproduced crisply and sized large on the page which is especially important to being able to view and study the fine details of the cutaways. Notable too is that the publisher provided David Kimble the opportunity to shoehorn a tremendous amount of information on the events, the people, and the technical details from nearly 60 very full and active years of Corvette in racing and as America's sportscar between the covers of this book.

—Helen V. Hutchings

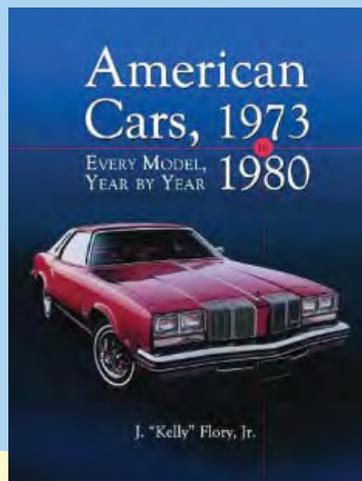
American Cars, 1946 to 1959
Every Model, Year by Year
 by J. "Kelly" Flory, Jr.
 McFarland & Company, Inc.
 www.mcfarlandpub.com (800-253-2187)
 1047 pages, 11.25" x 8.75" hardbound, 2008
 948 b/w photos
 List Price: \$75 (also available as an e-book)
 ISBN-10: 0786432292
 ISBN-13: 978-0786432295



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 ISBN-13: 978-07864 43529



For decades *The Standard Catalog of American Cars* series was the most complete, comprehensive, not to mention only source like it available on the topic. But that began to change in 2004 for that is the year McFarland published a book written by a young man named John "Kelly" Flory Jr. titled *American Cars 1960 to 1972*. That book was reviewed for SAH by no less than Beverly Rae Kimes, the co-author of that aforementioned *Standard Catalog of American Cars 1805–1942*. Her review ran in the July-August 2004 issue of the *Journal*.

Since then two additional *American Cars* books covering other years have been written and published but gone unreviewed in any SAH publication. Essentially each volume of *American Cars* picks up where the comparable volume of *Standard Catalog* leaves off, with only minimal overlap of information.

Flory's *American Cars* books are companions that add to, extend and augment the information on cars offered for sale in the US that were made by this country's major manufacturers to what is contained in *The Standard Catalogs*. And thus, simply put, no library covering American-made automobiles is complete, much less comprehensive, without the three volumes of Kelly Flory's *American Cars*.

The basic format of each of the *American Cars* books arranges the information

chronologically. Within a given year, makes are presented alphabetically. For each make there are sub-segments, one for each model that are presented in ascending order commencing with the entry level model. A paragraph introduces every section and every segment reminding a reader/researcher what was going on in the world and in the marketplace at the time that particular product was offered to buyers. Then for every model there are tables and lists that enumerate specifications, available powertrains, prices, standard features, options, production numbers, market status and other facts.

Your reviewer particularly enjoyed the quotations that open each segment. The quotes reflecting moods and interests of the time were sourced from period factory marketing and advertising documents that provided one of the primary source materials for Flory. Remember the memorable "See the USA..." or "Ask the man who owns one"? There are even more of those ad agency efforts that didn't quite catch the public's imagination. Can you identify what make or marque had "We back them better because we build them better" *? Or "Worth more when you buy it. Worth more when you sell it." **?

Flory is particularly adept and experienced at organizing and making sense out of seemingly endless facts. By day he analyzes data, making it useful and informative for

his employer. At home his attention goes to a more pleasurable topic that has captivated him since he was ten years old. It was while organizing his not inconsiderable factory literature, currently numbering well over 5,000 pieces, plus magazines and books, not to mention an equal quantity of models that he realized he could make a genuine contribution to the hobby from which he obtains so much pleasure.

McFarland agreed. Although each book is chronologically arranged, the publishing order was not, for McFarland requested that Flory first complete the book covering 1960 to 1972 which it published in 2004. Then it asked for 1946 to 1959 which was released in 2008. The newest, just released in 2013, is *American Cars, 1973 to 1980, Every Model, Year by Year*.

Cumulatively these three volumes, which are especially indispensable to the researcher, collector, restorer seeking the minutia of details, contain between the covers an attention grabbing page count of 2,946 and are illustrated with thousands of images. And rumor has it that Flory is already at work on a fourth volume that will share these same sort of details on American trucks.

*American Motors slogan from 1973 to 1975

**Ford Motor Company, 1954

—Helen V. Hutchings

Monkeying with the Brass Pot: Birmingham's Early Motor Industry

by *Tim Griffiths*

Canonvela Publishing (April 2012)

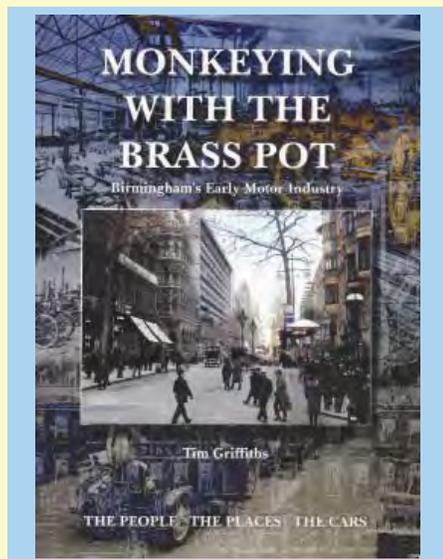
223 pages, 10.9" x 7.2" soft cover.

Over 500 black and white illustrations.

List Price: £14.99

ISBN-10: 095717490X

ISBN-13: 978-0957174900



Motorsport Explorer: Over 800 historic locations to discover and visit in the British Isles

by *Julian Hunt*

Haynes Publishing (August 15, 2012)

www.haynes.co.uk

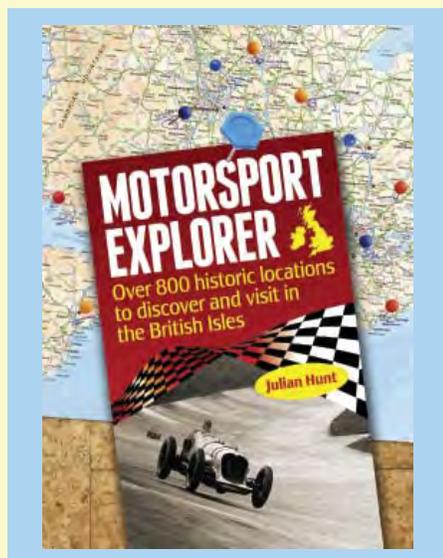
448 pages, 6.6" x 1.2" x 9.4" hardcover

55 color & 175 B/W Illustrations

List Price: £35.00

ISBN-10: 1844256340

ISBN-13: 978-1844256341



Firstly I must explain the slightly obscure title. "Monkeying with the brass pot" was an expression used in early days of motoring to describe tinkering with the engine. This is a most interesting account of over 100 manufacturers of cars made in Birmingham (UK) from the earliest days till 1939. There is a very good introduction to the subject. The book is divided into chapters such as Veteran, Edwardian etc. with each make being in date order within the chapter. As a lover of cyclecars I note that pre-1915 cycle cars take up no less than 50 pages—so popular was this slightly zany form of transport. Each entry relates to a firm which made at least one vehicle and had the intention of production. The text is very interesting and informative and is accompanied by many period photographs, most of which have reproduced well. There is often a picture of the premises and nearly always a print from a period map showing where it was located.

Like Coventry, many of the companies making the earlier cars came from the bicycle industry. There are some lovely touches: take the Richmond built in 1901. Henry

Richmond made this prototype at home and was made redundant just before it was finished. The next week he lost a finger when running the engine. The *Autocar* picked up this story and a man in Bradford was so touched by this and other domestic woes that he sent £6 to finish the car—the *Autocar* donated half a Guinea. Sadly it did not go into production.

Some were new to this reviewer such as the V.A.L., Dallison, Hail, JAR and Wrigley. The last company to start up and build cars before WW II was Atco with its Trainer, at least one of which was taxed for the road. Coachbuilders and the component industries are touched on. There is a very useful bibliography and index.

With Jim Boulton and Harold Parsons' book *Powered Vehicles made in the Black Country* and Damian Kimberley's *Coventry's Motorcar Heritage* published very recently, the more obscure manufacturers of the Midlands are now well covered. This book will certainly stay on my book shelf for future reference.

—Michael E. Ware

I first heard about this book some months before its publication. At last, I thought, a book that will tell me the locations of those many trials hills I had read about in books by C.A.N. May and others. On opening the book I found that it only covered speed event locations. I was not disappointed with the content however.

The author had scoured many magazines and books, and noted down every location from the earliest days where speed events were held. He then gives the location, dates between which it was in use, a précis of the events and the road layout. Some of the venues are of course still in use today.

The entries are laid out by county and, provided you have a basic knowledge of UK geography, are easy to find, although an index would have been helpful. Years ago this reviewer earned his living photographing club motor sport so I tested the book with some of the places I used to visit, which are no longer used for speed events. I found them all, such as Little Rissington (sprint), Great Auclum (hill climb), Harleyford (hill climb), Brunton (hill climb), North Weald (sprint), Debden (race circuit), Stapleford (hill climb), Blandford Camp (hill climb)

and race circuit), Firle (hill climb), Bodiam (hill climb) and Valence School (hill climb).

Not every entry mentioned in the text has an accompanying photograph, but many do and these have been carefully chosen. In the main the author has chosen some typical cars of the period and some very unusual ones. For example Ramsgate speed trials features a Watlington Greenwood Special; Weston Super Mare Speed trials has Clive Lones in the Tiger Kitten; Merston Airfield sprint course has George Hartwell in the Monaco 500; from earlier years Sutton Bank features Eddie Hall in the Aston Martin "Bunny," and in 1923 W.W.Broom-Hall in a Silver Ghost on Laindon Two Church Hill.

Appendix 2 gives details of proposed speed event courses that never materialized. This makes fascinating reading and includes The Wash Speedway proposed in 1929 and backed by some well known people.

I enjoyed this book very much and will certainly be diving into it on a regular basis. Had it had not been so bulky, I would have recommended keeping it in the glove compartment.

—Michael E. Ware

Panhard, the Flat - Twin Cars 1945-1967 and Their Origins

by David Beare

Stinkwheel Publishing (October 31, 2012)

stinkwheelpublishing.co.uk*

336 pages, paperback

List Price: £25 (plus £4 UK p&p)

ISBN-10: 095473632X

ISBN-13: 978-0954736323



Until now there has been no in-depth fully-illustrated English language history of Panhard's ingenious post WWII flat twin cars. This book covers all the factory-made models including light commercials, estates, sports cars and convertibles. There is an introductory chapter on Panhard et Levasor's history, followed by a very interesting chapter on the French motor industry, and Panhard in particular, during World War II.

During the war the company's design and drawing office moved to Tarbes in Vichy controlled Southern France. Paul Panhard was called back to the Paris factory by the Germans to make tank track parts, amongst other things. Down in the south plans could be made for post-war motoring when they knew their designs would have to be quite different from the firm's pre-war "grand routiers." The company's association with Jean-Albert Grégoire is covered in some detail as is his joining up with L'Aluminium français to use aluminum for car parts and later chassis as well as panels. This combination produced the AF-G (Aluminium Français-Grégoire) which was shown to various manufacturers, but eventually had a

lasting influence on Panhard who was looking to build much smaller cars. There is a fascinating chapter on AF-G's involvement in UK with the Kendall car and in Australia with the Hartnett, as well as Fiat in Italy and Kaiser in USA.

The 610cc air-cooled engined Panhard Dyna was first shown at the Paris Salon in October 1946. Because of the light weight of the four-door body, the small capacity engine had sufficient power, and at first the car had a top speed of over 60mph. The Dyna 54 announced in 1953 had a widened body-shell to seat three across the front and the same in the rear. In 1955 Citroën bought into Panhard, stopped certain models and converted the Dyna-54 to a steel body shell, so reducing its performance.

The Dyna name was dropped in 1959 when the face-lifted model was termed PL17, followed in 1964 by the PL24 coupe. In 1965 Citroën and Panhard were merged and one gets the impression Citroën then forgot about Panhard, which ceased production in 1967.

The lightweight chassis and powerful engine gave rise to a number of sports and racing cars based on the Panhard Dyna. Of these Deutsch-Bonnet (DB) is possibly the most famous and has a chapter to itself. This company was at first attracted to the air cooled Panhard engine, which they reduced to 500cc and developed into a racing formula for those on a limited budget. DBs made a real mark on the 750cc class in sports car racing, particularly Le Mans. David Beare also covers the competition history of Panhard itself and there is a wonderful picture of three Dyna X's driven by Curly Dryden, Peter Collins and Gordon Wilkins at Silverstone in 1951 rounding Copse corner line astern and going on to take 1st, 2nd and 3rd in the 750 saloon class.

This is a large and detailed book which is very readable and I for one learned a great deal from it. Its publication has been helped financially by the Michael Sedgwick Trust. At £25 (plus p&p) this must be the *best value motoring book of the year*. It has a soft cover to keep the cost down, but perhaps a book of this quality should have had hard cover binding.

*The author's first book (in two volumes) was about clip-on cycle motor manufacturers—hence the use of Stinkwheel for his publishing ventures!

—Michael E. Ware

In Memoriam

Phil Remington

On February 9, 2013, engineer Phil Remington passed away peacefully at his Southern California home. While the name may not be familiar to many, for over 60 years Remington silently shaped the world of motorsports. Born in Santa Monica, he was one of the original California hot rodders who chased speed records on the dry lakes. He served in the Army Air Corps during WWII and got involved in the sports car world after he left the service.

Though Remington's modesty kept his accomplishments under the radar, he pioneered the use of many technologies that are standard racing fare today: fuel injection, disc brakes, composite materials, the list goes on. The R-26 race car Rem built from scratch won the first West Coast sports car race in 1950. In 1960, Remington built the first American Formula One car for Lance Reventlow. As Carroll Shelby's chief engineer he made Shelby's Cobra into a World Champion then molded Ford's GT40 into a Ferrari-beating Le Mans winner. Remington then spent the next 40-plus years helping Dan Gurney's All-American Racers team dominate nearly every form of motorsports.

What was most amazing about Phil Remington, though, was the kind of man he was. Quiet and humble, Rem simply loved making things work. He was an engineer's engineer—an intuitive mechanical genius. In an industry where bitter rivalries rule and friendships are tenuous, everybody loved Rem. He would help anyone and ask nothing in return. He was a devoted family man who loved his wife of 50 years, Joy, daughter Kati, son-in-law Dave, and grandsons Tynan and Brady. In his spare time, Remington enjoyed carpentry, creating much of the furniture and cabinetry in his family's home, and gardening. He was a true renaissance man, and he will be greatly missed. RIP, Rem.

—Colin Comer

Mr. Comer is the author of *The Complete Book of Shelby Automobiles and Shelby Cobra Fifty Years*
Source: *Motorbooks*



www.racemaker.com

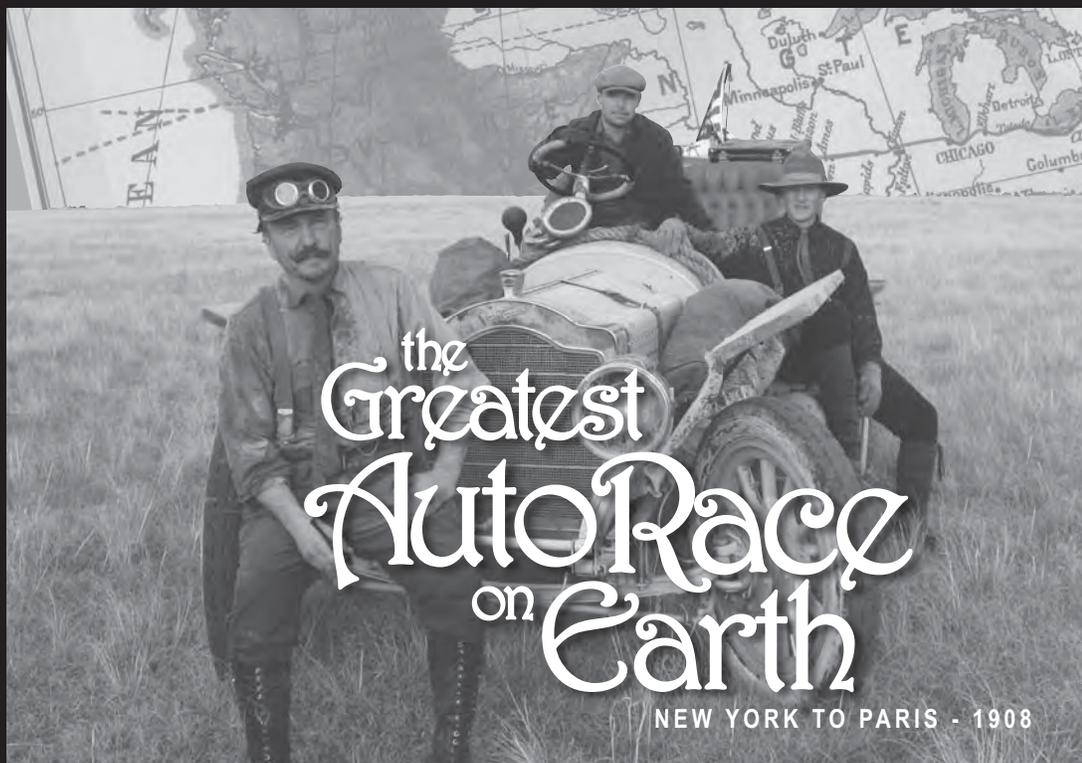
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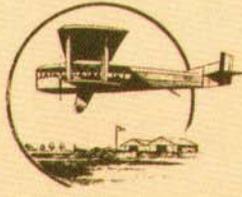
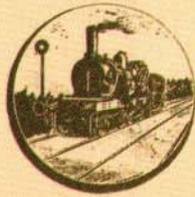
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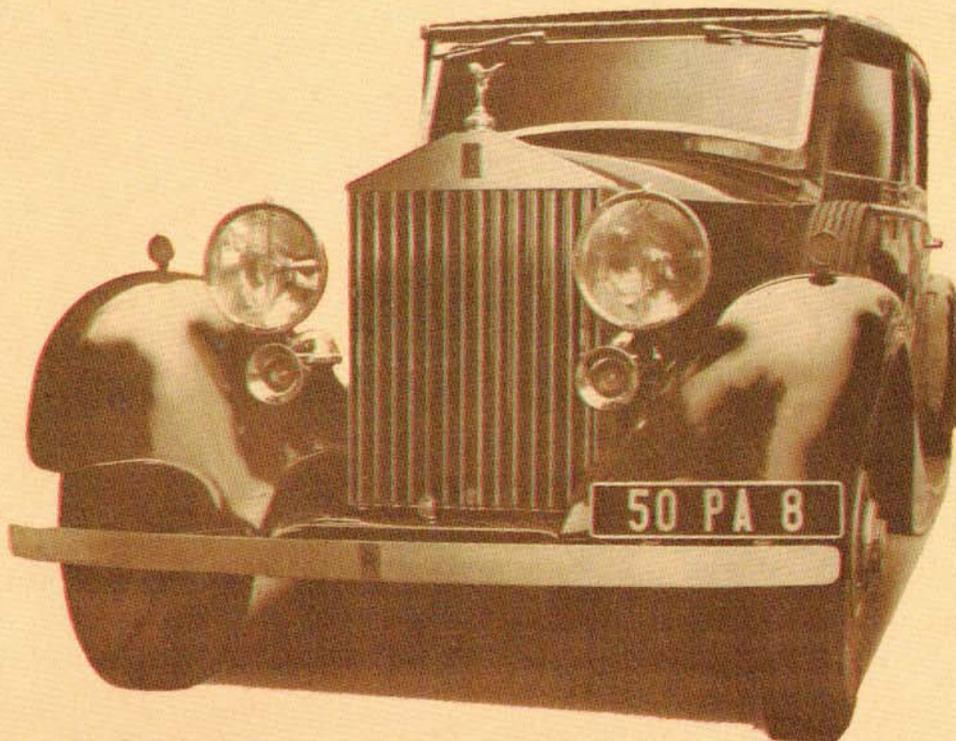
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POUS LES JOURS DE 12 A 20H · SAMEDI, DIMANCHE 10 A 20H · FROCTURIE VENDREDI DE 12 A 23H

This charming poster announces the first Rétromobile, February 14-22, 1976 at the old Bastille train station. Since the 1980s, it has been at the Parc des Expositions at the Porte de Versailles in Paris. In addition to giving the dates, the poster describes the event: "Exposition - Sale, antique cars, accessories and spare parts." André Blaize informs that this car was owned by Marc Nicolosi, one of the show's two organizers—the other was François Melcion. It's a 1936 Rolls-Royce 25/30 (GRM25) with a French Kellner sedanca de ville body. The registration was modified for the poster, it was actually 750-PA-89.



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