

# SAH Journal



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## Billboard

### autoproductionline.info:

Gerald Wilson reports that his website (autoproductionline.info) is live. Its purpose is to provide "car and light truck model year production tables, U.S. and Canada, from 1946." There is no online content, but through the site, interested viewers can request detailed model year production tables of any automobile or light truck models built in Canada or the U.S. from 1946 to 2012. Also available are tables of production by make and company, as well as model year sales of imports.

**Two Automobilia Collections for Sale:** Members are offered items from two collections in Australia: unsold books and scale models from *Bruce Lindsay's* collection, and an RROC member's collection

including mascots, car club badges, and a comprehensive collections of books, bound club journals and models relating to Rolls-Royce. All in excellent condition, all offered at prices accessed on-line for identical items, and all subject to generous discounts for multiple purchases. To obtain an inventory of both collections, please contact Bruce Lindsay at [blindsay@chariot.net.au](mailto:blindsay@chariot.net.au). Many of these books, models, etc. are almost impossible to find, so your haste is recommended.

**Automobilia for Sale:** SAH member *Nelson Bolan* writes: "the time has come for me to sell the paper items I have collected since I was in high school in the 1940s. Many items pre-1915, nothing newer

*continued on page 3*

### Submission Deadlines:

Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/Jun	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.

**Front cover:** The engine of the Blitzen Benz! Specifically, this is the car completed by Bill Evans of California, utilizing salvaged engine 9141, other original chassis parts, and the radiator of the original car during Burman's time. The Blitzen Benz is tied into our feature story by *Louise Ann Noeth*, but for the full story of the 200-horsepower Type RE, consult Dalton Watson's *The Incredible Blitzen Benz* by *Karl Ludvigsen* (ISBN: 978-1854432230)—a review by *Beverly Rae Kimes* appears in *SAH Journal* No. 228, May-June 2007. When the car was shown in California at the Dana Point Concours d'Elegance in 2009, it was configured as the car shown on the cover of Ludvigsen's book. Since then it was painted to include the stripes and the larger German imperial eagle, as when Bob Burman raced the Type RE, as photographed on the cover in Florida by the editor at the 2014 Boca Raton Concours d'Elegance.

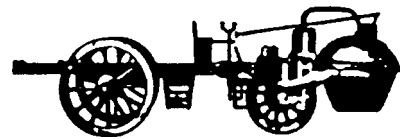


**Back cover:** This is Rolls-Royce 40/50 hp "Silver Ghost" chassis 2260E, the car used by James Radley in the 1913 Alpine Trials, photographed by the editor in front of *il Ninfeo/Mosaico* (nymphaeum/mosaic) and *Viale dell'Ercole* (Avenue of Hercules) at the 2013 Villa d'Este Concours d'Elegance, Italy. The "Speed Nymph" mascot appears prominently, and it is the subject of the story on p. 14.

# SAH Journal

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An Affiliate of the American Historical Association



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SAH Journal • September / October 2014





## President's Perspective

Now that Labor Day is in the rear view mirror, my pace is picking up and probably so is yours. As I write this, the SAH Awards Dinner is only a month away; I hope as many of you as possible will be at the Hershey Country Club on October 10th to help celebrate the work of authors from both the U.S. and Europe, and the efforts of those who unselfishly promote the cause of automobile history. The fellowship is always terrific, and the food is very good. Thanks to *Paul Lashbrook's* work behind the scenes, the book signing at the SAH tent the afternoon before the dinner gives one opportunities to meet a large number of auto history authors, chat about their work, and add to your library.

For me, the highlight of the fall has to be Hershey, rain or shine. Unlike other fall conferences I will attend this year—The Society of the History of Technology in Dearborn or the History of Science Society in Chicago—our SAH event runs concurrent with a fabulous swap meet where my search for the holy grail (namely Porsche and Mercedes parts of whose value the seller has no idea) takes precedence over any other business. I usually return to the hotel with little to show for my efforts, but exhausted from the experience. One day, however, I will strike the mother lode!

*Arthur Jones* and *Bob Ebert* have already begun thinking about our next Biennial Automotive History Conference, tentatively to take place in the spring of 2016 in Cleveland, Ohio—following the lead of LeBron returning home and the Republican party's decision to stage their national convention there! My job will be to efficiently run a meeting that has so much on the table so that we can conclude before 10 p.m. Good luck!

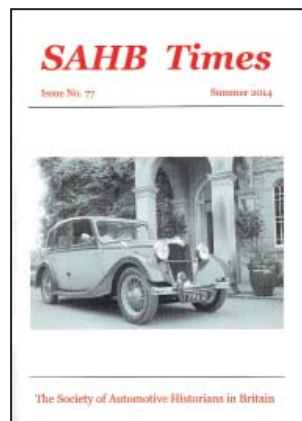
In summing things up, note my switch of photo for this issue. I do not own the "Bomber," nor do I have a pressing desire to purchase it. I discovered this stainless steel-clad postwar Buick in an empty lot in Mansfield, Ohio, during a road trip, and found it a fascinating personal expression. In a very real way it reflects the diversity of our interests in the automobile and its history, and its very possibilities. As the quintessential technology of the 20th century, the automobile continues to be an underappreciated window into a very complex world. As the only international organization focused on automobile history, the potential of our organization remains unrealized. We need you to become active and to help with work that seems as endless as the open road.

—John A. Heitmann

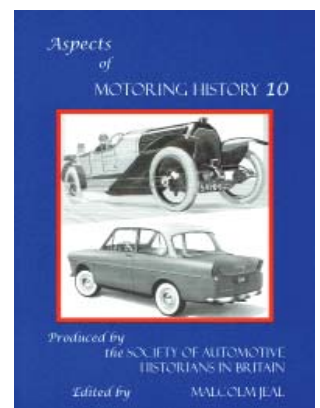
## Billboard continued from page 2

than 1960, nothing on motorcycles, nothing racing, and all USA." To inquire, contact *Nelson Bolan* in Florida: +1.352.253.0857.

**SAHB:** In the summer edition (No. 77) of the Society of Automotive Historians in Britain's *SAHB Times*, in addition to regular features, *John Warburton* reports on the SAHB Spring Seminar at the Aston Martin Heritage Centre, *David Burgess-Wise* critiques *AHR 55*, and *Dr. Alan Sutton's* article on building a steam car ends with a tale of how difficult a Brighton Run could be.



The latest issue of *Aspects of Motoring History*, edited by *Malcolm Jeal*, includes seven articles ranging from a look at the Skinner Union company to the artistry of René Vincent with a printing of ten pages of his work from a 1914 Peugeot sales brochure. There are some really fun nuggets too; those who are familiar with the art of Gordon Crosby will revel in the illustration on page 68 of Crosby's Autohydrogyro flying vehicle.



**Your Billboard:** What are you working on or looking for? Do you need help? Don't suffer in silence! To place a Billboard announcement, simply contact the editor: [sahjournal@live.com](mailto:sahjournal@live.com).



bangshift.com / Bret Kepner

## A CENTURY OF SPEED (OR THE SPEED CENTURIONS) EPISODE ONE

*Editor's Note: Our author, Louise Ann Noeth (aka "Landspeed" Louise), is a long-time SAH member and a two-time SoCal Chapter Valentine Award winner. The following is a fresh version of her article summarizing racing at Bonneville in anticipation of its centennial, now from the perspective of actually having reached that centennial. The entire article will appear in this and the next two issues of this Journal.*

They've been at it for 100 years—testing the limits of their imagination, skill and raw nerve. The road to a land speed record is a salty one. The 2014 season will see the Bonneville Salt Flats celebrate their century mark of record setting.

Attempting to set a land speed record will wear you out and thin your wallet like nothing else while simultaneously injecting you with a euphoric sense of youthful exuberance. How did such a forlorn, barren, inhospitable place come to be the Speed Mecca of hot rodders worldwide?

There is no championship crown, belt or purse. Yet here is where you will find the fastest women and men on earth. They are all amateurs, land speed racers who design, build and run their speed machines for love, for sport, for the sheer challenge of spanking the clock at wide open throttle for five miles.

Forget those rollers in the floor; this salt is God's own dyno shop. Open only a few times a year, it took some 100,000 years to form the fabulous saline speedways located 4,214 feet above sea level immediately east of the Nevada-Utah border town of Wendover. The vast, ancient lake bed is a stark, glistening white plain that was once covered by a body of water 135 miles wide by nearly 325 miles long. Almost 3,000 square miles, it was formed during the last stages of the ice age.

To get an idea of its scope, think of Wendover as being situated on the western shore and Salt Lake City, 120 miles away, on the eastern shore. In between, the water was 1,000 feet deep. When the water evaporated, the minerals and salts remained behind settling on the lowest areas. It is these sediments that make Bonneville the world's largest natural test track of immense proportions.

In the early days, hammering spikes into the salt was a sweat-producing job. By the 1950s two-handed, half-inch drill bits bored through the rock hard, concrete-like surface. Today, the fragile thin surface is much easier to breach. Still, racers know that hardness begets forgiveness when the rear end attempts to be the front end.

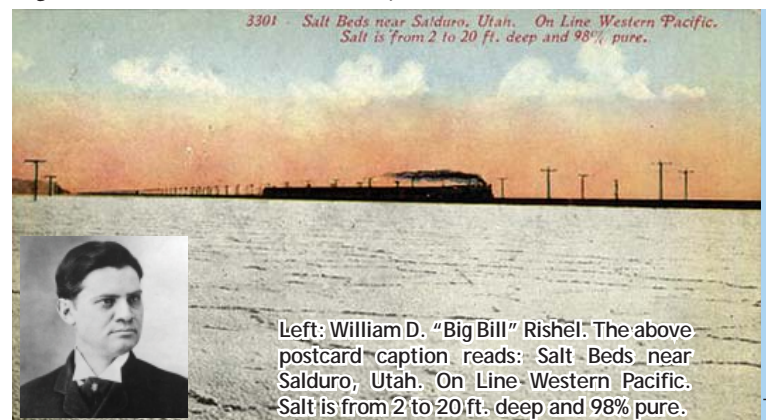
The granite-like salt helps to keep the car upright and, hopefully, the brightness from the salt only makes the hapless driver dizzy.

Summer temperatures climb above 100 degrees during the day, yet the mercury can drop below 50 degrees—all within a 24-hour period. No matter how hot the air gets, the surface is always cool and moist to the touch—another boon for racing tires that build up friction heat at high speeds. The sun beats down ferociously, reflecting the rays back up. High grade SPF sun screen and plenty of fluids are essential. Without eye protection, be ready for "salt blindness" because bright takes on new meaning here.

Winter rains can bring up to 6,000 acres of standing water, which are an essential part of nature's annual recovery process. High winds help manicure and smooth the surface as the water evaporates by early summer. Nothing grows out of the crystalline salt beds except one's imagination and a few mirages—so flat that you can observe the actual curvature of the Earth with the naked eye.

### The First Racer Arrives

In 1896, the year Utah became a state, newspaper publisher George Randolph Hearst concocted a publicity stunt to send a message from his offices at the *New York Journal* to *The San Francisco Examiner* via a transcontinental bicycle courier. Bicyclists William D. Rishel and Charles A. Emise set out to scout a route across the salt at 2:00 AM under the glow of a full moon rolling southeast along the iridescent salt. Pedaling their long-horned bicycles at speeds up to 20 mph, the joy ride turned torturous when they got mired down in mud at the edge of the salt and 22 hours later they were on the other side.



3301 - Salt Beds near Salduro, Utah. On Line Western Pacific. Salt is from 2 to 20 ft. deep and 98% pure.

Left: William D. "Big Bill" Rishel. The above postcard caption reads: Salt Beds near Salduro, Utah. On Line Western Pacific. Salt is from 2' to 20 ft. deep and 98% pure.

cardcow.com



When the Western Pacific Railroad “conquered” the flats by laying rails directly across the salt beds in 1907, it also established a water replenishment station for the steam engines at a shepherd’s stop and the tiny village of Wendover winked into life.

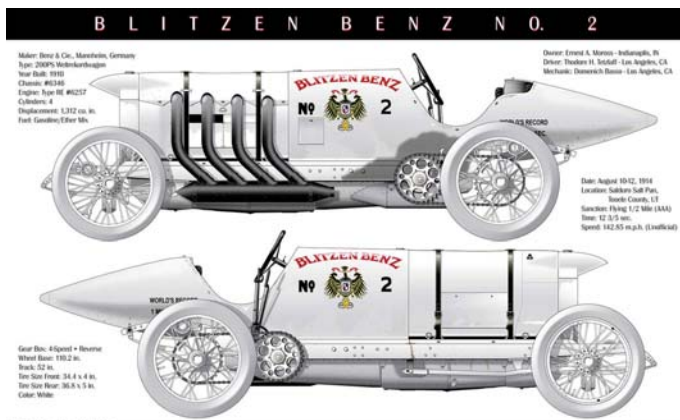
### The First Motorcyclist

In 1910, a young carpenter named David Abbott “Ab” Jenkins (yes, *that* Ab Jenkins of Mormon Meteor fame and later mayor of Salt Lake City) was determined to see a prize fight in Reno, Nevada, so he hopped on his Yale motorcycle, headed west and became the first person to “drive” across the Bonneville Salt Flats.

“Like a bronco-busting cowboy,” declared Jenkins of his 30-mile jaunt over the wooden railroad ties to avoid knee-deep mud, “I approached the salt beds on the railway tracks on a bumping, jumping motorcycle.” Reaching 60 mph, the speed gave him a bigger thrill than any he would have while driving an automobile.

### The First Race Car Race

In 1914, racing promoter Ernie Moross brought a fleet of eight racing machines to the salt. The jewel of the stable was the mighty 21.5-liter, 200-horsepower record-setting Blitzen Benz, under the command of “Terrible” Teddy Tetzlaff, a noted lead foot of the day. Ads in the Salt Lake City local papers announced, “A hair-raising, thrilling, soul-gripping speed contest!” Sales were halted at 150 tickets for the August 11 event. Among the ticket holders was Governor William Spry. A few motorcycles were also on hand, including an Indian.



LEGENDS OF THE SALT FLATS

Below: Teddy Tetzlaff (with arms folded) standing next to Governor William Spry (with goggles) after the 142.857 mph run. Leaning on the right rear tire is the riding mechanic of the Blitzen Benz II, Domenich Basso. The individual wearing goggles between Tetzlaff and Spry may be Salt Lake City Mayor Samuel C. Park.



It was an epochal chapter to auto racing. This was the Bonneville Salt Flats’ first timed speed trial. Tetzlaff’s first attempt matched current record holder Bob Burman’s speed exactly, but took less time; his half-mile speed was higher—142.857 mph!

The speed went unrecorded in the record books because the local promoters politically hijacked the race publicity to gain attention for a planned transcontinental highway on its way from the east. The AAA Contest Board responded by revoking its sanction and the resulting scandal made the salt flats a toxic race venue for the next 20 years. But it was too late, the seeds of curiosity were sown about the godforsaken western wasteland that gobbled up wheel spin and spat out speed; in 1925, the Victory Highway opened, stretching 40 miles across the salt beds.

By 1931, despite lacking the AAA Contest Board sanction, Ab Jenkins was back driving a new 12-cylinder Pierce-Arrow car on a surveyed and scraped-smooth 10-mile circular track. Dressed in white cotton duck pants and shirt topped with a leather jacket, Jenkins donned a cotton skullcap and two pairs of goggles, and climbed in and took off. Temperatures soared above 100 degrees and he hallucinated under the light of a full moon.

Jenkins stopped for gas 12 times, never changed a tire, nor got up from behind the wheel the entire 24 hours. He logged 2,710 miles averaging 112.935 mph to set a new 24-hour average speed mark September 18-19, 1932. The constant roar of the engine temporarily deafened him. His feat was so unbelievable, the newspapers refused to publish the account for a full week. Worse, the AAA fined Jenkins \$500 for making the run without their “permission.”

### The British Invasion

Jenkins went back to the salt in 1933 with AAA sanctioning and snapped up 60 new records in one attempt on the 10-mile circle track. The feat riveted the attention of European racers John Rhodes Cobb, George Eyston and Sir Malcolm Campbell. Most Europeans refused to believe one man could have driven throughout because records set on the Monthéry track, near Paris (officially: L’Autodrome de Linas-Monthéry), had required as many as five drivers.

When Jenkins convinced the celebrated race car designer of the day, Reid Railton, to visit the salt flats the floodgates of speed began to open.

Sir Malcolm Campbell was desperate to set a record in excess of 300 mph. He showed up on September 2, 1935 with “Bluebird V,” the monstrously big, 9,500 pound wheel-spinning car powered by an eight-foot-long supercharged V12 Rolls-Royce R aero-engine. His arrival upended life for Wendover’s 400 residents. At the edge of the salt, hundreds had slept in cars overnight, or pitched tents. A steady stream kept arriving all morning: Native Americans, ranchers and other people poured onto the flats from three states.

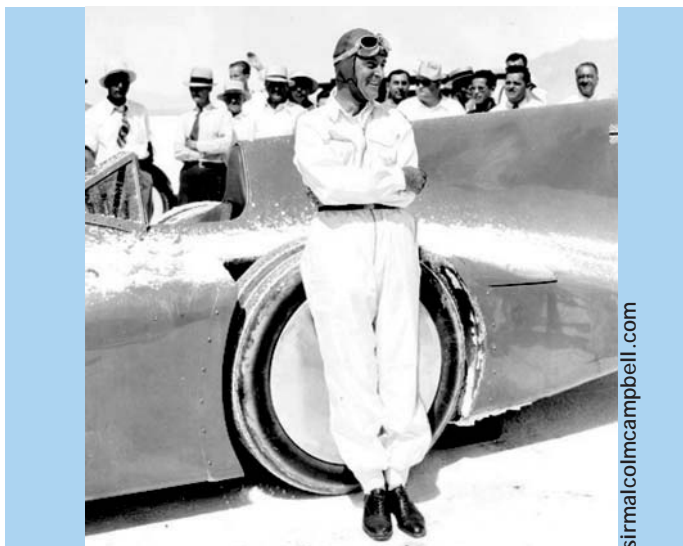


Ab Jenkins and his Pierce-Arrow

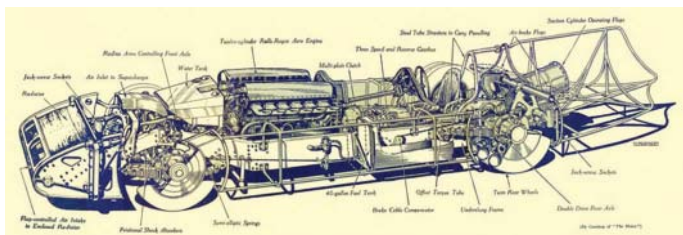
On Tuesday, September 3, 1935, with more than a thousand spectators watching, Campbell set off down the 13-mile oily black line. Bluebird twice flew across those all-important 5,281 feet clocking a recorded average of 301.1292 mph despite a mile-long four wheel skid that set the tires and brakes afire!

“The Utah salt flats are the speed laboratory of the future!” Campbell cried to onlookers.

Campbell’s World Record established, once and for all time, Bonneville’s worthiness as a safe speedway. By the end of the following race season, the salt claimed more endurance records than Daytona or its European counterparts had managed in a decade.



Above: Sir Malcolm Campbell after setting his 301.1292 MPH record. Note all the salt on the car and around the wheels. Below: a cutaway of the Bluebird V with its 12-cylinder Rolls-Royce R aero engine.



With a wide variety of purpose-built cars, most powered by aircraft engines, Englishmen John Cobb and Capt. George Eyston showed up repeatedly, joining Jenkins as friendly rivals collecting and trading endurance records until World War II brought everything to a grinding halt.

“Setting a record on the salt has a special flavor,” remembered Ab’s son Marv Jenkins. “The British understood better than any of us that a record set at Bonneville had a greater meaning than if you did the same thing anywhere else.”

Once the world regained its grip on peace, gentleman driver John Cobb came back for his last race on the salt, setting the world mark at 394 miles per hour with one run at 403 miles per hour. However, it was the publicized Novi runs that proved fortuitous for hot rodders because they brought young Southern California racing enthusiasts Kong Jackson and Chuck Abbott to watch the speed runs.

Jackson, a short and cocky type with an eye for cars and women (always in that order), enlisted the help of Ab Jenkins in securing

access to the salt for hot rodders. Officials of the Southern California Timing Association (SCTA), the land speed racing-sanctioning body, were desperate to find better racing sites and quickly sent representatives to Salt Lake City to gain approval from the Bonneville Speedway Association.

### Boys, Toys and Noise

“When the SCTA announced its first event on the salt, there was great excitement,” recalled Alex Xydias. “It’s why we converted the belly tank into the streamliner, we knew the salt had great potential, was so much larger than the dry lakes, we wanted to take full advantage of the opportunity.”

This was the dawn of the salty hot rodder. It arrived with more vibrancy, depth and scope than what had been achieved at the dry lakes in southern California. The racers were young, adventurous spirits, full of intestinal fortitude, exploding with enthusiasm and impatient creativity. They become Bonneville’s best friend.

The SCTA held the first annual Bonneville Speed Trials August 22-27, 1949. Although sedans and motorcycles would not be allowed, an SCTA press release boasted that 200 roadsters, lakesters, streamliners, coupes, sports and racing cars committed by paying the \$7.50 per car entry fee. Only 60 showed up.

Competition began daily at 6:00 AM throughout the week. The racers took aim down the five-mile straightaway with measured quarter mile and full mile timing traps towards Floating Island, the detached peak of the Silver Range, a mirage effect that seems to levitate above the surface.

The goal was speed, whether you got it, or someone else did, the point was to get there. After a car reached its peak, if some of its parts could assist another car to further push up its speed, then those parts usually changed cars. This behavior is one of the sport’s most distinguishing characteristics, constantly repeated among strangers as well as friends to this day.

SCTA Manager Wally Parks, driving the Burke-Francisco tank (i.e., Bill Burke and Don Francisco’s “Mercury wing-tank Streamliner”) while busy with an engine fire, applied the newly relined brakes a bit too hard, spun-out and went twirling into the history books.

Pivotal for the event, and the sport, was the new streamliner of Alex Xydias and Dean Batchelor. They ran fast, so fast that driver Dean Batchelor unzipped the treads right off the ribbed front racing tires, yet the car never wavered off course. The carcasses stayed intact, but sharing the tire information improved safety regulations; it meant others would be able to learn from the experience. Use of street tires was over.

Batchelor’s first run of 185.95 mph was backed up with a 187.89 mph return run. The collective racing jaw dropped; the speeds were 20 miles per hour faster than top dog Bill Burke’s belly tank had run on the SoCal lakebeds. Saturday’s record runs of 193.54 and





185.95 miles per hour for a Bonneville average of 189.745 miles per hour got the pits buzzing again. "We were stunned because on the lakes we had been crawling along, gaining a mile per hour, or two, with each run," Xydias recalled, "Here at Bonneville we went over 30 miles faster than anyone ever had, it was a hell of a thing." Competitors remarked that they had learned more in one week at Bonneville than in a whole year of competition on the lakebeds while inking 13 new records. It was speed nirvana.

A year prior to the SCTA event, on September 13, 1948, riding in his best "superman-in-flight" prone position, Roland "Rollie" Free set the World Motorcycle Record of 150 mph aboard a Vincent H.R.D. Black Shadow Lightning racing Rapide. He was wearing only bathing trunks, goggles, shower slippers and a Cromwell helmet.

Word of how good racing was on the salt beds spread through the ranks and 90 hot rodders from more than a dozen states pre-entered for 1950. This time, the voracious appetite for speed resulted in 1,307 runs over the seven-day event. Expanded competition classes included roadsters, modified roadsters, lakesters, streamliners, coupes, modified coupes and foreign cars.

The sparkling new streamliner of Bill Kenz and Roy Leslie, driven by 28-year-old Willie Young, screamed into hot-rod history cutting the first-ever 200 miles per hour run at 206.504 miles per hour.

All through the seven-day speed fest engines went in, and engines came out, parts went on and parts blew off, wheels were trued and tires got chewed, the smell of greasy oil perfumed the air.

The racing crowd was grateful for what little there was in nearby Wendover. When the sun went down the hot rodders pulled out flashlights, turned on headlights, or relocated to well-lit motel rooms to reassemble their engines.

Competitors established nine new Bonneville records and improved on seven old ones. The Kenz and Leslie streamliner was presented with the "Best Designed Car" award. Xydias and Batchelor lugged off the new, immense four-foot high *HOT ROD* Magazine National Championship Trophy for fastest one-way time of the meet at 210 miles per hour.

One thing was certain: the sport of land speed racing was on the upside of the power curve. As long as the sport was done for fun and recreation, not money and fame, it would thrive. Racers enjoyed designing and fabricating new, improved performance parts and cars.

In 1951 two black oil guide lines were laid the length of the track for the 151 racers that showed up—a suggestion from Ab Jenkins. Racers were joined by the nervous roar of 10 "invitation only" motorcycle entries.

Women could own the race entry but not drive. The boys were terrified that if a woman was hurt, it would spell disaster for the sport. Short-sighted as it was, it would be years before women would prove gender had nothing to do with going fast.

In nearly 2,000 runs, a total of 16 new class records were set by 200 entrants from 15 states that year. A few had begun using Nitromethane, aka "liquid dynamite," a nose-wrinkling, eye-watering explosive chemical that boosted the potency of the fuel, but whose misuse destroyed engines.

Early supercharger development showed promise thanks to Tom Beatty. The first was part of his new girder-type tube frame wing

tank chassis that sported a swing axle rear suspension. His 296 cid Mercury engine was topped with Navarro heads and Roots-type blower of his making. The combination clocked a staggering 188 miles per hour through the quarter-mile.

The much-loved and thoroughly exploited Ford flathead was in its sunset by 1952. Chrysler released its new overhead valve "Hemi" the year before, and would sell more than a million in De Soto, Dodge and Chrysler models. The race for horsepower expanded into 41 separate divisions for 1952 with many of the new overhead-valve powerplants immediately being adapted for salt racing.

The 1951 "invited" motorcycles had trampled so many American Motorcycle Association (AMA) records, some decades old, that SCTA officials doubled the invitation list for 1952.

Establishment automotive engineers often informed the enthusiasts their modification ideas were impossible, yet every year more impossible things were done. A prime example was when Willie Davis and George Hill turned up with their streamliner "City of Burbank" to collect the "Maremont Trophy" (sponsored by the Maremont Corporation, an automotive parts manufacturer) given to the car that had not only had the best engineering ideas, but also proved itself in the traps.

Hill and Davis came back to the salt two weeks later and driver Hill set new international Class C records for the flying start kilometer and mile, taking the record away from Germany's Auto Union. With that one act, the hot rodder achieved legitimacy heretofore unknown. It would be the first of many such acts.

Bonneville's biggest threat for continued vitality was the newly formed National Hot Rod Association (NHRA). Although in its infancy, a decade later would be the single biggest reason salt racers steadily defected to the hard-surfaced quarter-mile tracks. Why run a few times a year when you could run several times a week?

The single most important development in the early days of Bonneville amateur racing was when the Firestone Tire and Rubber Company responded to the salt racer's cry for help with new, affordable, high-speed tires, reliable up to 300 miles per hour. Firestone's critical contribution marked the first time that a mainstream company had designed and built a product specifically for use at



A typical scene on the Salt Flats with a good view of number 229, the Mardon and Ohly roadster. The August, 1961 issue of *Hot Rod* magazine (p. 89) reported that the "Mardon and Ohly roadster comes apart like a true race car for easy access to its innards. It ran 186.72 mph."

LandSpeed Productions Research Library / Lynn Yakei Photo

the Bonneville Salt Flats. The new eight-ply tires were appropriately named “Bonneville” and featured a new method of tread adhesion.

### 200 MPH Club Formed

*Hop Up* magazine established the Bonneville 200 MPH Club in 1952 to recognize the remarkable speed achievements of hot rodders.

The sole requirement for lifetime membership, and the only way to get in, was to drive a car two ways over a measured mile at a clocked speed of 200 miles an hour or better. During the 1953 fifth annual Bonneville Nationals, out of almost 300 entries clocked on 1,171 runs down a nine-mile course, only five qualified for membership in the new go-fast fraternity.

The high degree of safety at Bonneville was due to Roy “Multy” Aldrich’s stringent technical inspection process for SCTA. Aldrich could easily see flaws and dangerous conditions that eluded some of the most dedicated inspectors and knowledgeable racers. It is “safe” to say many a young life was protected because Aldrich volunteered for decades.

By 1953 the pits now swarmed with Detroit’s new overhead-valve engines. Of the 17 records set in 32 classes, 12 were with the overheads. But the vintage engines were not through.

The Vesco-Dinkins lakester (Johnny Vesco and Jimmy Dinkins’ creation) was a three-foot high, open-wheeled car that sported a mere 36-inch track, front and rear, and was powered by a Model B Ford engine that stormed to a 156 mile-per-hour average equipped with a Riley four-port head and custom-built fuel injection.

Knowing when they were beaten, AAA showed up on the salt right after the ’53 Speed Week to time five of the hottest hot rod streamliners in the country. When it was through, a total of 22 international and national records from three cars belonged to hot rodders.

Wally Parks summed it up best when he later wrote in a *HOT ROD* magazine editorial, “Back yard boys have accomplished what it took industry to do in other countries—and improved versions of this country’s industry, American production automobile engines.”

Dana Fuller, Jr.’s red and yellow “Big Mamoo” diesel streamliner powered by two superchargers thundered past the clocks at 170 miles per hour to set several world and national records.

By 1954, the sixth consecutive speed gathering gained national attention and respect as America’s newest automotive proving ground. The meet was interrupted by rain twice. It was the first time weather had been a problem for the racers.

Stormy Mangham, from Smithfield, Texas, ran his fully streamlined Triumph “Texas Cigar” motorcycle. Unless other documentation can be found, he should be credited with being the first to use a braking parachute on a motorcycle.

Bruce Crower’s Hudson sedan that also doubled as his daily driver averaged a whopping 151 miles per hour with a supercharged Chrysler overhead-valve V8.

Jim Lindsley joined the 200 MPH Club when his “Harold Raymond Special” roadster inched over the 200 mile mark reaching 201 mph. It was the first roadster to do so, but it required a pair of Chrysler V8s.

Too much rain in 1955 made for crummy course conditions at the 7<sup>th</sup> annual meet and led to the death of John Donaldson driving the Reed Brothers lakester. When the car rolled, Donaldson, who was taller than the rollbar, was fatally injured. From that moment

on, the SCTA Bonneville Board ruled it mandatory that all cars have adequate driver protection in the event of a rollover.

By the time the eighth annual Bonneville Nationals finished in 1956, the average speed for all 132 entries was 151 miles per hour across the nine-mile course. Heavily populated were the new competition classes for cars running straight pump gas.

By 1957 Dr. J.E. Teverbaugh mounted a parachute to the back of his Bonneville racer. It was the first known use of a parachute on a car at Bonneville and is today an essential stopping and safety device.

Teamwork paid off for the quartet of Waters, Sughue, Edwards and Smith from Bakersfield, California when their stock height ’32 roadster flew like a vengeful brick to clip the D class record with a 191 mph average running a 292-cid blown De Soto engine.

John Vesco and Jim Dinkins entered what had to be the world’s thinnest streamliner. The radical car did not meet the general formula set down by SCTA for safe wheelbase and tracking width, but its stupendous detail, sound theory and quality workmanship earned the car a waiver to run in an experimental class.

Dinkins pushed the 182 cid four-cylinder ’32 Ford engine with a Riley overhead conversion to 166 miles per hour.

John Vesco’s 17-year-old son, Don, had been coming up to the salt with his father since he was 12. A newly-licensed driver, Don rode his Triumph T 100 R, a bike he put together by drop light out on the family’s front lawn. He would go on to clock stunning records with bikes and cars.

The late ’50s saw the gas coupe sedan classes pregnant with entries. In 1958, during the 10th annual SpeedWeek, the Chrysler-powered Studebaker entered by SanChez and Cagle was the first sedan to crack the 200 miles per hour mark reportedly using a deadly 100 percent nitro fuel load for a one-way speed of 210 mph.

Marion Lee “Mickey” Thompson and Fritz Voigt showed up in 1958 with quadruple Pontiac V8s jam packed into the “Challenger.” Only 19 feet long and 59 inches wide, the car had two engines powering each axle. The car ran 362 miles per hour, but an engine failure scratched the car from the record books, but not the minds and hearts of hot rodders everywhere.

Heavy summer rains had made the salt mushy in places. The push trucks took the brunt of the wet salt, getting so plastered in the sticky, white spray that it looked as though they had been in a cottage cheese factory explosion.

Safety at Bonneville got a boost with the development of the Bell 500TX helmet. During SpeedWeek, Bell Auto Parts would lend, free-of-charge, a helmet to anyone who needed one.

A battle had raged all year between hot rodders and the United States Auto Club (USAC) after the SCTA/BNI (Southern California Timing Association and Bonneville Nationals Inc.) formally asked the world governing body, the FIA (Fédération Internationale de l’Automobile), to offer direct certification to racers for world speed attempts.

USAC objected for no other reason than it would be deprived of collecting timing fees—very expensive for the average racer. USAC eventually prevailed showing the power of the almighty dollar in amateur racing.

Next issue: *The jet-powered cars thrust their way making headlines across the globe as they go.*

—Louise Ann Noeth



# Book Reviews

## Corvette – America’s Star-Spangled Sports Car: The Complete History: 1953-1982

by Karl Ludvigsen

Bentley Publishers (July, 2014)

www.BentleyPublishers.com

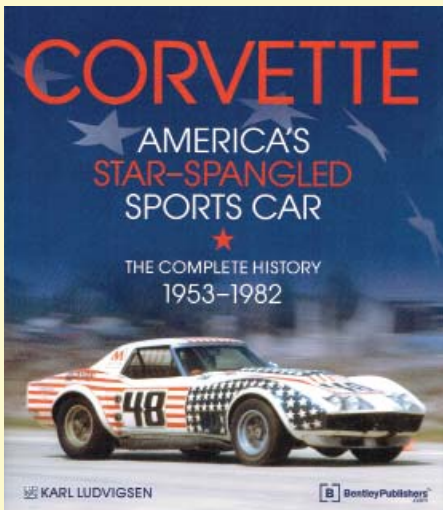
784 pages, 9" x 10.5" hardcover

989 photographs, drawings and illustrations indexed, bibliography and appendices

Price \$99.95

ISBN-10 083761659X

ISBN-13 978-0837616599



Superlatives abound when describing this book.

There is the clear, lucid, comprehensive, and entertaining writing that relates the story of the American sports car, Corvette. Tuck the words and all of the images (of which author Karl Ludvigsen observed, “The folks at Bentley Publishers did their best to satisfy my appetite for images.”) into a volume produced with such attention to detail that the result is nothing short of outstanding—albeit “weighty” at eight pounds, just shy of 800 pages and a tad fewer than 1,000 illustrations.

It is no surprise that pages printed on good quality acid-free paper are bound between the hardcovers. But you must remove the dust jacket to discover an unexpected and thoughtful subtlety, the author’s distinctive signature blind embossed into the front cover.

There’s likely no way that this book, *Corvette – America’s Star-Spangled Sports Car*, will be confused with its much briefer 300-page predecessor of this same title. Understand though, this book doesn’t merely pick up where the one published in 1973 left off. Rather this one is a thorough rewrite, incorporating information and images that have come to light since, while also carrying the story forward another decade to the first production Corvettes rolling off the line in 1982 at the brand new Bowling Green, Kentucky, assembly plant.

With so many books on Corvette written and published since that initial *Star Spangled Sports Car*, one might wonder what justifies this new version? For one, Ludvigsen was arguably the first to dedicate an entire volume to one car. Then, consider that most authors present, even tout, their interpretation of an event, or their interviewees’ versions, as *the* reality. Ludvigsen has the courage to truly serve history by noting in this text, augmented with footnotes, whenever there are differing “takes” on something, including those that conflict with his own understanding or recollections.

Presumably readers of this *Journal* have at least a passing knowledge of Corvette history and are aware that relating such also

reflects the history of its parent corporation and its “people,” its employees, with all that implies—the good, the not so good, the highs, the lows, the successes and the shortcomings. Likewise, to readers of these pages, Karl Ludvigsen’s skill at relating the story is well-recognized. So, though neither author nor publisher have indicated outright, one can be hopeful that a sequel volume of *Star Spangled Sports Car* might be in the works for certainly Corvette’s story continues beyond 1982, right up to today. What about it Michael Bentley? What about it Karl?

—Helen V Hutchings

## Tony Hulman: The Man Who Saved the Indianapolis Motor Speedway

by Sigur E. Whitaker

McFarland & Company (April 2014)

McFarlandpub.com/ 800-253-2187

248 pages, 6" x 9" softcover

14 photos, appendix, notes,

bibliography, index

Price: \$35.00

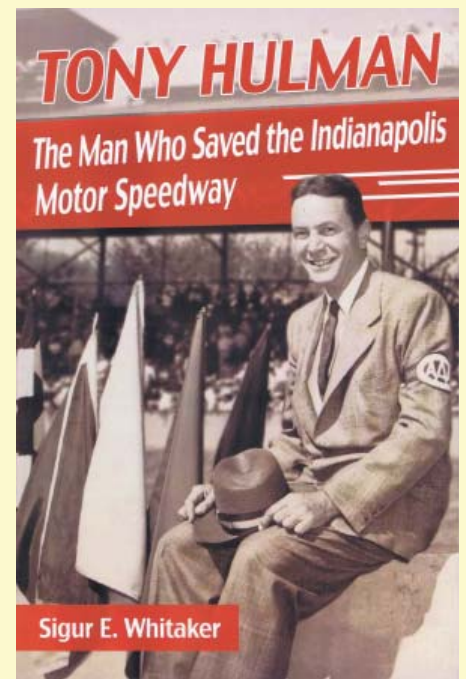
ISBN-e: 978-1476614939

ISBN-10: 0786478829

ISBN-13: 978-0786478828



Karl Ludvigsen is a long-time SAH member and we are honored to note that material on Frank Meer appearing in *SAH Journal* #265 made it into this book; *SAH strikes again!* The bio on the back inside sleeve notes: “Three of his books have received the Nicholas-Joseph Cugnot Award from the Society of Automotive Historians, which in 2002 gave him its highest accolade, *Friend of Automotive History*.” Karl once said, “I do enjoy stitching a good story together.” His smile in this picture appears to capture that sentiment. ED.



Pittsboro, Indiana: Anton (Tony) Hulman, after weeks of deliberation during the summer of 1945, completed his business decision concerning the Indianapolis Motor Speedway (IMS) and elected to purchase the track from Eddie Rickenbacker on November 15, 1945, for the sum of \$750,000, equaling the amount paid by Rickenbacker for the track in 1927.

The track was the brainchild of four Indianapolis businessmen: Carl Fisher, James Allison (*great uncle of author Whitaker and the subject of her 2011 McFarland book: see the review in SAHJ No. 252*), Arthur Newby and Frank Wheeler, who were passionate about improving the American automobile. Built in 1909, this two-and-a-half mile paved oval was unique as most auto tracks were of one mile or less in size with dirt surfaces.

Shortly after Hulman purchased the track, which had sat idle throughout World War II with the exception of a few tire tests conducted for the government war effort, it was quickly decided to prepare the track and grounds for a revival of the Indy 500 scheduled for Memorial Day 1946.

At the close of the period for entries the Speedway had received fifty entries including Rudi Caraccioli, famed Mercedes Grand Prix driver who was specifically invited by Hulman and Wilbur Shaw, President of IMS. Shaw was a former three-time winner of the Indianapolis 500 in 1937, 1939 and 1940, and both felt that the addition of racing celebrities could broaden general interest in racing.

On the first day of qualifying, IMS management announced that the minimum qualifying speed would be 115 mph for four laps. The fastest thirty-three cars would start the race. IMS was gratified that some 20,000 spectators were at the track for the first day of qualifying and veteran Indianapolis driver Cliff Bergere won the pole position with an average speed of 126.47 mph.

The 1946 race was won by George Robson with an average speed of 114.82 mph. Robson had participated in the 1940 and 1941 races.

A June 1946 article in *The New York Times* praised Hulman. However, not everyone was happy: Indiana state and local police officials estimated the attendance for the inaugural race under the ownership of Hulman was approximately 200,000 people, which resulted in several traffic jams on the surrounding roadways and entrances into the track. These traffic issues resulted in annual improvements to the Speedway.

This entire book is a page-turning read that elaborates the intense personal interest Tony Hulman had for people and improvements beneficial to business, auto racing and communities. Pick up a copy today. You don't want to miss reading each rewarding historical chapter chronicling Tony's life up until his untimely death in 1977.

—Jack L. Martin

### Mad for Speed: The Racing Life of Joan Newton Cuneo

by Elsa A. Nystrom

McFarland & Company (May 2013)

McFarlandpub.com/ 800-253-2187

232 pages, 7" x 10" softcover

47 photos, appendix, notes,

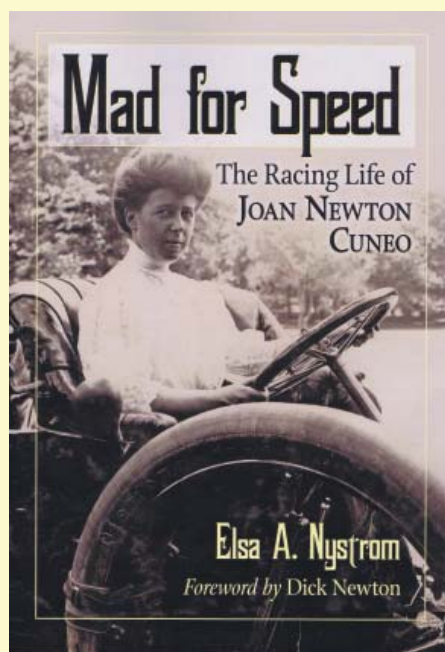
bibliography, index

Price: \$39.95

ISBN-e: 978-1476602714

ISBN-10: 0786470933

ISBN-13: 978-0786470938



Don Brown told of Alice Ramsey and her 1909 transcontinental drive in *Alice Ramsey's Grand Adventure* and Miranda Seymour's *Bugatti Queen* related Hellé Nice's early 1900s racing ventures. But other than being mentioned as part of broader subjects (one on White steam cars and the other on Glidden Tours) in *Automobile Quarterly* (Vol. 31, No. 4 and Vol. 30, No. 3 respectively) the story of their contemporary, Joan Newton Cuneo, has been largely untold.

It took a history professor at Georgia's Kennesaw State University becoming intrigued and, over a four-year period, applying her research skills to ferret out the details. *Mad for Speed* by Elsa A. Nystrom shares the life, times and experiences of a very ladylike Joan Newton Cuneo and her interest and accomplishments in what was then a most unladylike field of endeavor, the skillful handling, including competitive driving, and maintenance of steam- and gasoline-powered automobiles of her day.

Happily this is not a dry recitation of research findings. Rather Nystrom endeavors to imbue a sense of time and place just as

she also gives the reader an identifiably real person in Joan Cuneo.

There's a photo that shows Cuneo working on an engine. Nystrom relates Cuneo "didn't mind getting dirty but always wore a dress covered with an apron, as well as her jewelry" when at work in her garage. Then Joan's quoted, "I learned how necessary it was to watch every bolt and nut, how much depended on the proper lubrication and even how to grind the valves." But put that lady behind the wheel in a competitive situation—no matter whether a Glidden Tour, the sands of Ormond or Atlantic City, or a fairground racetrack—she turned into a tireless and relentless "super woman" for her goal was singular and clear—winning.

As mentioned, Cuneo's life when not behind the wheel is not neglected. With words and photos we meet her family, her husband, her children and eventually her grandchildren. We see and are told of houses and places where she lived, friendships she shared with others and more. And yes, we "meet" her cars—or most of them anyway.

The surest way your reviewer knows to encourage researcher/writers like Elsa Nystrom, and publishers like McFarland, to continue to produce such quality tomes is to encourage you to acquire a copy of this book for your library. And don't merely shelve it, but take the time to read first for you'll enjoy "making the acquaintance" of Joan Newton Cuneo.

—Helen V Hutchings

### The Early Public Garages of San Francisco: An Architectural and Cultural Study, 1906-1929

by Mark D. Kessler

McFarland & Company (April 2013)

McFarlandpub.com/ 800-253-2187

296 pages, 7" x 10" softcover

154 photos, notes, bibliography, index

Price: \$49.95

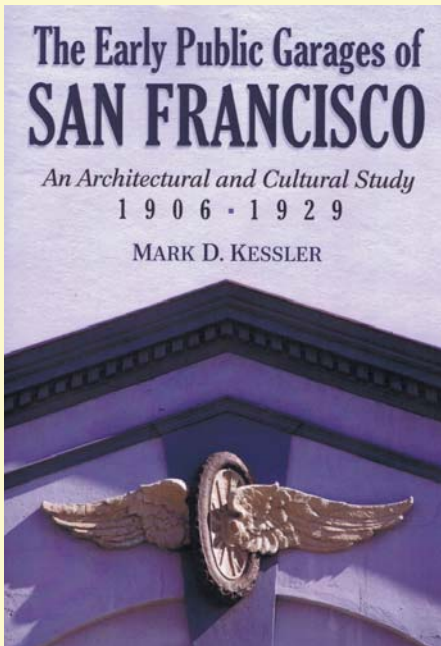
ISBN-e: 978-1476601564

ISBN-10: 0786466812

ISBN-13: 978-0786466818

Mark Kessler, this book's author, earned his Master of Architecture degree from Harvard Graduate School of Design and currently is Associate Professor of Design at University of California at Davis in the San Francisco Bay area. Knowing this gives insight into the approach and content of his very-focused book as delineated by its title and subtitle: *The Early Public Garages of San Francisco: An Architectural and Cultural Study, 1906-1929*.





Kessler's purpose motivating his writing the book is transparent: he is a leading advocate for the preservation of many of these buildings. His argument includes examples of successful repurposing of such structures which demonstrates his awareness that an official historic designation of these structures would not necessarily be practical given the restrictions such entails combined with San Francisco property values.

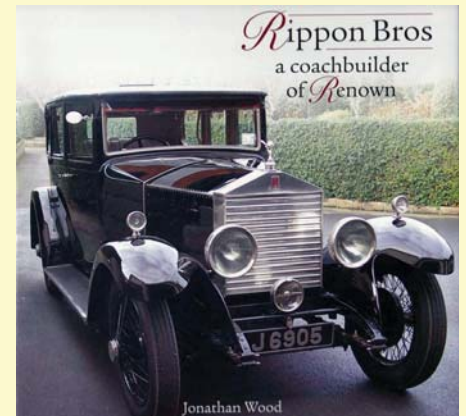
Readers of this *Journal* will appreciate the book's generous illustrations as well as inclusion of locations owned and operated by dealer and distributors Don Lee and Charles Howard. Architectural terms and concepts are clearly explained offering the reader an opportunity to enhance the knowledge base. To be sure, this is not the usual sort of book commented about on these pages, yet its relevance to the overarching common interest—automotive history—is undeniable as it tells of one American city's approach to coping with the then-new trend of personal transportation, the car.

—Helen V Hutchings

Nothing automotive (or cultural for that matter) is addressed until the fourth chapter, 137 pages into the text. Rather the early chapters are architectural “lessons” explaining the terms, shapes and forms of the buildings about to be discussed along with an historical perspective.

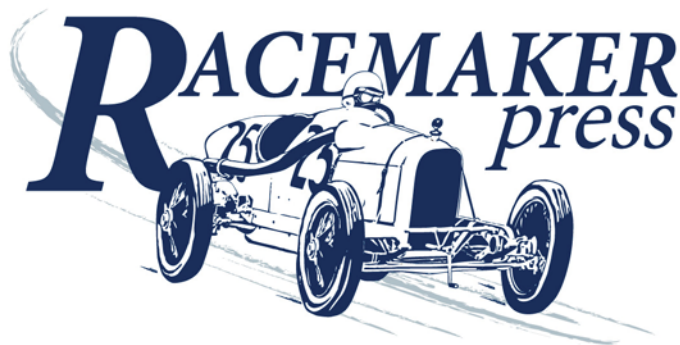
**Rippon Bros: A Coachbuilder of Renown**  
by Jonathan Wood

James Hinchliffe and Annabel Sleigh (2012)  
www.ripponbrosbook.co.uk (No ISBN)  
449 pages, 9.2" x 9.2" hardcover  
300+ b/w & color illustrations, indexed  
Price: £75



*Editor's Note: This book won the 2013 Nicolas-Joseph Cugnot Award of Distinction.*

Jonathan Wood is at his best here, both with his copious research and the telling of the story. Rippon Bros of Huddersfield was established as a coachbuilding firm in 1870.



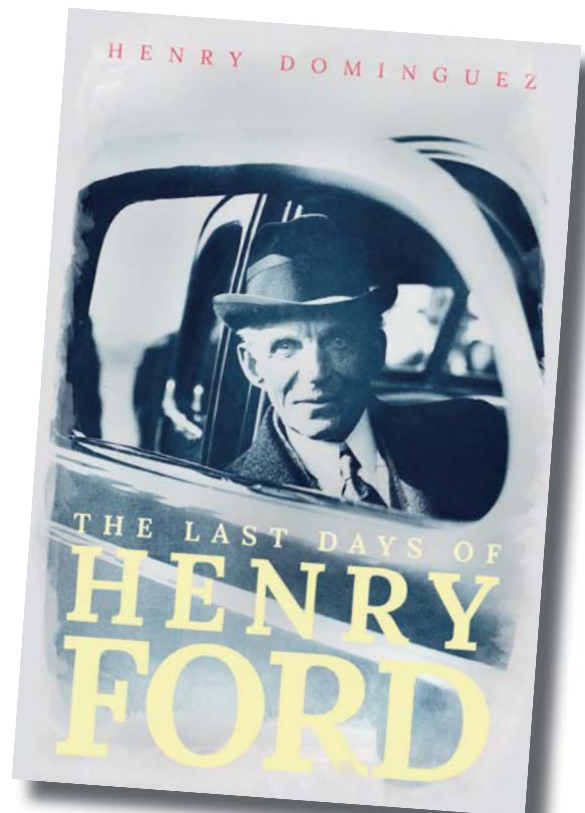
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We are taken through the family history, followed by a fascinating chapter on carriage building and repair. In the early years before they became well known they would take on repair as well as new build work, at one time even “the repair and modifying of some of the town’s (Huddersfield) steam trams.”

In 1903-1904 they tackled their first car bodies and in 1905 the firm “allied themselves with a new British make, Rolls-Royce.” It must be remembered that Huddersfield was in a very industrial area with many mills and quite a few wealthy industrialists. The author gives details of a few of these and the cars that they bought—interesting social history! What is not so well known is that at the 1906 Yorkshire Agricultural Show they exhibited three Rippon cars. We learn very little about these other than they had the De Dion Bouton inspired Aster engine. It would appear they only made three; no photos or cars seem to have survived.

After the Great War, Rippon Bros advertised “Repairers to all the leading insurance Companies.” They went to their first Motor Show in 1924 and exhibited right through to the last before WWII in 1938.

In WWII they turned to “reconditioning Merlin engines after impact damage,” that is to say rebuilding the engines from crashed planes. They also repaired aircraft self-sealing petrol tanks, one of which caught fire after an employee “looked into the tank with a lighter...” This burned down Wells Mill, which contained some 130 cars that were being stored for the duration for customers.

This is a fascinating, well-written and readable book with many interesting asides. The many photographs are mainly contemporary and very interesting. There are 83 pages of appendices, including a listing of the majority of bodies that they built.

James Hinchliffe, grandson of Colonel Reg Rippon, was the enthusiastic member of the family who wanted to see the history of this famous company recorded whilst there were still former employees alive who could contribute their memories. He commissioned Jonathan Wood to research amongst the family’s surviving material. James was so pleased with the result that he decided to finance much of the cost of this self publishing venture. Some further help came from the Michael Sedgwick Memorial Trust.

—Michael Ware

### The Tale of the Willy Willys

by Ben Hilliker

Mound City Publishing (Jan. 2013)

willywillys.com

28 pages, 8.6" x 11.2" hardcover

illustrations and glossary

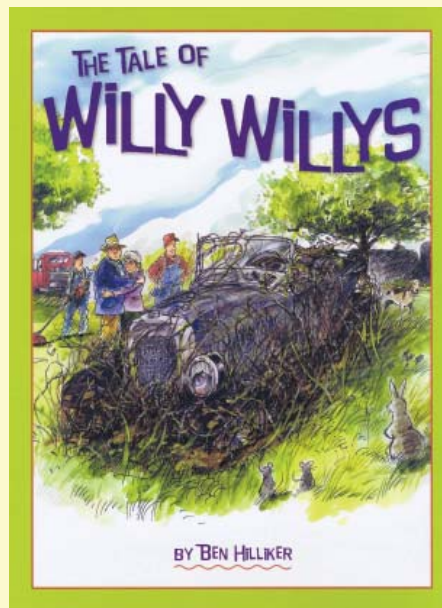
Price: \$9.95

ASIN-B00EWSD3CI

ISBN-10: 0615763510

ISBN-13: 978-0615763514

There are nine children’s book genres, and while this fits into the “picture books” category, it is more. This book is based on a true story involving the history of a 1926 Willys Overland touring car. Author *Ben Hilliker*, a long-time SAH member, points out that “while fanciful, not scholarly, *The Tale of Willy Willys* captures the interest of children in a story about auto restoration.” The book’s cover already gives you a glimpse of the journey, from discovery of the car in a field within its own thicket, through its restoration and return to life. It is a delightful journey and the young reader is simultaneously introduced into the basic steps of restoration. The book contains a



basic yet thoughtful glossary of body styles with descriptions of basic elements of a vehicle, as well as a listing of cars.

This delightful book is the ideal gift for your young family member that has always wondered about what makes you tick.

—R. Verdés

A great little sports car race took place on an island in Lake Erie, offshore of Sandusky, Ohio. The drivers came on ferry boats to compete for silver cups in an age when there were no sponsors and no prize money. Often, the cars they raced were those they drove as daily transportation: MGs, Porsches, Triumphs, Alfas and others. In this well-illustrated history, drivers, officials, mechanics and spectators share their stories. The text paints a vivid picture of the sports car racing scene in post-war America.

272 pages \$35 softcover (7 x 10)  
 228 photos, appendix, bibliography, index  
 ISBN 978-0-7864-7930-6  
 Ebook 978-1-4766-1459-5 2014

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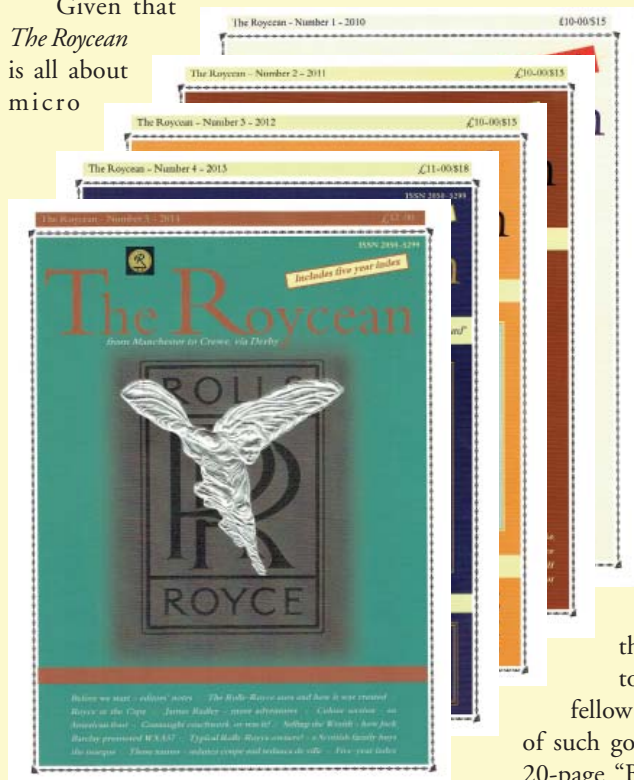


**The Roycean: From Manchester to Crewe, via Derby, No. 5**  
*various contributors;*  
*edited by Tom Clarke and Will Morrison*  
 The Hulme Press, UK (2014)  
 Order from: [theroycean.moonfruit.com](http://theroycean.moonfruit.com)  
 150 p., 7.3" x 9.5" illus., index, softcover  
 Price: £12  
 ISSN: 2050-5299

*Editor's Note: In line with our motorsport theme for this issue, this latest issue of The Roycean (number 5) and the previous issue covered the Alpine Trials. The following review is courtesy of SpeedReaders.info, directly from the site's owner, Sabu Advani.*

Issue no. 5 of this respected and respectable annual journal about the deeper things of Rolls-Royce history has come to pass—*hooray*—and with it the promised index for all five issues.

Given that *The Roycean* is all about micro



detail, a proper index is absolutely crucial unless you have a photographic memory. Even at six pages long it does not contain everything under the sun but concentrates on those items the authors deem to have “long-term value.” Serious users of this serious journal know of course that scribbling annotations in the margin and plastering post-it notes all over are par for the course and will amend their copies to suit their own requirements. The authors, in fact,

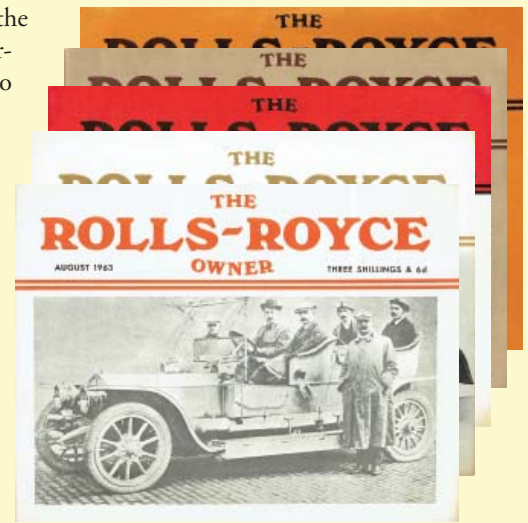
encourage this and since issue no. 2 the introductory section has included corrections and additions with which to mark up previous issues. Among the gems this time is the discovery that Henry Royce’s father (first discussed in Vol. 2) was sent to Holloway jail for fraud! You’ll want to go through these pages with a fine-tooth comb especially since not all those nuggets are captured in the index.

On the one hand, *The Roycean* has hit its stride in terms of format, scope, and approach: there clearly is a demand for such a level of magnification. Aside from the obvious social and financial aspects of the company and its storied cars, the firm and its personnel were and are key figures in the history of engineering and it is only right that over time *every* rock be turned over.

On the other hand, that certain fatigue every editor knows and dreads is evident: as fresh feature-length material becomes scarce, *Roycean* editors Tom Clarke and Will Morrison will have to jump into the trench more often and write articles themselves. Of this issue’s seven articles, Clarke’s byline graces three and Morrison’s one. Note to the very readers who cherish publications such as this: pony up, not just the coin to buy it but turn over those dusty boxes of ancient files and trawl for

things never before seen so as to enlighten and delight your fellow man! There are quite a few of such goodies here, in that opening 20-page “Before we start” section that reports on snippets and tidbits and oddities and mysteries—from a chance find of a Flickr photo of a 1907 Silver Ghost to ca. 1909 shots of Rolls-Royce’s repair shop at Derby to a “feast of heroic coachwork from the Edwardian period.”

The first article proper, by Steve Hubbard, examines the “aura” the early Rolls-Royce company cultivated and which so contributed to how the marque was perceived. The second one, by Derek Stuart-Findlay, fleshes out a bit of history of which



not much detail was known heretofore, Henry Royce’s recuperative 1902 trip to South Africa (after years of having worked himself to exhaustion *prior* to getting into the car racket—in which he would again work himself to exhaustion). We now learn that he had with him the English translation of a French book from 1900 on automobile construction that surely influenced his thinking about what a car, namely *his* car, could and should be.

Next, Tom Clarke takes another look at James Radley of Alpine Trial fame, relates how a particular Rolls-Royce Wraith with body by James Young was promoted by the dealer James Barclay, and re-examines the lofty claims coachbuilder Connaught made as to its ancient origins (myth!) and offers a visual primer of their output.

A color section in the center of the book reproduces US ads from 1917/19 by Rolls-Royce agent Robert Schuette and coachbuilder Brewster. Will Morrison then ruminates about what sort of people become Rolls-Royce owners by looking at three generations of his own family. Lesson: money and title not required. Well, *some* money . . .

Lastly, Jack Triplett explains what makes a sedanca *coupe* different from a sedanca *de ville*. Nothing is simple.

In every issue the editors express the hope that their work emulates that of *Jeremy Bacon’s The Rolls-Royce Owner*, a magazine of similar flavor of which eight issues appeared in 1963/64. It does; no, it surpasses it because, with the move of time, it is harder to keep finding new material and to stoke interest in it.

—Sabu Advani

## THE 1901 RIKER ELECTRIC AMBULANCE

*Editor's Note: Electric cars was the theme of SAH Journal issue 268. This article was described by the author as a "follow-up to the Beverly Rae Kimes article"—which mentioned this vehicle, but not specifically—while both articles mentioned how it was famously used. This vehicle used a tiller, not a steering wheel. Was Alfred Vacheron the first to use a steering wheel? Is there a history yet to be written?*

This vehicle was built on an electric truck chassis with one electric motor for each rear wheel. The one at the right rear wheel is quite visible here. The batteries were carried beneath the floor in the compartment between the front and rear wheels. The driver is sitting on the left and steering is by tiller that the driver controls with his left hand. The wheels appear to be the same size and are the heavy duty type as used on a horse drawn delivery wagon of the era. The round object on the underside of the toeboard below the driver's feet is a bell almost identical to that used on a trolley car of the era. It was controlled by a pedal at the driver's feet, in the same manner as a trolley car bell.



The Riker Electric Vehicle Co. was founded by Andrew L. Riker in 1898 in Elizabeth, New Jersey. The company was purchased by the Electric Vehicle Co. in 1900.

This particular ambulance has tremendous historical significance. It was used to transport President William McKinley to the hospital shown here after he was shot on September 6, 1901 while attending the Pan American Exposi-

tion in Buffalo, New York. President McKinley lingered and finally died on September 14th. When he died Theodore Roosevelt became President of the United States.

—Nelson Bolan

## THE RADLEY SPEED NYMPH

*Editor's Note: The current and prior issues of The Roycean covered James Radley and the Alpine Trials, and the special Rolls-Royce Silver Ghosts that were used. A review appears on the preceding page. The subject of mascots is popular, and it was part of an email exchange between Michael H. Evans, founding chairman of the Rolls-Royce Heritage Trust, the immediate past chairman of the W.O. Bentley Memorial Foundation, and the author of the book In The Beginning - the Manchester origins of Rolls-Royce. What follows is an edited version of that exchange.*

James Radley acquired this nude mascot to adorn his Alpine cars in the 1913 and 1914 runs. It might have been on the 1912 car—but I do not know, and there have been suggestions that she was cast in Vienna.

From 1978 to 1995 my proper job was Head of Employee Communications and Community Relations for Rolls-Royce in the Midlands and northwards. One day around 1993 the telephone switchboard called with a lady on the line who wanted to talk about early jet engines. Miss Peggy Ward was part of a team from Darley Abbey church that was preparing to pay tribute to Sir Frank Whittle and early jet work as the subject of their floral festival and asked if I could help by providing images, which I agreed to do. She was of a goodly age and remarked that her father had worked for Rolls-Royce. I asked—"Not H. Ambrose Ward—known as 'Tubby'?"—and there was a gasp of amazement that anyone still knew of him. She was clearly pleased.

She told me of her father riding with Radley in the 1913 and 1914 Alpine Trials—and that, after the 1914 event, Radley had presented her father with the little nude lady which had adorned the cars. She told me it became her job to polish the mascot once every week—and that this task is how she earned her pocket money. She added that when Rolls-Royce introduced chromium plating tanks at Nightingale Road around 1930 her father had taken the little lady to work and had her chromium plated. As Peggy told it, her first thought was "bang goes my pocket money!"

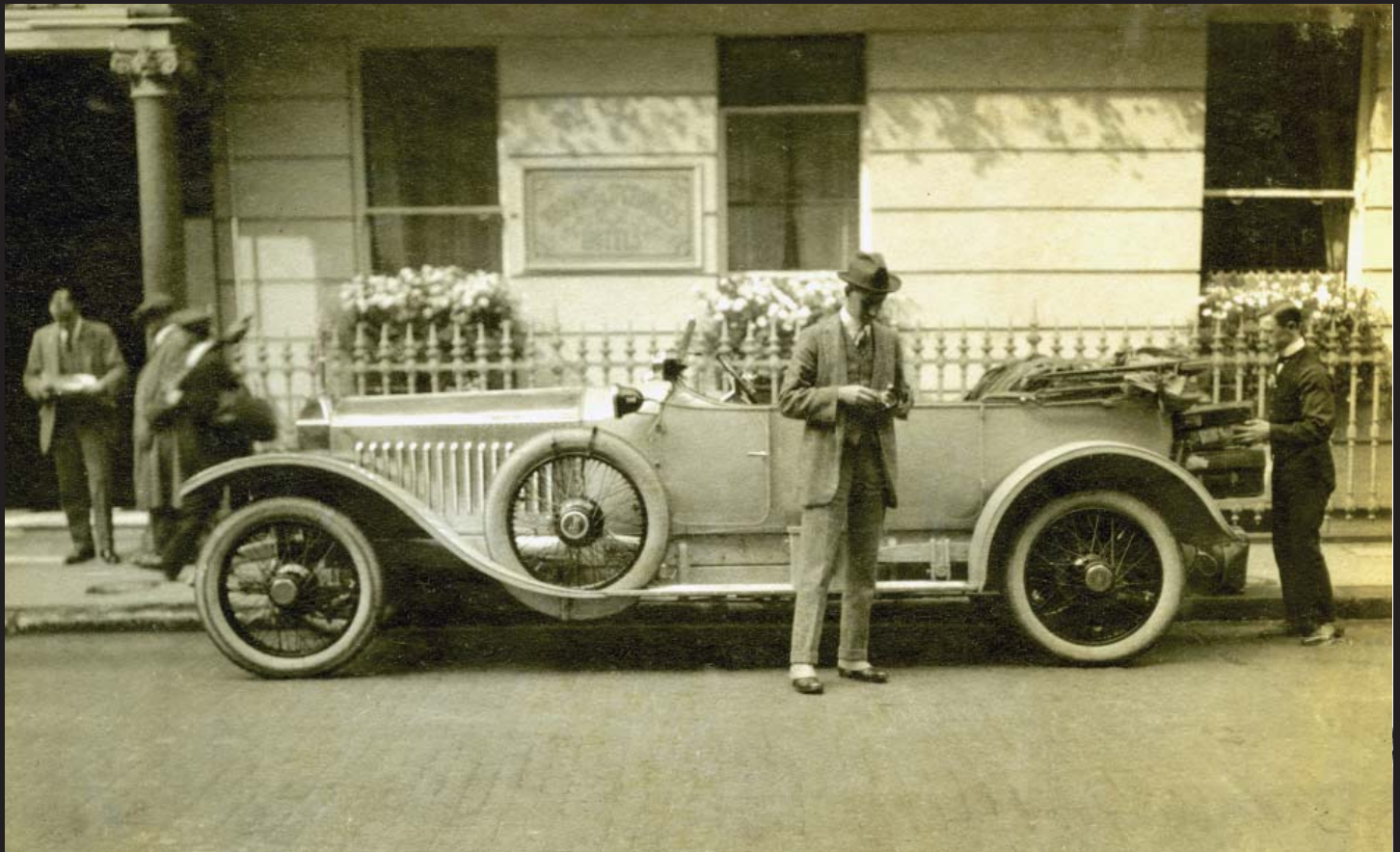
Peggy then said she still had the little lady—and she handed her to me. I promised I would lodge her in due course with either the Rolls-Royce Heritage Trust (I was Chairman of the RRHT) or with the Sir Henry Royce Memorial Foundation. That has proved a difficult decision for many reasons so she still stands with me as I struggle to decide.

John Kennedy, the current owner of 2260E, has done and continues to do a lot of work on the Alpine Trials. Somewhere around 1994 he came to Derby and lectured at the RRHT on the Alpine. John knew I had the nude lady and we fitted her back on the car as a small ceremony to mark being reunited after all the years. After this, I lent the lady to John and he had a good bronze cast off the original. That mascot now adorns the high filler cap on his car, and she looks good. Recent interchanges with Steve Littin indicate that John has given him a mascot for his 1914 Alpine car 18PB.

Until this autumn, the original mascot will remain on loan to Dr. Andreas Braun of BMW, and it is among the exhibits in the Rolls-Royce car display at the BMW Museum in Munich.

—Michael H. Evans





*James Radley was to leave the Brown hotel in London's Mayfair section to undertake the Alpine Trial in May, 1913. No, you're not seeing double. Above is James Radley in front of the hotel and the picture below is a modern staging of the same scene with the current owner of Silver Ghost 2260E, Mr. John Kennedy, in Radley's place (source: [press.rolls-roycemotorcars.com](http://press.rolls-roycemotorcars.com)). As mentioned in Michael Evans' article on p. 14, Mr. Kennedy has engaged in learning all about the trials, and he has found and assembled many of the pictures that were taken during the trials, identifying their locations and taking "now" pictures with a great effort to remain true to the given perspectives of the original photographs. While the original Rolls-Royce mascot has a name: The Spirit of Ecstasy, apparently Radley's mascot has no official name, so we use the same name used in The Roycean No. 4, p. 35: Speed Nymph. Both cars above appear with their mascots, and the back cover shows the high quality of John Kennedy's reproduction.*



