

S A H Journal



ISSUE 282
SEPTEMBER / OCTOBER 2016

\$5.00 US

Contents

- 3 PRESIDENT'S PERSPECTIVE
- 4 SOME DELAGE HIGHLIGHTS
- 8 HER NAME IS MER
- 10 BOOK REVIEWS

Billboard

22nd SAH European Dinner

Consider yourself invited!

Date: February 7, 2017

Place: Automobile Club de France, Place de la Concorde, Paris

This formal occasion includes an awards presentation, and it enables SAH members and their guests to meet others from around the world and to dine in an historic location. The price for dinner, including wine and other beverages, is expected to be about €110 per person. For details to register, contact *Kit Foster* at kit@kitfoster.com.



Photo Search: Looking for more views (e.g., rear, interior) of this Rolls-Royce Phantom II (41GX) by carrossier Henry Binder at the 1936 Paris Salon, or in the remaining years of that decade. Please contact the editor at: sahjournal@live.com.



Front cover and above: Here it is in one piece! The covers of issues 280, 281 and 282 are slices of this one photo taken on March 22, 1930, of a Bentley becoming a Blower. In *Bentley: Fifty Years of the Marque* by Johnnie Green on page 144 of the first edition (third edition: Dalton Watson Fine Books, ISBN: 978-1854431356), the caption captures the moment: "'Men at Work.' If Birkin and Couper's stable had a publicity agent, he was doing his stuff that day, depicting activity on one of the two short chassis Blower cars." So much of that era is communicated in this photo—and we don't even know the names of these men... perhaps that will change soon. Tim Birkin is the name associated with these blower Bentleys; his name was actually Sir Henry Ralph Stanley Birkin—his sister Ida nicknamed him after the comic book character Tiger Tim. Tied to Birkin is the incredible story of Charles Amherst Villiers—for the story on Villiers, there's just one book: *The Man Who Supercharged Bond* by Paul Kenny (ISBN: 978-1844254682; for a great review of the book, see SpeedReaders.info).

Back cover: Related to our story on pages 8-9, here's a period 190 SL German ad promoting the car's hardtop/convertible configuration. (Source: automobileandamericanlife.blogspot.com)

Submission Deadlines:

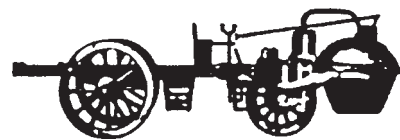
Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/Jun	Jul/Aug	Sep/Oct	Nov/Dec
Mailed:	1/31	3/31	5/31	7/31	9/30	11/30

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.

SAH Journal

ISSUE 282 • SEPTEMBER/OCTOBER 2016

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.
An Affiliate of the American Historical Association



Officers

Andrew Beckman	President
Edward Garten	Vice President
Robert R. Ebert	Secretary
Rubén L. Verdés	Treasurer

Board of Directors

John Heitmann (ex-officio) †
Robert G. Barr Δ
H. Donald Capps #
Robert Casey †
Louis F. Fourie #
Carla R. Lesh †
John A. Marino #
Matthew Short Δ
Vince Wright †

Terms through October (Δ) 2016, (#) 2017, and (†) 2018

Editor

Rubén L. Verdés
7491 N. Federal Hwy., Ste C5337
Boca Raton, FL 33487-1625 USA
journal@autohistory.org
sahjournal@live.com
tel: +1.561.866.5010

Publications Committee

Thomas S. Jakups, Chair
Patricia E. Chappell
Louis F. Fourie
Christopher G. Foster
Donald J. Keefe
Rubén L. Verdés
Steve Wilson

SAH Journal (ISSN 1057-1973)
is published six times a year by The
Society of Automotive Historians, Inc.
Subscription is by membership in the Society.

Membership dues are \$50 per year (\$60
per year outside North America & Mexico);
digital membership dues are \$20.

Dues and changes of address go to:

Society of Automotive Historians, Inc.
c/o Cornerstone Registration Ltd.
P.O. Box 1715
Maple Grove, MN 55311-6715 USA

©2016

The Society of Automotive Historians, Inc.

www.autohistory.org

Join, renew and more right on-line!

President's Perspective

First off, thank you very much to SAH Vice-President *Ed Garten* for pinch-hitting for me during my over-the-summer elbow surgery. I am pleased to report everything has healed quite nicely!

It's hard to believe that Hershey is just around the corner as of this writing. Despite the summer breezing by, SAH volunteers have been hard at work on a number of projects, most notably the introduction of a new digital membership category. For only \$20, you receive all the benefits of SAH membership along with emailed copies of our publications. It's sure to be a great recruitment tool, especially for prospects in far-flung areas.

I recently had a brush with automotive history that struck close to home quite literally. One of my father's best friends was Fred Bartz, the proprietor of Bartz Motors, the Studebaker dealer in my hometown of



Manitowoc, Wisconsin. They attended the University of Wisconsin together, and Dad bought the dealership's first new Studebaker, a 1964 Cruiser delivered in early September of 1963. Mr. Bartz sold over 40 new 1964 Studebakers that model year, one of the last being a Daytona convertible he retailed to his sister-in-law in August of 1964. In talking to someone at the factory, he was told it was the last Studebaker convertible ever built.

As Archivist at the Studebaker National Museum, I field research requests on a wide variety of topics. In September, I received an inquiry regarding the last Studebaker convertible built, a 1964 Daytona assembled in July of 1964 at the company's Hamilton plant. Sure enough, it was the car Fred Bartz sold to his sister-in-law! Despite seeing daily use in a winter-intensive climate, the car survived, and is slated for restoration.

In closing, I'd be remiss if I did not mention the SAH's Eleventh Biennial Automotive History Conference that took place this past April in Cleveland. It was an excellent event from top to bottom, and special thanks are due to Conference Chair *Arthur Jones* and his team for an outstanding performance! This conference also marked Arthur's last as Conference Committee Chairman, as he is retiring from this post after over a decade of service. SAH board member *Don Capps* has graciously stepped in for Arthur, and is already hard at work planning the 2018 event. Thank you, gentlemen!

—Andrew Beckman

64VL8 4451C504944 CH SEP 4										RECEIVING DEALERSHIP NAME ABBREVIATION		CITY ABBREVIATION	
MODEL TYPE DEALER CODE SERIAL NUMBER										SELLING DEALERSHIP'S NAME		DATE OF TRANSACTION	
										BARTZ MOTORS		Sept 2 64	
										SELLING DEALER'S CITY AND STATE			
										MANITOWOC, WISCONSIN			
DEALER CODE SERIAL NUMBER CITY AND STATE MODEL TYPE										PURCHASER'S NAME			
										MARY SUSAN SPEAR			
										PURCHASER'S STREET ADDRESS		CITY AND STATE	
										625 HI VIEW COURT		ELM GROVE WIS	
										PURCHASER'S OCCUPATION		TRADE-IN MAKE AND YEAR	
										STUDENT		NONE	
										SALESMAN'S INITIALS AND NAME		SALESMAN'S SOCIAL SECURITY NUMBER	
										F.O. BARTZ			
STUDEBAKER CORPORATION										<input checked="" type="checkbox"/> SOLD TO RETAIL BUYER		<input type="checkbox"/> STUDEBAKER REPURCHASE	
										<input type="checkbox"/> PLACED IN DEMO SERVICE		OTHER (EXPLAIN)	
										<input type="checkbox"/> TRANSFERRED TO ANOTHER STUDEBAKER DEALER			
										FOR REGION OR FACTORY USE ONLY			
										CONSIGNER'S INITIALS AND NAME		TO CANCEL SALE DATED:	
										FORMERLY REGION CONIGNED ON:		DEALER DEMONSTRATOR	
										MO DAY YEAR		MO DAY YEAR	
										IF SOLD TO A DEALER FROM ZONED STOCK, RETURN CARD TO HOME OFFICE			

NEW MEMBERS

Dave Bayowski (4320)
Mineral Ridge, OH
dave@mahoningauto.com

Franklin Celico (4321)
Breckenridge, CO
fpcelico@gmail.com

Kelly Williams (4326)
Mount Joy, PA
Research@StanleyRegister.net

Dan & Anne Russell (4328)
Williamsport, MD
danfrussell@gmail.com

Randy & Lisa Lasswell (4331)
Spokane, WA
RandyL14@comcast.net

Marcus & Irene Shelley (4332)
Grosse Pointe Park, MI
red.auburn851@gmail.com

Nathaniel Dust (4334)
Downers Grove, IL
neverforgetddd@yahoo.com

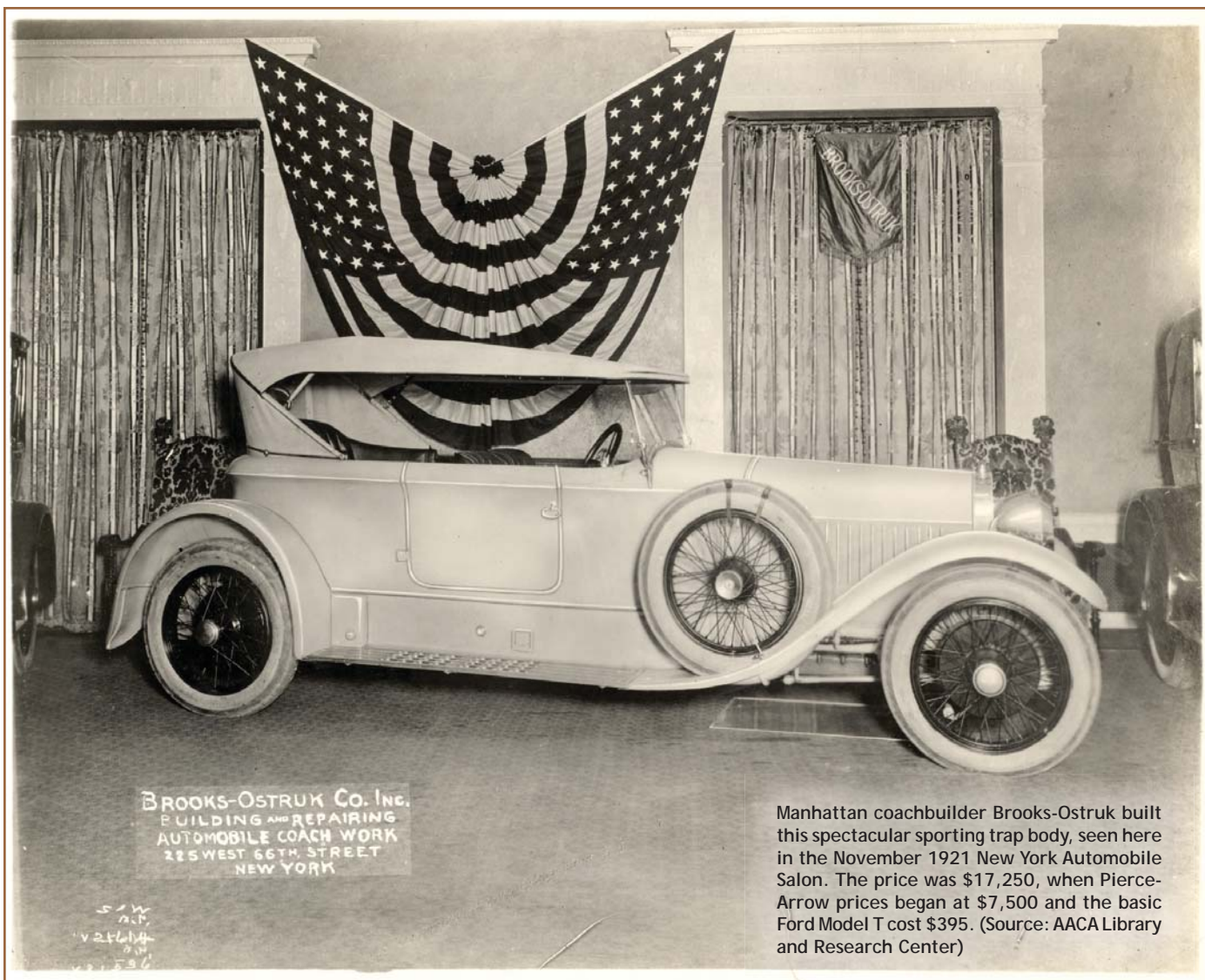
Richard Shafer (4352)
Fort Myers, FL
Rickness12@yahoo.com

Terry Wright (4353)
Pymble, Australia
tsrwright@gmail.com

Scott George (4355)
Naples, FL
sgeorge@chmotorcars.com

Adil Jal & Jayu Darukhanawala (4358)
Pune, India
adiljal@gmail.com

Don Jones (4360)
St. Louis, MO
warrlock08@gmail.com



BROOKS-OSTRUK Co. Inc.
BUILDING AND REPAIRING
AUTOMOBILE COACH WORK
225 WEST 66TH STREET
NEW YORK

Manhattan coachbuilder Brooks-Ostruk built this spectacular sporting trap body, seen here in the November 1921 New York Automobile Salon. The price was \$17,250, when Pierce-Arrow prices began at \$7,500 and the basic Ford Model T cost \$395. (Source: AACA Library and Research Center)

SOME DELAGE HIGHLIGHTS

Editor's Note: the iconic aura of this marque is captured in this quotation from author David Scott-Moncreiff: "One drives an Alfa, one is driven in a Rolls—and one buys the girlfriend a Delage." Louis Delage (1874-1947) and Augustin Legros (1880-1953) founded Automobiles Delage in 1905. Today, the French firm's achievements, particularly in the 1930s, are admired—and win—on concours fields all over the world. In this article, author Brooks Brierley shares a perspective focusing on Delage in America and related coachbuilding aspects. For a grand addition to your library, the book to have is the two-volume set Delage: France's Finest Car by Daniel Cabart, Claude Rouxel, and David Burgess-Wise, published in 2008 by Dalton Watson Fine Books, 2008 (ISBN: 978-1854432193)—great reviews could be found on SpeedReaders.info, and the review by Taylor Vinson in SAH Journal issue no. 238.

Delage had various guises—racecar, limousine, touring car and truck—during the 47 years after Louis Delage created the marque in 1906. He began, like many contemporaries, with a single-cylinder model, and made it in Paris. His cars soon represented state-of-the-art engineering practices, such as having a four-cylinder monobloc powerplant in 1909.

Delage cars came to the United States before World War I only by special order. The racing models were here too—seen in regional events such as the Sioux City Sweepstakes and Sheepshead Bay. The apogee of the prewar presence was René Thomas winning the 1914 Indianapolis 500. Once the war began, Delage output was restricted to staff cars for the French army—it was not possible to translate the Indianapolis achievement into an American market for the cars.

Fortunately, Delage's postwar history in the United States began with a splash at the November 1919 New York Automobile Salon. Blake Ozias (the same fellow who covered automobiles for *Arts & Decoration* magazine) opened the first American showroom that same month. It was just across the street from New York's Plaza Hotel, at 26 West 58th Street. Soon, a number of American coachbuilders were making interesting bodies for the chassis: Brooks-Ostruk, Holbrook, and C. P. Kimball & Co. made some. J. Frank de Causse designed, and A.T. Demarest Co. Inc. built, a trio for the December 1920 Automobile Salon. However, as the severe American postwar recession persisted, demand for luxury cars weakened and Delage's effort was abandoned. There was no Delage in the November 1922 Salon, and Blake Ozias joined the American generation moving to Paris.



René Thomas (1886-1975) French racing champion and pioneer aviator; winner of the 1914 Indianapolis 500 on Saturday, May 30, 1914. (Source: The Library of Congress)

So Delage looked elsewhere for sales: the right-hand drive configuration pointed to the British Empire. We know some went to India; in 1924, the dealer in Bombay, Alcock Ashdown & Co. on Queen's Road, ran newspaper ads with the date new models


would arrive and by what ship. In Australia, high import duties encouraged most, if not all Delages to be bodied locally. Martin & King, the Melbourne coachbuilder, displayed five examples in the 1930 Melbourne Motor Show. Some were in the English style, while others displayed French inspiration.

Their 1925 French and Spanish Grand Prix wins with supercharged V12 engines encouraged Louis Delage—who remained active in the business—to rethink selling



The 1913 Delage, type Y factory works racer, winner car of the 1914 Indianapolis 500. Photo was taken at the Indianapolis Motor Speedway Hall of Fame Museum, during the month of May 2011, at the 100th Anniversary "Ultimate Indianapolis 500 Winning Car Collection." (Source: Doctorindy, wikimedia.org)

cars in the U.S. A very grand, very beautiful limousine, set on a long 152-inch wheelbase chassis, was sent around the world to promote sales and establish agencies. It featured a 105-hp six-cylinder overhead-valve engine, four-wheel hydraulic brakes and a fascinating rear suspension with flat half-elliptic rear springs six feet long. The United States was part of this promotion, with a high profile stop in San Francisco in March, but the \$10,000 price and right-hand drive limited interest—making the San Francisco visit signal *adieu*, again, to Delage's American ambitions.



Automobiles Delage
Made in France

Will Be Exhibited for the
First Time in America

AT

The Salon
Hotel Commodore
November 17-23

Blake Ozias, Sole Concessionaire, U. S. A.
Thomas S. Willets, Manager
26 West 58th Street, New York City
Telephone—PLAZA 175

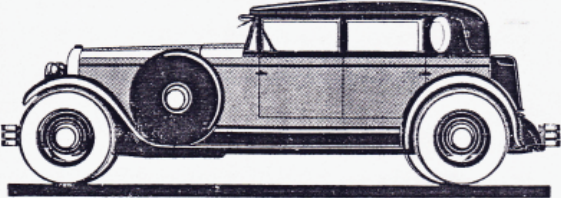
This *New York Tribune* newspaper advertisement introduced Delage passenger cars to the United States, on November 16, 1919. (Source: The Library of Congress)

DELAGE

Triunfa en todas las pruebas

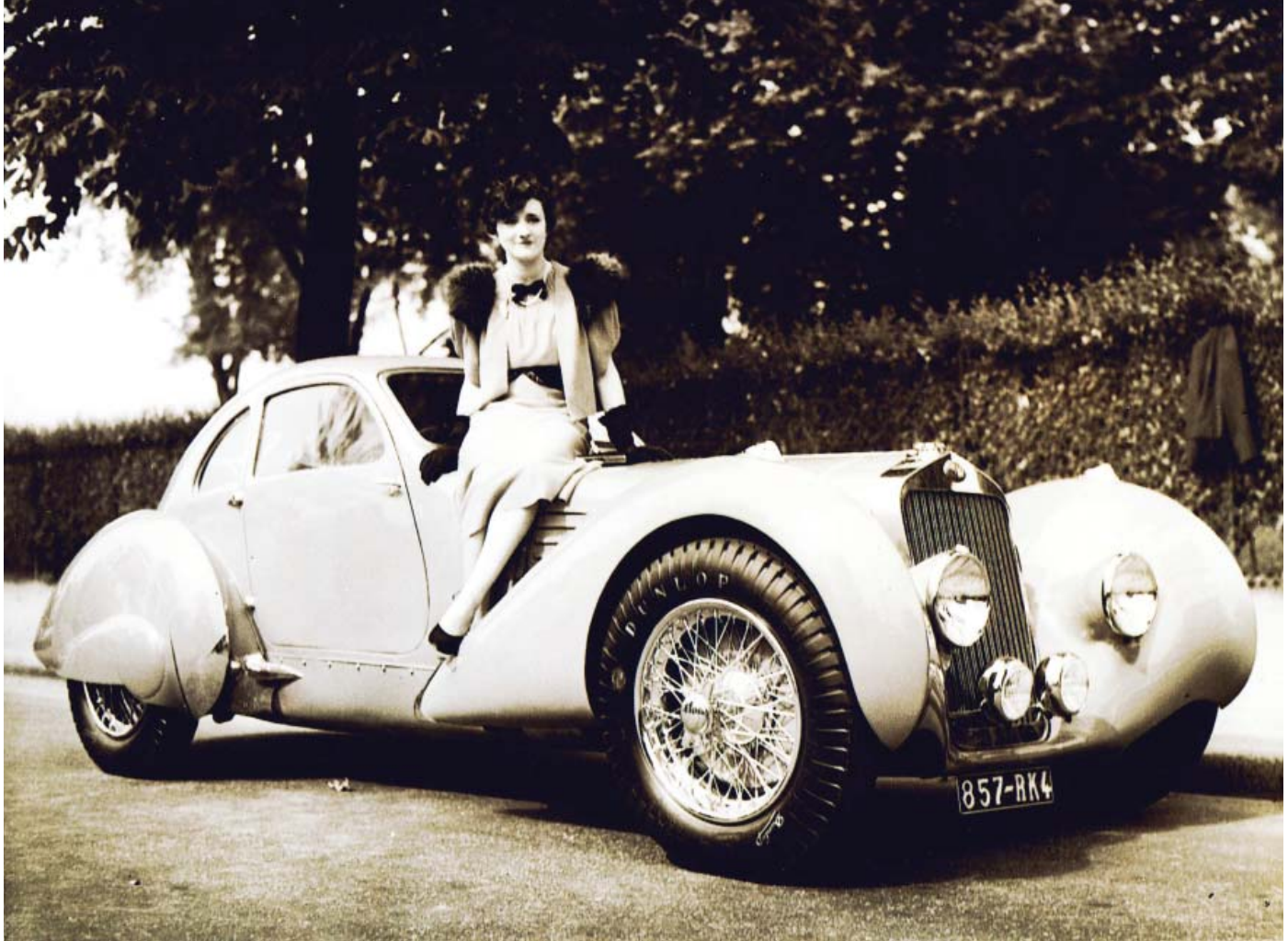
Gran Premio de Francia.--	3 coches inscritos, los 3 primeros
" "	España.-- 3 coches inscritos 1.º 3.º y 4.º
" "	Italia.-- 1 solo coche inscrito, el 1.º
" "	Inglaterra.-- 3 coches inscritos, los 3 primeros
Campeonato del Mundo "DELAGE"	

DELAGE continúa demostrando magistralmente el valor de su técnica y la alta conciencia de su fabricación



Automóviles
DELAGE
MADRID
Núñez de Balboa, 3
Teléfono 34500

Advertising Delage in Madrid, Spain, about 1930. (Source: The Library of Congress)



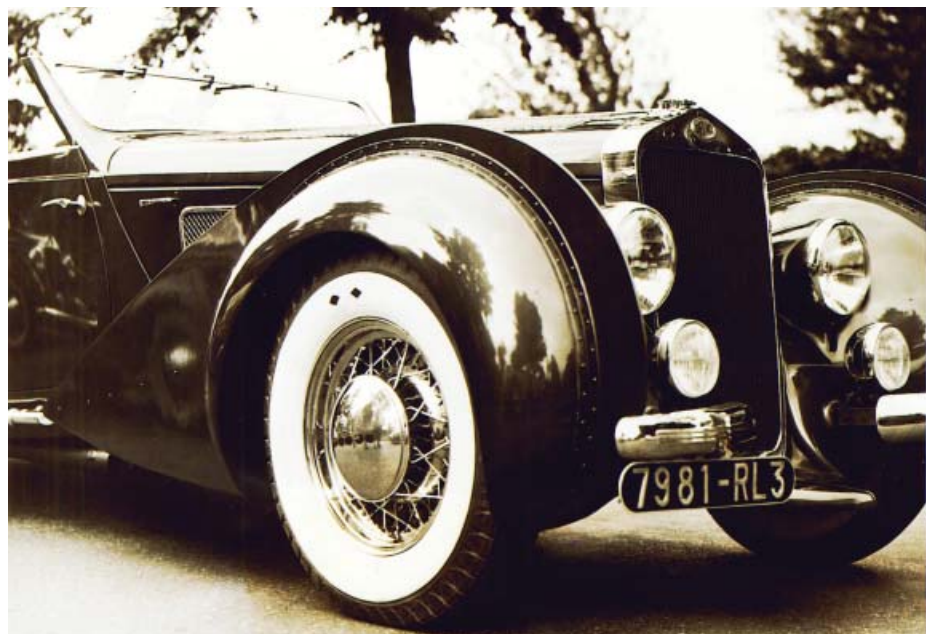
This eye-catching 1936 D6-70 Grand Sport coupe bodied by Figoni et Falaschi gives no hint its six-cylinder 2729 cc (called three-liter) engine was tax rated at 16HP! It was in a number of concours d'eglance (including Eastbourne in England), the Le Mans race and the Paris-Nice rally. (Source: National Archives #306NT-435)

A 4-liter (4,050cc) straight-eight engine was introduced for the 1930 model year, with a new six-cylinder model the following year (both having a 77x109mm bore and stroke). Delage remained a fairly expensive vehicle, but 1930 British chassis prices suggest they were not as overwhelmingly so as in the early 1920s. Depending on the model, it could be half again as expensive as a Hotchkiss or Delahaye, or about the same as the smaller Mercedes—but two-thirds the cost of an Austro-Daimler or one-half of an Hispano-Suiza.

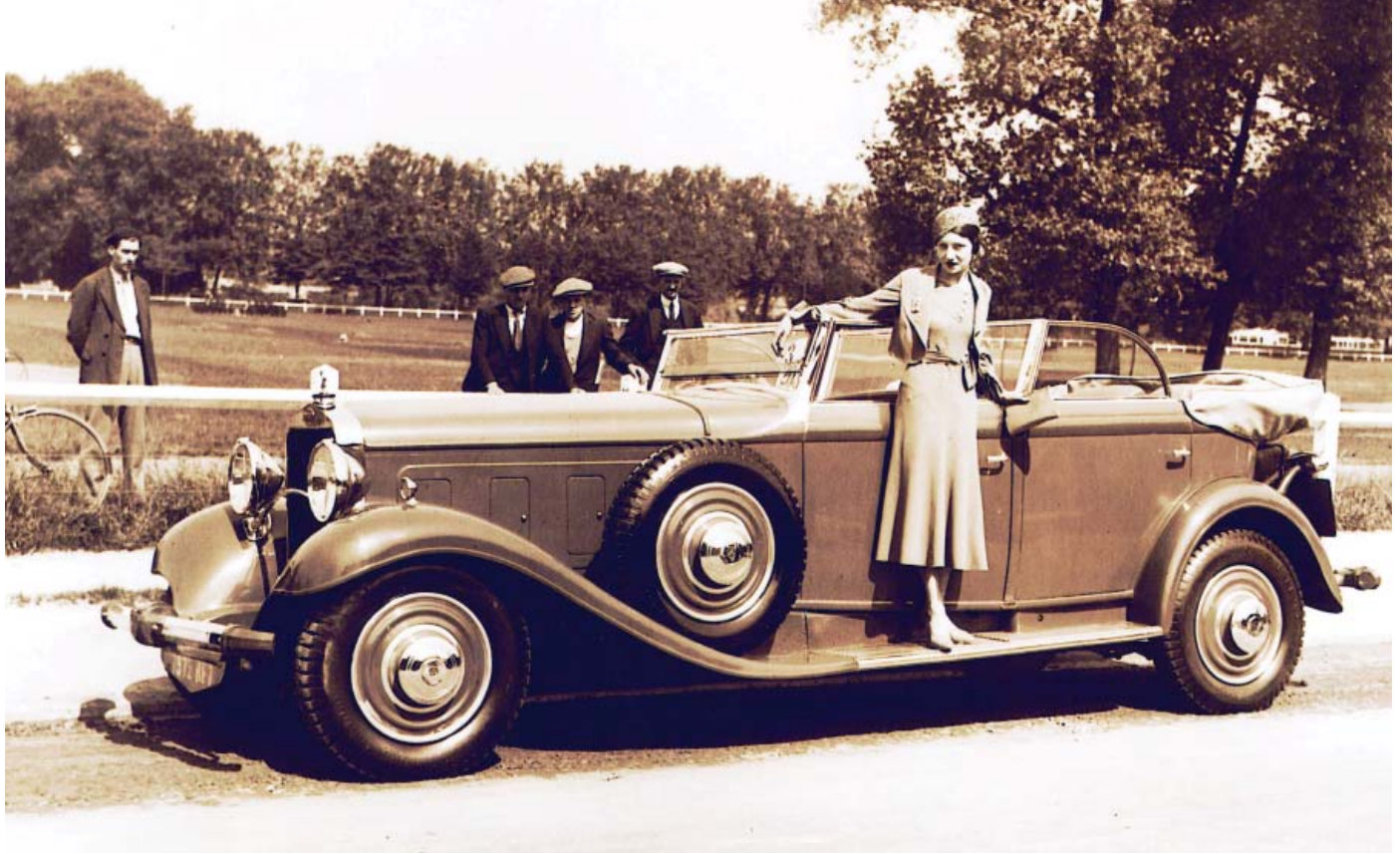
These new models appeared to keep the marque technically competitive, but as the Depression deepened, rumors spread of serious problems (some data suggest Delage overproduced when French luxury sales improved in 1933). No sooner were updated six- and eight-cylinder cars introduced for the 1935 model year when finances collapsed. Delahaye, a similar-size competitor with a different cachet—there is comment Delahaye engineering was simpler than at Delage—took control with an agreement that required rationalization of production.

The combination's first Delage, the 1936 D6-70 Spéciale Le Mans racer with a breathtaking Figoni et Falaschi coupe

body, appeared to camouflage all lingering business issues. The following year, a British entity, Delage (England), took over a factory



The bold design details of this D8-120 roadster, with a 4750cc eight-cylinder engine, seems unusual for French coachbuilder De Villars. It won the Grand Prix at the 1938 Concours d'Elegance de L'Auto in Paris. (Source: National Archives #306NT-435-33)



This D8 dual-cowl sport phaeton was set on the long chassis, powered by the four-liter straight-eight overhead-valve engine. It was shown in both June 1932 concours d'elegances in Paris' Bois de Boulogne. This is the latter event, the June 6 Concours d'Elegance Feminin. (Source: National Archives #306NT-435-34)

in Slough to assemble French chassis with English Coachcraft bodies. It seemed very promising—until World War II began.

Delage's last hurrah in the U.S. was in October 1940, at the New York World's Fair Grand Prix, racing among exhibits with numerous references to the war engulfing Europe: it began at the Court of Peace; the Polish Pavilion marked the first turn. Ralph de Palma paced the first lap in the Stutz he drove to win the 1912 Vanderbilt Cup. Most of the 18 cars starting were foreign; 11 finished. The only Delage, driven by Frank Alden, placed third in class.

After the war, Delage concentrated on the D6 line of six-cylinder three-liter (2,984 cc) models. That included entering four three-liter racers in the 1949 revival of the Le Mans race. There were great hopes, then some disappointment in the results: one took first place in category, and another second place overall.

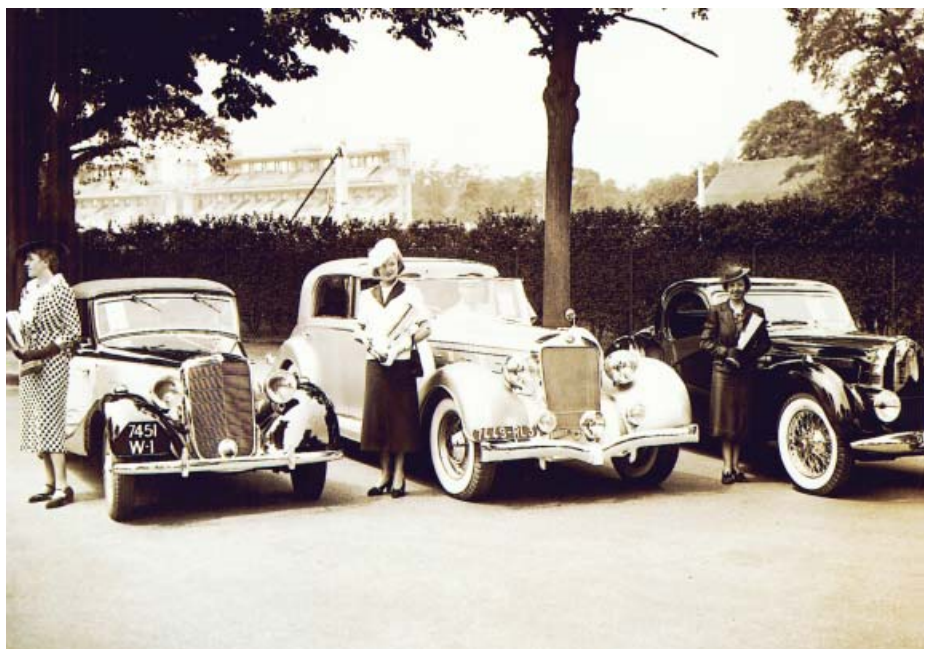
Most French coachbuilders survived the war to body Delage again, keeping them as eye-catching as ever. Even so, the contrast with the variety of Delahaye's models and engines increased, and was regularly exaggerated by the publicity from the latter's over-the-top-style coachbuilt models. Postwar reported production figures were combined with Delahaye—their peak was 511 cars in

1949. In contrast, 400 Delage are believed built in 1939—at the time it was a steep decline from the 1,807 produced in 1933.

Delahaye's truck business appears to have sustained both marques' cars into the early 1950s: by 1951 combined passenger

car production fell below 100 units. Very few Delage models were now available: the French government's continuing luxury tax on large cars had sealed Delage's fate. Production ended in 1953.

—Brooks Brierley



A Franay-bodied D8-100 coupe de ville, with a 4302cc eight-cylinder motor, stands out between other winning entries at the June 9, 1938 Concours d'Elegance Automobile au Bois de Boulogne in Paris. (Source: National Archives #306NT-435-E-9)



Author and owner Mary Anne Westphal with her 1960 Mercedes-Benz 190SL, in 1964 and in 2015.

HER NAME IS MER

Editor's Note: on the surface, this is a story of a 1960 Mercedes-Benz 190SL (chassis 121.040.10.015238), its long-time ownership and its recent restoration, but that is only part of the story. A material aspect to the study of automotive history is the measure of its impact on society. This story is an example of that impact; a story of a father and a daughter, and a beloved 190SL.

Classy, loyal, and beautiful: a two-owner Mercedes-Benz 190SL Roadster—"Mer"—has been a member of the Westphal family since 1964. That year I was a typical 16-year-old who really wanted a car. Having learned to drive when I was 12, I had been looking at cars for a while with my Dad who thought that a Volkswagen Karmann Ghia would be a good choice for me. Fortunately, I spotted a cute little sports car that an Air Force officer had bought in Germany, shipped to the States and then traded for a new Cadillac. The grey Mercedes 190 SL with red leather interior and a black convertible top was calling to me... "I'm yours! Come buy me!" The Cadillac dealership wasn't far from our house in Delaware. After a lot of talking, I convinced my Dad to at least look at it with me. He thought that the car was pretty cute too. Finally one day, we visited the Mercedes and bought it. Although it was a car that my Dad and I shared, he replaced the brass plate above the radio that had the previous owner's name on it to read: "Especially made for Mary Anne Westphal." That summer, my best friend and I spent many hours driving to Rehoboth Beach and everywhere we could.

My Dad taught me how to check the engine fluids, change tires and the oil so that

I could maintain it. When I attended prep school and then college, I left Mer at home so my sister could drive it. She and Mer were very popular and starred in school films and parades. But, Mer was always waiting for me when I came home. My sister and I drove it to Florida from Delaware when we moved in 1968. The heat of the Deep South during the height of the summer with the hard top in place was an experience I am certain the Mercedes-Benz engineers didn't anticipate or design Mer to handle.

After I graduated from college, Mer moved with me to my first job. Mer has al-

ways been a great friend. As it aged it became difficult for me to maintain her since there were few people who knew anything about a Mercedes-Benz 190SL and in particular: Solex carburetors. I asked my Dad to keep it for me. He drove it to the post office and other errands every day and tinkered with it to keep it running. Occasionally, someone



On the road, above: in Delaware, and below: in Florida.



Above: over the years it was painted several times and was silver grey with a white top.

would offer to buy it from him and he always said *no* after conferring with me. After he died, the car needed a lot of repair and eventually stopped running one day when my mother tried to back it out of the garage. It stayed in the garage for over 20 years silently waiting for me to pay attention to it again.

Finally, I decided that I either needed to sell it or restore it. In May 2012, I contracted with Harold Brandner, BMC Classics in New Smyrna Beach, Florida, to rebuild the engine with the idea that I would drive it for a while before restoring the body and interior. As work progressed my excitement led me to the decision to restore it as best as

could be accomplished. The restoration was completed June 2014.

Mer received a thorough restoration suitable for the most demanding collector of post war Mercedes-Benz sports cars. Great attention to detail was given, which can be seen in the flawless and blemish-free graphite grey paint, arrow straight body, immaculate and correct classic red leather interior, and original Becker Europa High Fidelity radio. Tremendous skill and great detail was given to the engine rebuild for the original 1.9-liter 105 hp inline 4-cyl with correct dual downdraft Solex carburetors mated with a four-speed transmission

with 59,000 original miles. The engine bay was finished with great attention to details. The engine decals and paint inspection dots used at the factory to determine perfection have been applied. The trunk is finished in correct semi-gloss black paint and contains the original and complete Mercedes-Benz tool kit, factory jack, spare tire and original rubber mats. The original manuals and keys are still in use. It has the removable hard top.

Since her restoration, Mer has taken five awards in three shows, and has been on several driving tours; she is stunning to behold and drives like a dream.

—*Mary Anne Westphal*



The restoration of Mary Anne Westphal's 1960 Mercedes-Benz 190SL as it began in 2012. It started as an initiative to rebuild the engine to put in good order for driving and touring, then—as the excitement began to build—a full restoration was ordered and completed in 2014.

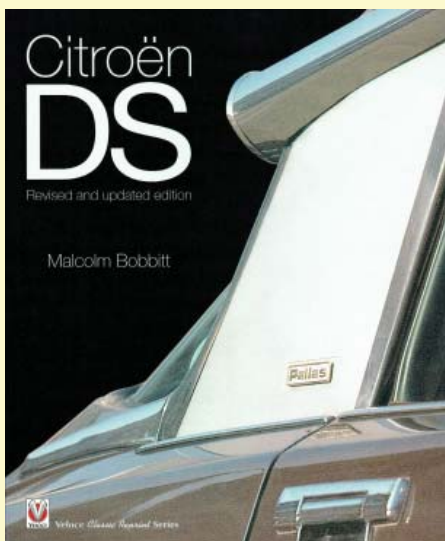


How they were made: the 190SL (model W121) in production alongside the 300SL on February 20, 1958; note the ladies in dress uniform.

Book Reviews

Citroën DS: Revised and updated edition by Malcolm Bobbitt

Veloce Publishing (Apr. 2016)
 veloce.co.uk/ +44 (0)1305 260068
 192 pages, 8.2" x 9.9" softcover
 94 b/w, 150 color photos, 24 illustrations,
 3 appendices, and index
 Price: £27.50 UK / \$50 USA
 ISBN-10: 1845842766
 ISBN-13: 978-1845842765



There are some cars that make such a strong impression—in their day and for decades after—that they stir and captivate automotive enthusiasts. The Citroën DS is one of those cars. Just see one coming down the street... you can't ignore it. In this book, DS owner Malcolm Bobbitt gives us a historian's and an enthusiast's tour of "the Goddess"—a term that evolved from the French pronunciation of the letters "DS," which sounds like the French word "Déesse"—in English: "Goddess."

If this title seems familiar, that's because it was originally published in 2005, coinciding with the 50th anniversary of the DS's introduction. This is a new edition under Veloce Publishing's "Classic Reprint" series, but it is more than a reprint—it has been revised and updated as the subtitle suggests.

The subject is covered in 14 chapters, starting with an extensive styling analysis in the foreword by Graham Hull, who was Chief Stylist at Rolls-Royce Motor Cars from 1984 to 2001, and author of *Inside the Rolls-Royce and Bentley Styling Department*, also published by Veloce. Speaking of Rolls-Royce, many will recognize Bobbitt's other book titles on the subject of Rolls-Royce and Bentley, as well as Citroën and other marques.

The author begins with a brief history of the company and its founder, André Citroën, who is often credited with the invention of the double helical gears that the company's logo is based on, but as pointed out by the author, "... he did not invent them, he perfected their design and manufacture and accordingly took out a patent in October 1910." There are still various accounts that attempt to explain exactly how he learned about the helical gears, but—perhaps wisely—none of those are explored in this book.

This British author brings a UK perspective to the story, which is of benefit to the subject, given that the French DS was also manufactured in England in comparatively modest numbers, making those examples quite rare and nicely represented in this book. Of particular interest were the sections on the SM model (the "Sport Maserati") and the Henri Chapron variants. While Chapron is known for the bodies the firm built for marques like Delage and Delahaye, a major part of its work appeared on DS and SM Citroëns—as seen, for example, in Noël van Wilgenburg's 1985 book *Henri Chapron Carrossier*. In this book, the Chapron cars are not treated like an anecdotal curiosity, but through a weave in the story, as well as in extensive pictures of the various examples produced.

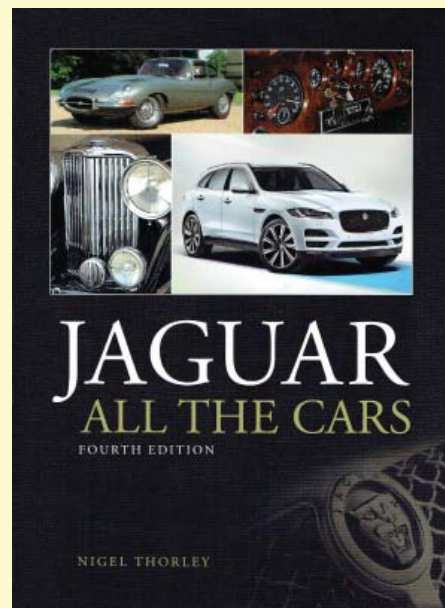
The book also looks at various other aspects that may not be known generally about the DS, like its suitability for rallying. After the "historian's tour" ends, but before the appendices with production numbers and specifications, the "enthusiast's tour" continues in the final chapter's look at "Living with the Goddess"—tips on finding, purchasing and maintaining a DS. Whether you're curious about this iconic car, or you're an owner (or hoping to be an owner)—this is a book you'll enjoy, particularly when you consider that this new edition is priced far less than 2005 secondhand editions.

—R. Verdés

Jaguar: All the Cars

by Nigel Thorley

Veloce Publishing (Mar. 2016)
 veloce.co.uk/ +44 (0)1305 260068
 392 pages, 7" x 9.5" hardcover
 633 color, 9 b/w photos, 74 tables and illustrations
 Price: £40 UK / \$70 USA
 ISBN-10: 1845848101
 ISBN-13: 978-1845848101



Author Nigel Thorley set the bar for this book with the first words of his introduction: "The purpose of this book is to provide a comprehensive, yet concise, guide to all the production cars that have carried the Jaguar name." While the history of Jaguar extends into the prewar coachbuilding era, the numbers of coachbuilt examples erected on Jaguar chassis were few in number, and also few in number were the postwar C-Type and D-Type cars—so the keyword "production" covers, indeed, nearly "all the cars" starting with the prewar SS Jaguars.

The details covered for each Jaguar model is concise—neat, organized, to the point—a presentation and depth one would like to have for every coveted marque. Each model (including Daimler limos) follows nearly the identical pattern. Here's an example (for the E-Type): first, a "background" covering the model's history and launch, "model range and development" covering the production refinement history during the life of the model, "exterior identification points" gives a detailed breakdown of the visual aspects over the years of production,

then followed by a series of tables and lists of technical specifications, optional extras, color schematics, production year changes, prices, production and chassis numbers. In this example, this reviewer happily noted the “identification points” for the Series 1½ E-Type—a designation embraced and used by enthusiasts because of the car’s pronounced difference from the look of both a Series 1 and a Series 2 but to this day, at best, known as a late Series 1 by the company—a car that is sometimes overlooked in Jaguar marque summaries.

The scope of the work is reinforced by the author’s familiarity with the marque—a lifelong Jaguar enthusiast who has owned 68 examples, amounting to most of the models covered in this book; and he has written over 20 other books on the marque. The first edition of this book was published in 2003 by Haynes Publishing. This new edition brings

us up to date, including the F-Type, XE saloon, XF saloons and the F-PACE SUVs.

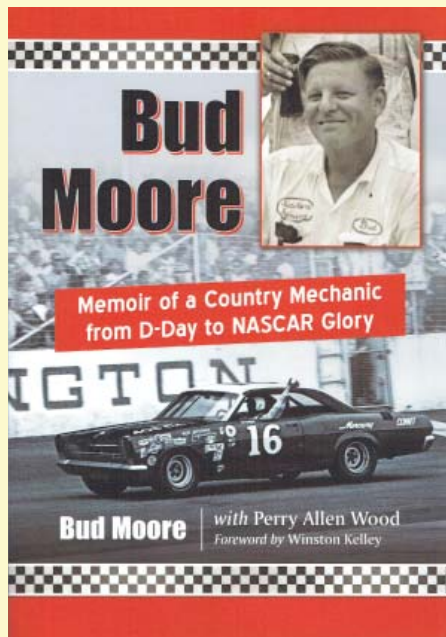
The detailed coverage extends to pictures—almost all in color—serving as examples of the items noted in the “identification points.” In the coverage of options, the book includes pictures of the wheel choices, which are often nearly 20 examples—all numbered, each grouping counted as one “table” in this review’s count. However, given the format of the book, the pictures are mostly around three by two inches (wheel pictures far smaller), but this is mitigated by the print quality, which is very good.

It is impressive to page through this book. To add an extra plus to all the above attributes, this new edition is selling for less than the secondhand editions. If you’re a Jaguar enthusiast, you will enjoy this highly recommended book.

—R. Verdés

Bud Moore: Memoir of a Country Mechanic from D-Day to NASCAR Glory

by Bud Moore with Perry Allen Wood
McFarland & Company (Aug. 2015)
McFarlandpub.com/ 800-253-2187
212 pages, 7” x 10” softcover
151 photos, bibliography, index
Price: \$35
ISBN-e: 978-1476621081
ISBN-10: 0786499540
ISBN-13: 978-0786499540



In a forest of books on racing drivers, racing cars and racing companies, we very seldom see a book on race car own-

ers and team managers, but here it is: the Bud Moore book. What do we call it? Is it a biography or an autobiography? The cover says “Bud Moore with Perry Allen Wood.” Whatever it is, this tome on mechanic, car builder, and driving coach Bud Moore is a great read for anyone just the slightest interested in motor racing.

Co-author Perry Allen Wood found a fine opportunity to record, organize and produce this account of the proprietor of the Bud Moore Garage. Most of it is in Moore’s own words, giving it an originality unequalled by most of the books you will read.

More books should be done this way. More opportunities should be taken to create a book out of someone’s lifetime. The people of the Golden Age of Motorsports are disappearing from the scene. Get them before they leave! A book like this is much greater than one written from factory records and correspondences. They will always be with us. The people will not.

To a sports car enthusiast from the Midwest, for example, this account of a circle track team from the Deep South is both novel and interesting. Perry Wood asks exactly the right questions when he begins with Moore’s upbringing down in Spartanburg, South Carolina. This is the reader’s opportunity to learn a little bit about America

When writing of racers from the World War II era, too often authors skip

over salient details of service in the armed forces. But, to the predominately male audience, it is important to note whether the individual was a supply sergeant in the rear echelon or a rifleman at the front lines. Moore was the latter and, in fact, was in the D-Day landing on Utah Beach. He gives a condensed account of his Army service from June 1943 to November 1945. He went into the military with two racing friends, Cotton Owens and Joe Eubanks, both Navy men.

All these accounts of Moore’s life were connected by commentary by Perry Wood. You could call them bridge paragraphs. It is a very smooth way of stringing everything together.

One thing the reader will marvel at is Moore’s recollection of the smallest details of car preparation in the early days. He was an early user of dual valve springs in racing engines; he offset the valve guides for better breathing; he used an engine block cast in Canada because it had more wall thickness, etc., really interesting mechanical stuff.

There’s a good section on the birth of NASCAR—established because some of the promoters would run off with the prize money. By the time that Bill France abandoned the ’37 and ’39 modified Fords and got the late model series started, Moore was still on a tight budget and sleeping at the track in his pickup truck. In 1950, we learn, sponsorship first appeared, with the name of Oates Motor Company on the side of a new Oldsmobile given to Moore. This was for events in the Grand National Division. The innovations continued, with a 1954 road race at Linden Airport, New Jersey, where Moore’s driver Joe Eubanks finished second to Al Keller’s Jaguar 120 and ahead of Bob Grossman in another one. Simple grass-roots advances in aerodynamics are described, like lowering the front springs of a Pontiac just one inch.

This book gives you the inside story of the racing business, the politics of the racing organizers, the suppliers and the car companies.

The book points out Moore’s leadership in racing safety, which included the five-point driver harness that prevented the belts coming up to the chest of the driver and at the same time had an anti-submarine effect, keeping the driver from sliding forward in a crash.

Those under the impression that Moore only ran circle tracks will be reminded of his victories in road racing via the 1970 win in the Trans-Am series sanctioned by Sports Car Club of America. He campaigned in the series three years: 1969, 1970 and 1971. His teams were always at the front when NASCAR had a road race on the schedule.

I almost forgot to mention the pictures. Photos in this book are outstanding. They carry the story right along. Most are from Bud Moore, as is typical in these racing stories, but many are from his drivers, the sanctioning groups, mechanics, the author's collection, et cetera. Sometimes the year of the photograph does not match the year of the story on a particular page—a small imperfection. The readers can figure that out for themselves.

Considering the musical chairs of the racing business, it's a wonder how anyone can make a living at it. From drivers Weatherly to Wade to Dieringer to Lund to Waltrip to Pearson to Baker to Allison to Parsons to Allison to Earnhart to Rudd to Bodine to Morgan Shepard, how can anyone keep track of it? But the book created by Bud Moore and Perry Wood tells how it's done.

Over the years, Bud Moore came to know and work with the legends of the stock car racing world... names including Cotton Owens, Joe Eubanks, Bill France, Joe Weatherly, Fireball Roberts, Buck Baker, Smokey Yunick, Paul Goldsmith, Billy Wade, Bobby Isaac Tiny Lund, John Holman, Ralph Moody, Pete De Paolo, Jaques Passino, Bunky Knudsen, Parnelli Jones, Dan Gurney, David Pearson, Lloyd Ruby, George Follmer and Darrell Waltrip, Bobby Allison, Benny Parsons, Bill Elliott, Dale Earnhardt; a who's who of stock car racing. You'll know these names too, as you read through this marvelous book. It's highly recommended.

Nothing lasts forever, so we read of the last days of racing and the sale of the race shop, how the new owners ran it into the ground and Bud's return to farming in his old home town. His induction into the NASCAR Hall of Fame was celebrated with an hour-long movie that included an actor playing him capturing the German headquarters in WWII. It's titled *Battle Scars: the Bud Moore Story*.

—Carl Goodwin

Street Muses of London: A Pictorial collection of Rolls-Royce and Bentley Motor Cars Parked in the Streets of the British Capital, 1955-1989

by Davide Bassoli

Nubes Argentea (2016)

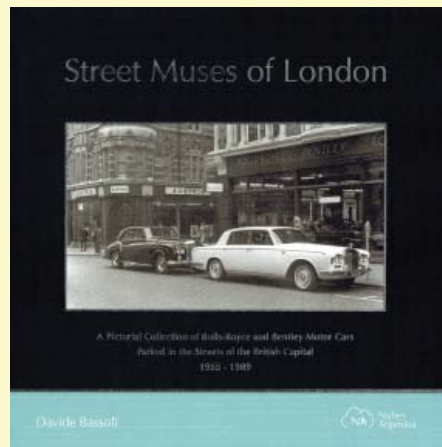
info@nubesargentea.com

324 pages, 12" x 12" hardcover

655 b/w, 273 color photos, 4 illustrations, and 1 table

Price: €150

ISBN: 978-8890957154



It is a delight to hold and experience a book that came to be only through the most unlikely happenstance. In short, a Rolls-Royce and Bentley enthusiast made a habit of taking pictures of his favorite cars on the streets of London between 1955 and 1989 for his own enjoyment; then he passed. After sitting for a while, a relative sold the collection and the pictures began to trickle through auctions over the internet. Over a period of four years, author *Davide Bassoli*—an ardent Rolls-Royce and Bentley enthusiast himself—purchased about a thousand pictures at the rate of a few per week; but he was not always the top bidder—others were buying them too. In the process of acquiring these photos, the author began to see more than random car photos—here was a special story of someone's life (the photographer), as well as many other lives (the owners of these cars), over the arc of a time and place—and that vision led to the origin of this book. Cynically, one can say it's a big coffee table book of mostly pictures—there are many such books. But one only needs to look just a little closer, and soon one begins

to see what inspired the author, who also happens to be the owner of the publishing company producing the book.

Not much was known about the photographer, who was revealed at first by the seller simply as a "Mr. Crump"—and only one photo, taken through the Conduit Street showroom window, revealed an ethereal image of Mr. Crump's reflection, capturing the moment he took the shot of a Bentley T saloon. Through research and a measure of what the author called "a sort of obsession," he started to learn more about Mr. Crump.

The photos themselves had notes written on their backs ranging from dates to the camera settings employed. But for the book, the author set out to identify each car by chassis number. While Rolls-Royce and Bentley automobiles were never produced in high numbers, this sort of research is still a formidable task. Also, the author reached out to others who had purchased Crump photos, and upon learning of the project, they contributed photos.

Finally, a table in the back indexes all the cars in the book, by model, chassis number, coachbuilder, location photographed, date, who owns the picture, and the page or pages where the car appears in the book. It is remarkable to say that of the 609 cars listed only 20 are missing chassis numbers, 12 are tentatively identified, and five are narrowed down to one of two chassis numbers.



One of the most famous Phantom III's circulating in London in the 1950s was purchased in June 1962 by John Wood, a car collector and former government minister. The Phantom III was built for an 11.4-litre, 264-hp, 6-cylinder, inline engine. It was equipped with the four-speed, over-drive and wheel covers had been treated of chrome. The car was shown in the 1950s, when it was first photographed by the author in the 1950s. The photograph shows the 21 November 1962 2027A is a Phantom III in London, being the Phantom (underground) car.

Each page shows as few as one, or as many as four photographs, and at the bottom, each picture is wonderfully captioned with a short story of the car, and often its owner too. By way of example, the photo shown

here carries this caption: “One of the most famous Phantom Vs circulating in London at that time, 5VD73 was purchased in June 1965 by John Winston Lennon, singer and guitar player in the most famous band in the world, The Beatles. Lennon opted for an H.J. Mulliner, Park Ward limousine body to design 2003. He also requested that the front bumpers, overriders and wheel covers be painted black instead of chromed. The rear door windows, as well as the rear quarter lights, were tinted black, giving the whole car quite a formal appearance. In the photograph taken the 25 November 1965 5VD73 is being chauffeured by Les Antony, leaving the Harrods underground car park; George Harrison and Paul McCartney can be recognised on the back seat. That day, The Beatles had Harrods to themselves, a rare facility. Indeed, Harrods allowed the Liverpool quartet to shop in regal privacy for two hours after the less-celebrated customers had been ushered out at the 5.00 p.m. closing time. Just one month before, The Beatles had been decorated with M.B.E. medals by H.M. The Queen.” This very car is the one that was later painted in a psychedelic theme, which also appears later in the book.

Although Crump used semi-professional cameras, the photos are a reminder of the usual pitfalls of film photography using cameras with viewfinders. Only once the picture was developed did you know what you had. Achieving proper alignment with a camera that used a viewfinder often led to pictures that were cut off. Also, over the years, film picture prints would tend to dull and deteriorate. Looking past these known circumstance, you see the cars and their surroundings—you see them as they were being used, often parked on a street, with cars parked in front and behind. Piecing the locations of the photos, Bassoli was able to draw Crump’s route on a map, which appears in the front and rear inside covers.

None of this was supposed to happen. Crump probably never imagined that his hobby inspired photos would one day find their way into a wonderfully produced book, printed and made to a high standard. Bassoli likely thought he was simply building his library as he acquired Crump’s photos. Luckily, it all happened and it came together. This book is a fine addition to the publisher’s growing catalogue of offerings, and for Rolls-Royce and Bentley enthusiasts, it is highly recommended.

—R. Verdés

The Indy Car Wars: The 30-year Fight for Control of American Open-wheel Racing

by Sigur E. Whitaker

McFarland & Company (Oct. 2015)

McFarlandpub.com/ 800-253-2187

234 pages, 6” x 9” softcover

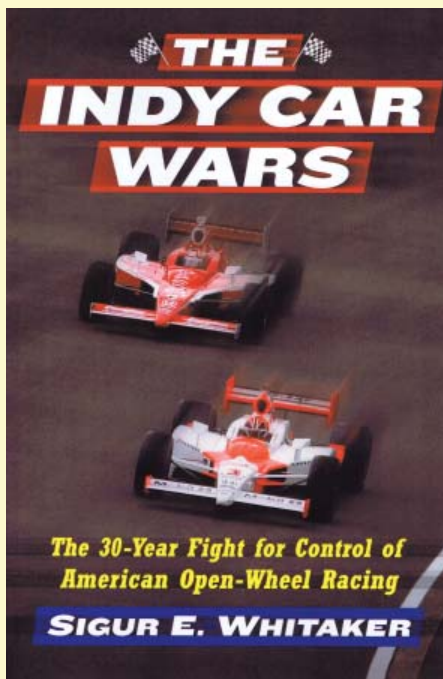
15 illustrations, notes, bibliography, index

Price: \$35

ISBN-e: 978-1476619804

ISBN-10: 0786498323

ISBN-13: 978-0786498321



While the Treaty of Westphalia might have brought to an apparent end the open warfare associated with the Thirty Years War in 1648, a fierce, often complicated struggle that ended up devastating much of the German States, it generally failed to end the local hostilities and animosities that the war had generated on the continent. Even after the mourning for the millions of dead when the war finally ended and the inevitable and often difficult accommodations resulting from such a brokered agreement came about, peace did not come quickly nor easily in the years immediately following the treaty.

So, too, it could be said that while the 2008 reunification of what has become known as “Indy car racing” in the United States might have ended another war spanning thirty years of conflict, it too has been followed by a difficult, often troubled peace. In *The Indy Car Wars: The 30-Year Fight for Control of American Open-Wheel Racing*, Sigur Whitaker bravely attempts to provide

a narrative of this turbulent, troubled, and challenging period of American national championship racing.

For decades upon decades, the International 500-Mile Sweepstakes Race, the Indianapolis 500, held annually on Memorial Day at the Indianapolis Motor Speedway, was the largest single-day sporting event in the United States, perhaps the largest in the world. For several decades, it was not unusual for well over 100,000 spectators to attend just the first day of qualifying for the event, then followed with several times that showing up on the day of race. The Indianapolis 500 was, by far, the premier automobile racing event in the United States, overshadowing even the later United States Grand Prix and the Daytona 500 in terms of both attendance and the prize monies being offered.

Yet, in 2014 and recent years the number of spectators attending the first day of qualifying at the Speedway has been, at best, measured in only a few thousands, not the tens of thousands of days now long past. While the attendance at the Memorial Day weekend race in Indianapolis is still huge compared to other automobile races in the United States, it is clearly down from its former glory years.

With *The Indy Car Wars*, Sigur Whitaker attempts to provide us with a narrative chronicling the decline of Indy Car racing from the latter years of the 1970s through the 2014 season. Whitaker begins her tale of this modern Thirty Years War with the deaths of Anton “Tony” Hulman, who bought the Indianapolis Motor Speedway (IMS) in November 1945, in October 1977 and then the eight members of the United States Auto Club (USAC) who were killed in an airplane crash in April 1978. By the time she ends *The Indy Car Wars*, Whitaker has guided us through the following: the revolt of the car owners in 1978 and the formation of the Championship Auto Racing Teams (CART), with its subsequent internal struggles over various issues and eventual demise at the end of the 2003 season; the push-back against CART by the leadership of the IMS; the creation of the Indy Racing League (IRL) by Tony Hulman’s grandson, Tony George, in 1994; the eventual reunification of Indy car racing in 2008; and then winding up with a look at what is now the Verizon IndyCar Series at the end of the 2014 season.

It is a tale that dwells on an aspect of automobile history almost entirely ignored

by supposed auto racing historians: Whitaker tackles what is usually known, often sneeringly, as “racing politics,” a topic that is generally considered to be an anathema to racing fans. That *The Indy Car Wars* is a book devoted entirely to “racing politics” and most of the who, what, when, where, why, and how of the thirty-year struggle—often simply referred to by Indy car racing fans simply as “The Split”—that still continues to affect Indy car racing today, is rather remarkable. That it has taken this long since reunification for something such as *The Indy Car Wars* to appear is, on the other hand, not so surprising. It would seem that few within the ranks off those interested in Indy car racing either have much in the way of any interest in the topic or simply that “The Split” is not the sort of subject matter for which there is much of a market. It is, perhaps, a combination of both of these.

Whitaker’s major sources for the book tend to be material from *National Speed Sport News* (Chris Economaki, Ron Lemasters, Jr., and Steve Mayer), and the *Indianapolis Star* (Steve Ballard, Curt Cavin, Bill Koenig, and Robin Miller), along with various material gathered from several internet sites such as *Crash.net* and the *Indiana Business Journal*. As such, *The Indy Car Wars* presents what should be considered as the somewhat basic, edited version of the “first draft of history” of this automotive Thirty Years War.

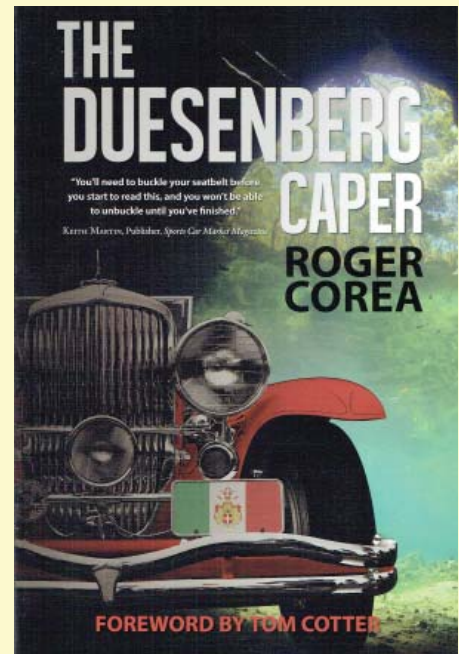
That Whitaker has provided that rarity of rarities in a book on automobile racing, endnotes, allows the reader to see exactly where she found her material. Whitaker mines this material well, providing what is probably one of the very few coherent accounts of the often-bewildering succession of the various boards and their memberships that were created and reorganized during the decades of conflict. One wishes, however, that she had reached beyond these very select sources for more on “The Split.” Then again, we should be thankful that she has ventured into that area at all.

Among the few quibbles regarding *The Indy Car Wars* is the mention of the “V-4 Offy” (pp. 12-13), something that fairly leaps out at the reader in the early going, an oddity which could threaten her credibility among the diehard racing fans looking for any excuse to discredit the book. It is, unfortunately, the sort of thing which should have been caught with better editing.

Thankfully, this is one of the few such gaffes in the book and a puzzling one at that since Whitaker is also the author of two other books that focus on the Indianapolis Motor Speedway. Her biographies of two important figures in the Speedway’s history, *James Allison* (2011) and *Tony Hulman: The Man Who Saved the Indianapolis Motor Speedway* (2014), are among the few to address these two important personalities in the history of American automobile racing.

It is almost a certainty, given the level of animosity that still lingers, that those in the various camps that still divide Indy car racing will accuse Whitaker of no end of bias and against their own versions and perceptions of “The Split.” I would offer that *The Indy Car Wars* does a very credible job of laying out the basics of the thirty years of warfare within the sport, striving to provide us with as objective a narrative as possible by chronicling the many twists and turns in this often depressing tale. One hopes that others will follow Whitaker’s lead and give this topic the attention it deserves, especially since she has now paved the way.

—H. Donald Capps



In the Next SAH Journal

And now for something completely different: where fiction meets automotive history. SAH member *Roger Corea* weaves a mystery—a mission to find a 1935 Duesenberg SJ that has been lost for decades.

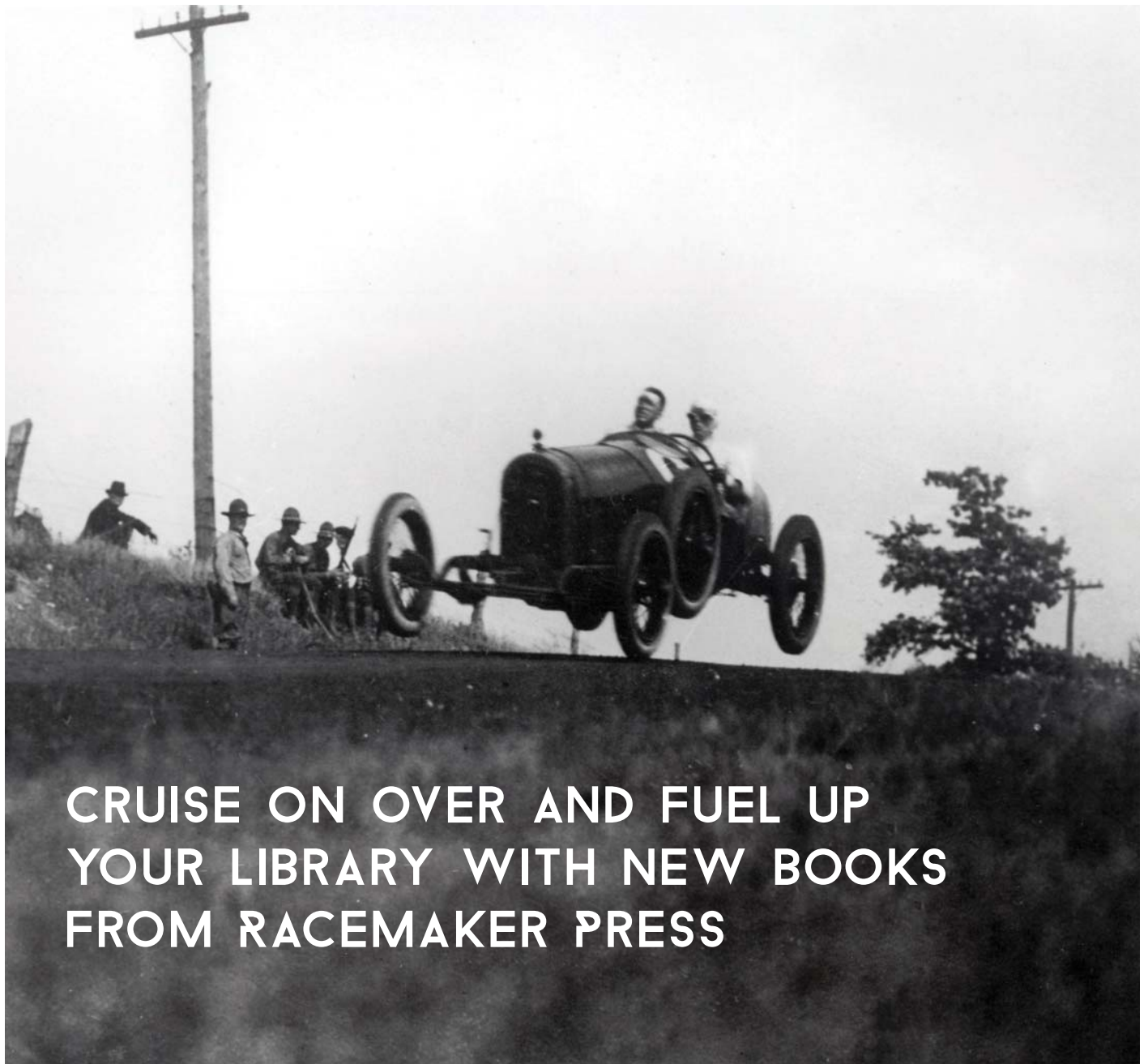
During the 1980s, wanting to reestablish Cadillac as a leader in sophistication and innovation, engineers conceived a new DOHC, 32-valve V-8 engine — the Northstar. This power plant was the heart of Cadillac’s Northstar System, which included a greatly improved suspension and braking system. The division redesigned its entire line to incorporate these new technologies.

This illustrated history covers the first and second generation models, the supercharged version, racing use and the most collectible Northstar-powered Cadillacs.

\$29.95 softcover (6 x 9)
 Ca. 90 photos, bibliography, index
 ISBN 978-0-7864-7118-8
 Ebook ISBN 978-1-4766-2463-1 2016

McFarland

To order, go to www.mcfarlandpub.com, or call toll-free 800-253-2187.



CRUISE ON OVER AND FUEL UP
YOUR LIBRARY WITH NEW BOOKS
FROM RACEMAKER PRESS

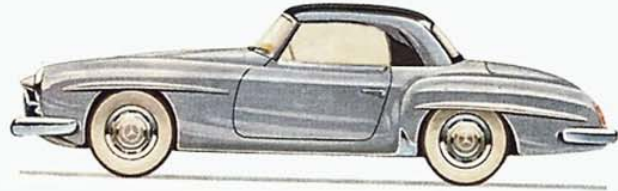
FIND THE READS AT RACEMAKER.COM

39 CHURCH STREET
BOSTON, MASSACHUSETTS 02116
617.723.6533



190 SL

ALS COUPÉ ODER ROADSTER



in jeder Form vollendet

Ob als Roadster oder mit Coupé-Dach gefahren -
was die vollendete Form seiner Karosserie an dynamischem Schwung erkennen läßt,
wird für Sie am Steuer des 190 SL zu einem begeisternden Erlebnis.

IHR GUTER STERN AUF ALLEN STRASSEN



MERCEDES-BENZ