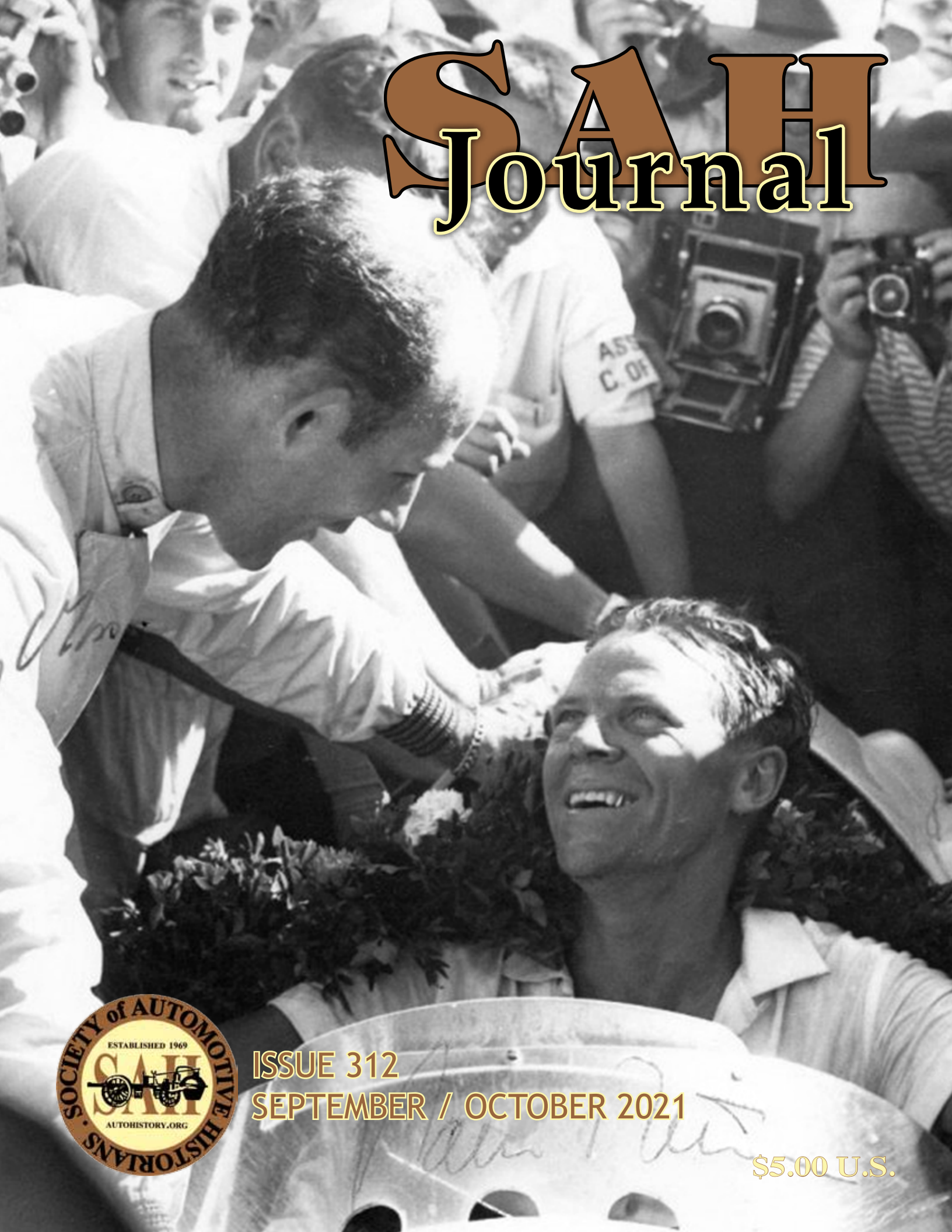


SAHH Journal



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Billboard



MIA: Skinned Knuckles: "SK" is a monthly publication for automobile restorers, and its editor, Neil Maken, has gone "missing in action." The image at left shows that there has been an issue as recent as August 2021. Neil has subscribers that have tried to reach him with no success. Those folks include SAH members, some of whom are looking for ways to reach out to the enthusiast community to learn anything of what may have happened to Neil, or to learn of his whereabouts. If any reader of this knows anything regarding Neil's whereabouts, please contact the editor.



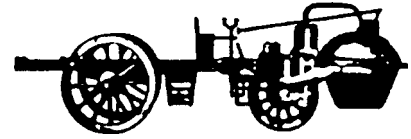
Front cover: The cover (and above) is inspired by the story by *Karl Ludvigsen*, who provided this description: "For the South African Grand Prix on 1 January 1960 at East London, European entrants were limited to 1.5 liters while locals were unlimited. The Equipe Nationale Belge entered two Formula 2 Cooper Climaxes, one driven by Frère (shown in the car). Stirling Moss (left of Frère) handily led the 146-mile race in his Cooper-Borgward with Frère his closest challenger. Near the finish Moss's Borgward went onto three cylinders with a broken injection pipe and Frère swept by to win by 38 seconds."

Back cover: A period Cromos ad printed in the October 6, 1928, issue of *L'illustration*—a weekly French newspaper published in Paris from 1843 to 1944. See the story on Cromos on p. 11.

SAH Journal

ISSUE 312 • SEPTEMBER/OCTOBER 2021

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An Affiliate of the American Historical Association



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President's Perspective



Yours truly, going on age 4, getting an early start at car prep on my hand-me-down Murray Fire Truck pedal car. The Murray, unfortunately, is long gone.

Thank you, *Don Capps*. Your term as SAH President during the Covid-19 pandemic had to have been a trying experience. Virtual board meetings, four canceled conferences, one canceled Hershey week and a scaled-back presence for another, scores of Zoom calls, and the list goes on. Regardless, your steady leadership enabled us to move forward; a major overhaul of the SAH by-laws was completed, we now have a signed Memorandum of Understanding (MOU) with the *Auburn Cord Duesenberg Automobile Museum* (ACDAM), in Auburn, Indiana, regarding our book collection housed at the museum, and the “Bricks and Mortar” working group is making steady progress investigating a possible physical home base

for the SAH at an academic institution in southeast Michigan.

Our now-signed MOU with the ACDAM formalizes the custodial care of the “Society of Automotive Historians Special Reference Collection at the Auburn Cord Duesenberg Automobile Museum.” This is a growing collection of some 280 award books (nominees and winners), which the SAH has deposited with the ACDAM for safe keeping over the past 20 plus years. We sincerely thank the ACDAM for looking after our collection all this time. We now look forward to working with our colleagues at the ACDAM, Brandon Anderson, Sam Grate and Diane Hall, to promote the use of our collection for the mutual benefit of the

ACDAM, the SAH membership, and automotive history enthusiasts in general. Watch the SAH website for further information.

The SAH presence at Hershey this year was a shadow of its usual self, due to pandemic concerns. Once again, *Kit Foster* came to our rescue, this time by providing a table-size pagoda tent since we canceled our customary two-car tent. Kit and *Stanton Lyman* held down the fort on Thursday and Friday, with some material assistance from *Bob Elton* and *Steve Wilson*. We regretfully canceled our Book Signing and Annual Banquet and held our Fall Board Meeting virtually the evening of October 18th. The board meeting minutes are now accessible in the Members Only section of the website. The SAH plans to return to Hershey in 2022 with our customary large tent, cast of thousands (okay, make that “cast of dozens”), Book Signing, Annual General Meeting, Fall Board Meeting and our Annual Awards Banquet. Watch our website and watch for our email blasts as Hershey Week 2022 draws near.

A special thanks to our four members who maintained the print and digital presence of the SAH over the past two challenging years, as if everything was okay in the world: *Rubén Verdés*, SAH Journal editor and Facebook contributor; *John Heitmann*, *Automotive History Review* editor; *Louis Fournie*, website administrator; and *Bob Merlis*, Facebook administrator. Thank you from all of us, guys!

Looking ahead to 2022 in general, we are all hoping that the “new normal” will be something closely resembling the pre-pandemic “old normal.” Rest assured that the SAH officers, directors and committee members are hard at work and optimistic about 2022.

Here is wishing everyone *Happy Holidays* and a healthy and prosperous *New Year!*

—*Bob Barr*

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NEW MEMBERS



THE ANNUAL SAH AWARDS

The *SAH Journal* reports on the society's awards by lauding the "Annual Meeting of Members" and the "Gala Awards Banquet" that takes place every year during the October AACA Eastern Regional Fall Meet in Hershey, Pennsylvania. For the second year, all 2021 SAH events were canceled due to the continuing COVID-19 pandemic. However, like many other entities, the SAH continued to conduct its business (via video conferencing) and the awards committees continued their work and award winners were selected. With all those efforts, here we present the 2021 awards to the membership and all readers of the *SAH Journal*.

Carl Benz Award (CBA)

"The Origin of the Species" by *Karl Ludvigsen*, published in the June 2020 issue (Vol. 38, No. 4) of *The Automobile*. ISSN: 0955-1328

The Benz Award recognizes the periodical article or series published during the previous calendar year which exhibits the most original research and outstanding writing in automotive history. The award is named for Carl Benz, who built the first vehicle propelled by an internal combustion engine. Benz's three-wheeled vehicle was built in 1885 in Mannheim, Germany. The Benz Award was first presented in 1982. From 1972 until 1981, awards for periodical articles were made as part of the Cugnot Award.

CBA: Award of Distinction:

"Fuhrmann's Formidable Four-Cam" by *Karl Ludvigsen*, published in the 19 Dec – 22 Jan 2020 issue (No. 68) of *Classic Porsche*. ISSN: 2042-1079

Nicolas-Joseph Cugnot Award (NJCA)

The Cugnot Award is presented for the book published during the previous calendar year which represents the most outstanding writing and original research in automotive history. The award is named for Nicolas-Joseph Cugnot, a French Army officer who is generally acknowledged to have built the first self-propelled vehicle. His steam-powered fardier, built in 1769, was designed to be an artillery tractor; its likeness appears on the Society's emblem. The Cugnot Award was first presented in 1972, and the award for books written in a language other than English was first presented in the year 2000. The Award of Distinction in each category recognizes works of exceptional merit.

NJCA: English Language (EL):

The Cellini of Chrome: The Story of George W. Walker / Ford Motor Company's First Vice President of Design by *Henry Dominguez* published by Racemaker Press. ISBN: 978-0999875438

Three men are generally recognized and acknowledged as having been the most directly responsible for bringing styling and design into the corporate functions of major Detroit automakers. The lives and careers of two, Raymond Loewy and Harley Earl, have been examined and recounted in numerous books—but now the third, George W. Walker, is finally recognized in this book, and it's this year's recipient of the 2021 Cugnot Award.

Both Walker and Loewy established and operated their own highly successful industrial design firms bearing their respective names. The client list of each was numerous and varied and meant the items each designed was equally diverse. Both men understood the important and material contribution good styling and design added to the desirability of a product and how that would translate into an increase in sales where their newly well-designed product—including auto-

mobiles—would attract.

What is important about this book is that while the reader will gain a close understanding and appreciation for Walker's personal and professional lives, there's plenty of Ford Motor Company history from competitively creating his design that resulted in the '49 Ford, to how the wonderful '55-'57 Fords came about, as well as of course the outstanding Continental Mark II.

This year's recipient author Henry Dominguez has written several earlier published titles: *Edsel Ford and E T Gregoire*, published in 1999 by SAE, and *The Last Days of Henry Ford*, a 2014 issued book from Racemaker Press, the publisher of *The Cellini of Chrome*.

—Edward Garten

NJCA-EL: Award of Distinction:

Driving While Black: African American Travel and the Road to Civil Rights by *Gretchen Sorin* published by Liveright Publishing Corp. ISBN: 978-1631495694

Found worthy of the Panel's Award of Distinction was Gretchen Sorin's important contribution to automotive and cultural history. The panel agreed that this book demonstrated that the automobile—an important symbol of independence and possibility—has always held particular importance for African-Americans, allowing black families to evade the dangers presented by an entrenched racist society and to enjoy, in some measure, the freedom of the open road. The book melds new archival research with the author's own family's story. As a result it recovers a lost history, demonstrating how, when combined with black travel guides—including the famous *Green Book*—has encouraged a new way of resisting oppression. Sorin recounts the creation of a parallel and often unseen world of black motorists who relied on travel guides, black-only businesses, and informal communications networks to keep them safe. From coast to coast, mom and pop guesthouses and tourist homes, beauty parlors, and even large hotels fed travelers and provided places to stay the night. At the heart of Sorin's story is Victor and Alma Green's famous *Green Book*, a travel guide begun in 1936, which helped

grant black Americans that most basic American rite, the family vacation.

As Sorin demonstrates, black travel guides and black-only businesses encouraged a new way of resisting oppression. Black Americans could be confident of finding welcoming establishments as they traveled for vacation or for business. Civil Rights workers learned where to stay and where to eat in the South between marches and protests. As *Driving While Black* reminds us, the Civil Rights Movement was just that—a movement of black people and their allies in defiance of local law and custom. At the same time, she shows that the car, despite the freedoms it offered, brought black people up against new challenges, from segregated ambulance services to unwarranted traffic stops, and the racist violence that too often followed. Interwoven with Sorin's own family history and enhanced by dozens of little known images, *Driving While Black* charts how the automobile fundamentally reshaped African American life, and opens up an entirely new view onto one of the most important issues of our time.

—Edward Garten

NJCA: Language other than English:

Dansk Bilproduktion by Erich Karsholt, published by Strandberg Publishing ISBN: 978-8777172328

This book is a record of the production of automobiles in Denmark by American and French manufacturers in the early twentieth century. It covers the involvement of the American companies during the German occupation of the Second World War and concludes with the transition to components manufacture in the postwar period.

—Arthur Jones

NJCA-LOTE: Award of Distinction:

Fenaille et Despeaux, l'ancêtre d'Esso: De la saxoléine à l'automobile by Christian Rouxel, published by Editions Techniques pour l'Automobile et l'Industrie. ISBN: 979-1028304676

This is a fine work on the development of the French petroleum industry and its eventual domination by Rockefeller

interests of which so little is known in this country.

By coincidence each of these books (selected for NJCA: Language other than English —*Ed.*) describes the virtual monopoly of European automotive businesses by the American companies in the prewar period, and its current decline, surely one of the major historical trends leading to the present automotive industry.

—Arthur Jones

James J. Bradley Distinguished Service Award

Not awarded.

Award is presented to a deserving library or archive, or to an individual within such an organization, for the preservation of historical materials relating to motor vehicles of the world. It is named in memory of James J. Bradley, noted curator of the National Automotive History Collection at the Detroit Public Library. The Bradley Award was first presented in 1982.

Richard P. Scharchburg Student Paper Award (RSSPA)

Not awarded.

The Student Paper Award recognizes the best paper by a thesis-level student at an educational institution. The award is accompanied by a cash prize and publication of the paper by the Society. The award was first presented in 2001. It was renamed in 2008 in memory of SAH director, officer and professor Richard P. Scharchburg.

Richard and Grace Brigham Award

The Automobile

ISSN: 0955-1328

The Brigham Award is presented to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. A publication may receive the Brigham Award only once in a five-year period. Mrs. Brigham and her late husband, both founding members of the Society, started the Society's newsletter, now SAH Journal, and magazine, Automotive History Review. The Brigham Award was first presented in 1990.

The Automobile is a UK magazine devoted

to, "cars from the dawn of motoring to the 1950s." This monthly publication debuted in December of 1982 and is currently edited by Jonathan Rishton.

—Andrew Beckman

E.P. Ingersoll Award

Not awarded.

The Ingersoll Award recognizes excellence in presentation of automotive history in other than print media. E.P. Ingersoll was editor and proprietor of The Horseless Age, the first motoring magazine in the United States, and was instrumental in organizing the first vehicle trade organization. The Ingersoll Award was first presented in 1992.

Friend of Automotive History Award

Richard A. Lentinello

A person who has exhibited outstanding service in, and made outstanding contributions to, the field of automotive history may be named a Friend of Automotive History. This award is not limited to members of the Society. It was first presented in 1983.

The SAH is delighted to present the 2021 Friend of Automotive History award to automotive author and journalist Richard Lentinello. Mr. Lentinello entered the automotive publishing world in 1987 with the debut of *Carrozzeria* magazine, and his name has graced the masthead of numerous automobile publications in the intervening years including *Special Interest Autos*, *Hemmings Motor News* and *Hemmings Classic Car*. He has also authored the fine books *Corvaire Style* and *Cadillac Style*. Mr. Lentinello's most recent endeavor is a quarterly magazine, *Crankshaft*, which debuted in early 2021.

—Andrew Beckman

While we did not have the opportunity to herald these award winners at an awards ceremony in Hershey as we do every year, the SAH can be proud of the continued efforts of awards committees' work to ensure we had an impressive slate of award recipients this year. We all join in congratulating this year's award winners, and we look forward to getting together again in Hershey next year.

—R. Verdés



At the *Auburn Cord Duesenberg Automobile Museum*, left to right, back row: Brandon Anderson (Executive Director & CEO), Sam Grate (Curator), front row: Don Capps, Diane Hall (Collections Manager), Chris Lezotte, Bob Casey. For more on the ACDM see: automobilemuseum.org.

SAH PARTNERSHIP WITH THE ACD MUSEUM

As a new Society of Automotive Historians board member, I was awarded the task of establishing a working group to explore the possibility of establishing a permanent home for the SAH. Although it recently celebrated its 50th anniversary, SAH has typically led, as President *Don Capps* likes to say, a rather “Bedouin” existence. The SAH does not have a permanent address, and for at least the past few decades, except for the Society’s large collection of award-winning books, its records, publications, and papers have moved from place to place. Thus the Bricks & Mortar working group was assembled—including SAH members *Pat Yongue*, *Bob Casey*, *John Mohr*, *Kevin Kirbitz*, and *Bob Barr*—to uncover where these various bits and pieces of SAH archives might be located, and to establish a relationship with an automotive research library or museum so that all material collected could be assembled in one place.

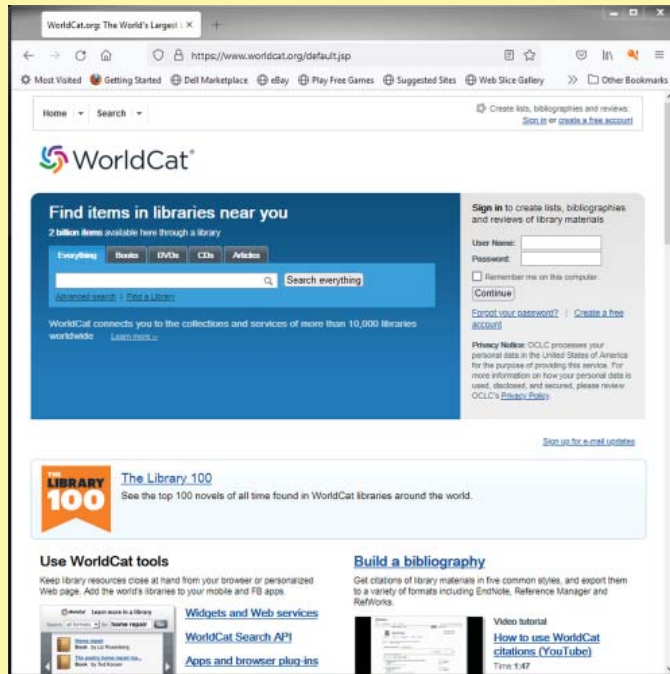
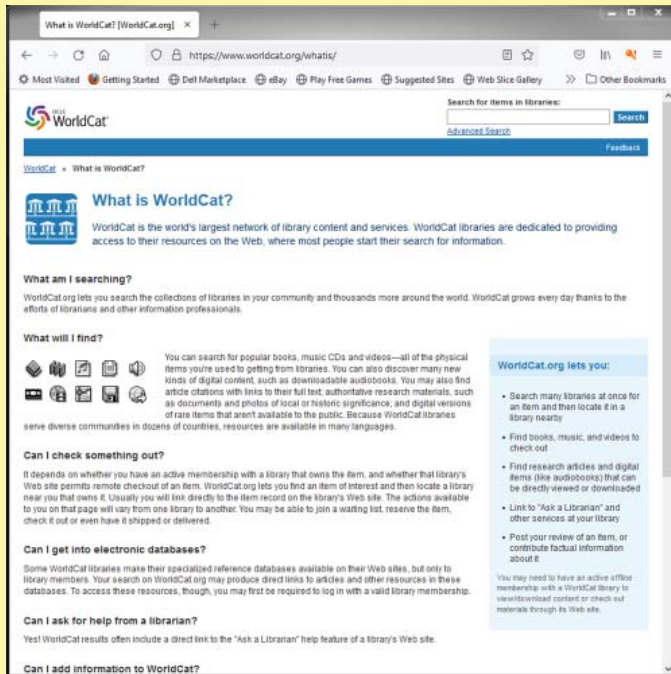
Back to the books submitted for awards: thanks to a bit of detective work on the part of *Bob Barr*, *Rubén Verdés*, *Kevin Kirbitz*, and *Kit Foster*’s long memory for all things SAH, it was learned that—for a number of years—the Cugnot Award nominated books have been transported to the *Auburn Cord Duesenberg Automobile Museum* in Auburn, Indiana, for safe keeping. On August 4, 2021, members of the Bricks & Mortar working group met with the staff of the ACDAM—virtually and in person—to discuss the possibility of formalizing this arrangement. The folks

at ACDAM could not have been more welcoming, informative, and enthusiastic about the prospect of forming a permanent partnership with the SAH. Those of us who were able to make the trip in person—*Don Capps*, *Bob Casey*, and myself—were treated to a tour of the museum’s impressive archives, which included the growing collection of Cugnot nominated volumes on dedicated shelving. The assembled books will now be referred to as the SAH Special Reference Collection at ACDAM and will be jointly promoted by the museum and the Society of Automotive Historians. Visitors to the museum—researchers, auto historians, as well as the interested general public—will have access to the collection in the archives reading room.

The arrangement between the SAH and ACDAM was made official in late September. The Bricks & Mortar working group is now moving on to part two of its goal—to develop a relationship with a research institution or university with automotive archives within the autocentric Midwest. It is the group’s desire that this yet-to-be-named institution will serve as a meeting space for semi-annual board meetings, store the society’s publications and papers, and provide academic accreditation for the *SAH Journal* and *Automotive History Review*. Look for an update on the Bricks & Mortar group’s process in a future *SAH Journal*.

—Chris Lezotte





TECH TIP: AN ANSWER TO: WHAT IS WORLD-CAT?

In *SAH Journal* #286, editor Rubén Verdés offered guidance on searching PDFs of the issues of the *SAH Journal* and *Auto History Review* publications that you can access in the Members Only area of our autohistory.org website. Then, in the next (287th) issue, he introduced us to the Hathi Trust. In this issue we offer another “Tech Tip.”

What if you could do research anywhere in the world on just about any topic you might imagine and all without leaving home? You can! Interested? Read on.

We all remember, perhaps fondly, searching through our hometown’s library using the card catalog. Some of you may already be familiar with—and use—what is now in essence the world’s largest card catalog. “As of February 2021” WorldCat says that it “contained over 512 million bibliographic records in 483 languages, representing over three billion physical and digital library assets, and the WorldCat persons dataset included over 100 million persons.”

Best of all, anyone can access and search for free at WorldCat.org

As an example, Mark Vargas, REVS Institute’s Director of Library and Archives shared that, “Depending on how one phrases the search WorldCat has 2,163 books on a search for ‘women automobile’; many are about women in the UAW. There are 1,683 archival bibliographic records (some are downloadable art), also mostly about women in the UAW. Rephrase the search to ‘auto-

mobile women drivers’ turns up 1,100 book titles, 165 videos, 135 audiobooks, 132 archival entries, and 103 articles.”

Mark went on to explain that “WorldCat is used by 17,000 libraries worldwide, and can handle any topic, any format, and language, any edition, any date.” As you’ll discover when you start exploring for yourself, “Any user can create a WorldCat account and then be able to create a personal bibliographic list. One can also rate an item, create citations, share permalinks, or even link to bookstores to buy a copy if you choose.”

Mark added that, “Only authorized libraries can actually add content and holdings information. The problem is that only a few auto libraries are connected into WorldCat and adding information. Fortunately there are huge numbers of academic, special, and national libraries adding what they have so the amount of information can be almost overwhelming and hence the need for good research skills.”

You can learn more about WorldCat at these two links or, better yet, just key in WorldCat.org and start exploring it for yourself:

worldcat.org/whatis/ (As seen above, left.)

worldcat.org/default.jsp (As seen above, right.)

Feedback is welcome to let us know if at some point in a subsequent “tech tip” you would be interested in reading of more search techniques such as use of “and” “or” and “not” to refine your search more specifically.

—Helen V Hutchings



One of Paul Frère's earliest major successes was victory on May 8, 1955 in the 175-mile Grand Prix des Voitures de Serie at his home circuit of Spa-Francorchamps. Driving a works Aston Martin DB3S, he denied success victory to two chasing Ferrari Monzas.

PAUL FRÈRE: ONE OF KARL'S "FAST FRIENDS"

Editor's note: In addition to all the accolades surrounding our author's career in journalism and publishing, Karl E. Ludvigsen has been an SAH member since April 20, 1970 (member 92H, and listed in SAHJ #8 at 37 West 57th Street, New York, NY), and he has won many SAH awards. Here we present his chapter on Paul Frère from his book Karl Ludvigsen's Fast Friends: Stars and Heroes in the World of Cars (ISBN 978-3667114570). The author has supplied more images for this presentation beyond the single image in the book, including the cover image.

I first read about Paul Frère in the June 16, 1948 issue of *The Motor*. Two of its editors had visited Belgium to try various American cars, including the new Frazer, built by Kaiser-Frazer, for whose importer Frère worked as service manager. The Englishmen were important contacts for car-mad Frère, who was beginning a career as an automotive journalist while also competing successfully in motorcycle trials and races.

Born in Le Havre, France of Belgian parents on 30 January 1917, Paul Frère moved frequently on the Continent as a youth. Including a spell in school in England, this brought him the flawless command of Dutch, French, German, Italian and English with which he communicated with people at all levels of the industry and sport. His sight of a motor race at Spa at the age of nine attracted him strongly to the sport. Although he earned a commercial engi-

neering degree from Brussels University, he decided that journalism was a milieu that would leave him greater freedom for racing.

As a Belgian citizen young Frère managed to avoid being caught up in the devastation of World War 2. He started writing for various local journals including *Belgique Automobile*. A career breakthrough came in 1952 when Frère was appointed co-editor of *Royal Auto*, the organ of Belgium's Royal Automobile Club. His joint editor was Jacques Ickx, who had a well-deserved reputation as editor, journalist, historian and all-around expert.

The generous Ickx, father of future racing driver Jacky Ickx, gave the 35-year-old Frère warm introductions to leading industry figures. For almost 40 years Paul was a regular contributor to Japan's *Car Graphic* while his tenure as European Editor of *Road & Track* lasted until the end of his life. With his editing and journalism as a stable base for the first time, Paul started taking his racing seriously.

While most auto journalists fancy themselves excellent drivers, Paul Frère really was. He first raced close to home at Spa Francorchamps in July 1948's 24-hour contest, sharing the seat of the MG PB Midget of Jacques Swaters, future Ferrari importer to Belgium. They finished 15th and fourth in class. The winner was an Aston Martin driven by Jock Horsfall, who invited Paul to partner him the following year. They placed fourth and second in class, splitting a pair of the new DB2 Atons.



In 1955 Paul Frère drove for Ferrari against the Mercedes-Benz Formula One team at Spa. In 1961 the author drove the very car that Fangio had piloted to victory in that race. This Jesse Alexander image shows him afterward—happy man!

Frère rested his driving kit until 1952, when he won a production-car race on Belgium's Spa circuit driving an Oldsmobile 88. The next year he won his class in the demanding Mille Miglia. His mount, which placed 58th overall and was all but brakeless for the last 400 of the 1,000 miles, was a 1952 Chrysler Saratoga with Torqueflite transmission.

His 1952 success with the Oldsmobile led to an invitation to compete in that year's Belgian Grand Prix if he could find a suitable car. Paul approached the British HWM team, which offered him a mount for a lesser event at Chimay. This the journalist promptly won, setting a new lap record when taking the lead on the last corner of the last lap. This sealed a seat in the HWM team for the Spa race in which Frère finished an excellent fifth.

This remained Paul's best result for HWM, for whom he drove a few more times before switching to Gordini in 1954, when he retired in his three outings—not unusual for Gordini drivers. He did enough, however, to come to the attention of Enzo Ferrari.

Frère raced Formula One cars for Ferrari three times, placing fourth in the Belgian G.P. in 1955 and an excellent second in the same race in 1956. At Monaco in 1955 he shared an eighth place with Piero Taruffi, who turned the Super Squalo over to Frère after several pit stops. During practice Paul had complained bitterly about terrible understeer on the sinuous circuit, urging the mechanics to disconnect the front anti-roll bar which he knew was aggravating the problem. They couldn't do that, he was told: it was "part of the car."

Of medium height, sandy-haired, open-faced and very fit, Paul Frère kept in shape in his youth as an oarsman. In 1946 and '47 he won three Belgian rowing championships in four-oared shells. He often raced cars for the Ecurie Nationale Belge, whose patron Pierre Stasse was publisher of *Les Sports* for which our hero was now writing.

Starting in 1953 Paul was a regular competitor at Le Mans, driving class-winning cars. Alert to new talent, Porsche's Huschke von Hanstein recruited Paul to drive one of the two new Porsche Type 550 coupes in that year. He joined another driver-journalist, Richard von Frankenberg, who was expecting Huschke as his co-driver. However Ferry Porsche felt that for such an important event von Hanstein should be in the pits managing the team, not in the cockpit.

New to both the mid-engined Porsche and Le Mans, Paul Frère was in for a surprise. It was turning dark by the time he had a chance to drive on a circuit he needed to learn. He assumed that the 550 "would handle better than a standard 356. On the first lap I very nearly lost it on the first left-hander after the Dunlop Bridge! Very tricky car." Mid-engined or not, the elements that made up the 550 contributed to sudden albeit manageable oversteer. All the other drivers were already alert to this. Though both Porsches entered



Although Frère found the Ferrari 555 F1 Super Squalo an understeering handful at Monaco, here at Spa it was much more competitive. In the race on June 5, 1955 he had to give best to Nino Farina who was third in a similar car but Paul placed fourth, still on the same lap as winner Juan Manuel Fangio in a Mercedes-Benz, followed as usual by Moss.

finished on the same lap, Frère's was ahead to take the class win.

Taken up by Aston Martin, Paul Frère won a sports-car race at Spa in 1955 and shared the second-place Aston at Le Mans that year. Frère decided to make an all-out attempt to win. This meant a Ferrari, so in 1960 he pulled some strings to wangle a seat in a Testarossa. He and Olivier Gendebien were the team's only survivors—and the winners.

After this fine result Enzo Ferrari offered Paul a permanent post at Maranello in charge of car preparation and testing plus a regular place in the sports-car team. Frère decided against the move to Italy that the job would have required.

In 1956 Paul Frère joined the Jaguar team, which was racing its well-proved D-Type in the final year of works entries. Under the eye of team manager Lofty England the Belgian driver got off to an awkward start. In the Nürburgring 1,000 Kilometres he crashed a car during practice and retired another in the race with gearbox trouble. He made amends in the Reims 12 Hours, placing second with Mike Hawthorn in the middle of a trio of triumphant Jaguars.

This boded well for Le Mans, but with a full tank of petrol in the rain on a newly surfaced track he lost control in the Esses on his second lap and retired not only his own D-Type but also that of a team-mate and a member of the Ferrari team. "When I got back to the pits," Paul related, "after half an hour's walk, Hawthorn's car was standing there. All hope for a win by our team had vanished. I could find no words to explain my despair to he who had taken upon himself the responsibility of picking a foreign driver for the Jaguar team. But Lofty knows about racing, knows its risks and the fact that human beings are not infallible. Before I even opened my mouth he seemed to understand my confusion and made not the slightest reproach."

I first met Paul Frère at the Turin Show in 1958 when we were attending a demonstration of the latest from Carlo Abarth, a twin-cam version of his little 750 cc coupe. Since then we often met at motor shows and Car of the Year gatherings to swap thoughts about the business.

Our last lengthy spell together occurred when pre-production Porsche Boxsters were being driven by journalists at what press chief Anton Hunger called "the longest and most elaborate press event that Porsche has ever held." Its base was the Schlosshotel Lerbach near Bergisch Gladbach, east of Cologne, where 800 auto writers from all parts of the world drove Boxsters during four weeks starting on 23 August 1996.

When on a press trip I preferred to drive alone. With both of us assigned the same blue Boxster, Paul made no secret of the fact that he usually drove alone. Nevertheless we both got with the program, alternating between driving and navigating. Paul was as smooth and fast as you would expect while I did my best to act like a tester, not a racer. We both formed positive views of the Boxster.

As an industry insider Paul Frère was often asked for private opinions about new models, a role that developed into regular consultancies for a tire maker and for Lancia, Fiat and Mazda. His close relationship with Ferdinand Piëch at Porsche led to several books about their racing cars and his stand-alone work on the 911. As well it gave him the chance to test-drive almost every racing Porsche of his era.

For a dozen years Frère was a member of the FISA Technical Commission that drew up rules for international racing. His was the idea that led to the Group C regulations starting in 1982 that



After scenting Le Mans success with Jaguar in 1959 Paul Frère asked Ferrari for a car for 1960. Co-driving with fellow Belgian Olivier Gendebien, he won in the 250 Testa Rossa with which he posed later. He retired from racing afterward but often tested racing cars up to and including the fastest.

controlled cars chiefly by the amount of fuel they were allowed to carry. Although Paul wasn't entirely happy with the way this was implemented, it led to a great era in endurance racing.

Paul Frère's many fans were delighted when he put his personal experiences between hard covers in three books: *On the Starting Grid*, *Sports Car and Competition Driving* and *My Life Full of Cars*. I didn't hesitate to comb them for gems that could sparkle in my own works.

One that I especially remember was his recollection of Ferrari "team manager Nello Ugolini briefing us—Farina, Trintignant and myself—on the morning of the 1955 Belgian Grand Prix and making his recommendation: 'We know that the Mercedes will be very difficult to beat, but our main target is to beat the Maseratis.' On that occasion we did, Farina taking third place and myself fourth."

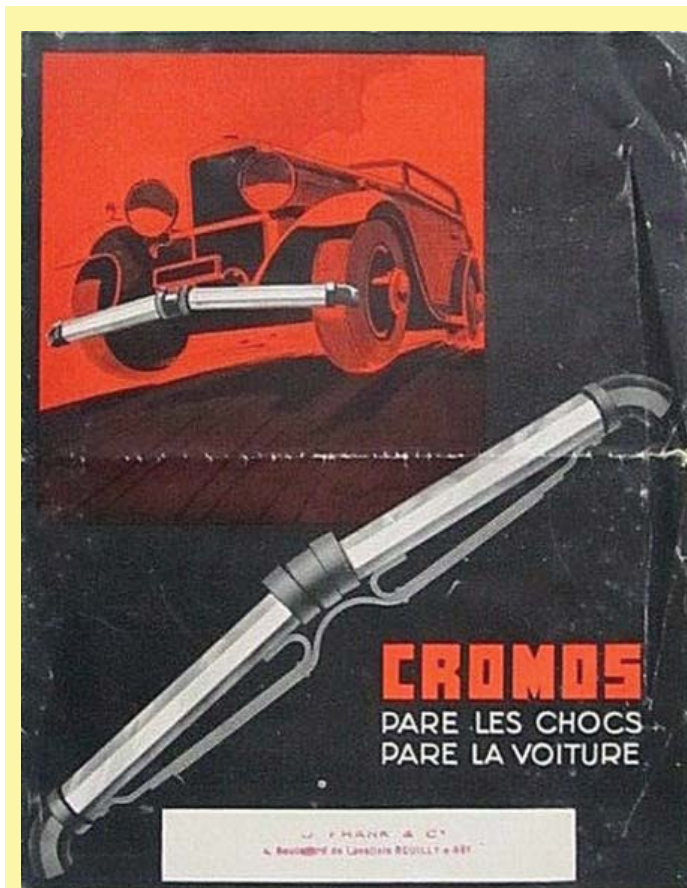
In 2003, at 87, Paul drove an Audi R8 during the official Le Mans test days. He was thought to be the oldest man to drive a current racing car on an official track. In 2007 he was driving a Honda Civic Type-R in a press launch at the Nürburgring when he crashed heavily. He suffered a broken pelvis, broken ribs and punctured lungs, putting him into intensive care for a fortnight.

Never having fully recovered, on 23 February 2008 Paul Frère died at Saint-Paul-de-Vence in the south of France where he had long dwelled. His was a memorable career behind the wheel and typewriter. He is honored with the renaming after him of a curve on the Spa circuit.

—Karl Ludvigsen



Ludvigsen and Frère often met, usually at Car of the Year events or the Geneva Salon, at which this picture was taken. Theirs was a friendship of several decades.



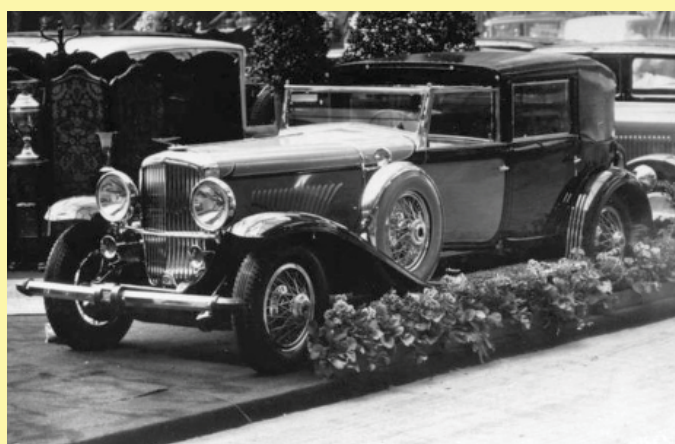
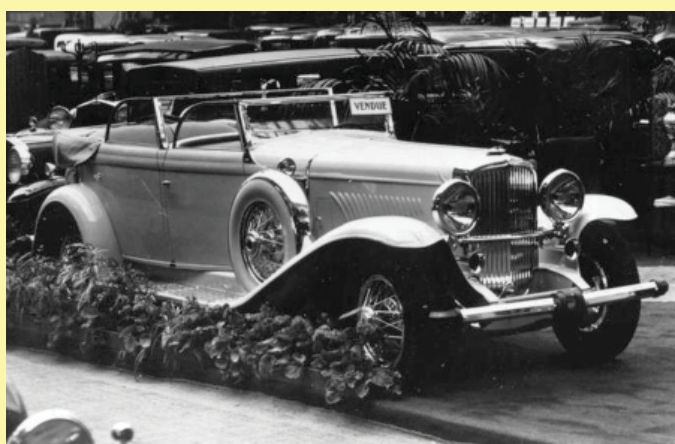
Left: a three-fold pamphlet of Cromos bumpers for cars, right: Cromos ad for (translated): the unassailable chrome spring steel bumper.

CROMOS: LE PARE-CHOC DE LUXE

Before WWII nearly all premium automobile producers made only the chassis and then a coachbuilding firm would supply a body to the specification of the client (which may well have been the chassis maker itself). In a way, then, a bespoke car like that had *two* makers. With nearly all of the coachbuilding firms going out of business just before or not long after WWII, the detailed records of the coachwork on the surviving cars they built all too often disappeared with them. Even more obscured in that oblivion are the various accessory suppliers that regularly supported coachbuilders. One of

those was Cromos: le Pare-Choc De Luxe (“the Luxury Bumper”).

Cromos was a brand name of the French firm “D. Frank et Cie” at 136, Route de la Révolte, Paris—and they were known as makers of a variety of distinctive bumpers, usually featuring a badge with the brand name placed in the center. These are bumpers seen, predictably, on French cars—employed by French coachbuilders. However, since French coachbuilders would body non-French cars, those too may be seen with Cromos bumpers. Below are two Model J Duesenbergs with Cromos bumpers, and there were a number of others too.



Two Model Js bodied by Franay on the Duesenberg stand during the 1931 Paris Salon. The “VENDUE” sign letting all know that it was sold, and the formal car on the right featured a collapsible rear quarter. Both cars feature what appear to be “Le Goliath” Cromos bumpers.

"LE GOLIATH"

Un grand luxe, une forte classe, une solide puissance de char et un remarquable confort. Les plus beaux et les mieux payés de tous les véhicules de tourisme. Le plus grand et le plus confortable de tous les véhicules de tourisme.



Le système moderne de suspension au moyen de l'acier et des ressorts à lames, qui assure une parfaite stabilité et un grand confort de conduite.

le "bantam"
LEGER - SOUPLE - NERVEUX




Même système que le "GOLIATH" mais avec un prix de 10 à 15 % en moins.

le "petit bantam"




Même système que le "bantam" mais avec un prix de 10 à 15 % en moins.


"l'étrave"




"l'aiglon"



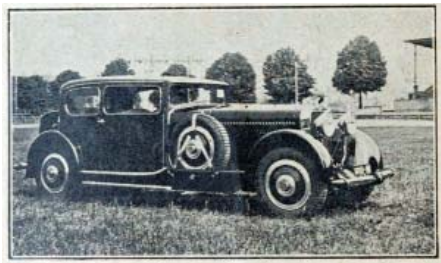
"l'épervier"



"flèche d'argent"



From the Cromos pamphlet (top-left on p. 11), various bumper models from top: Le Goliath, le bantam, le petit bantam, l'étrave (the bow), l'aiglon (the eagle), l'épervier (the hawk), and flèche d'argent (silver arrow).



AU 9^e SALON ANIMÉ DE LA CARROSSERIE (PARC DES PRINCES, 4, 5, 6 JUIN). — Cette très belle réalisation de Million-Guiet: "L'extra-léger" se devait d'être complétée par "Le Goliath", le nouveau pare-choc des Etablissements D. Frank et Cie; le "Cromos", combinaison de caoutchouc et de tubes articulés.

At the Parc des Princes 1930 from an unknown publication. Translation: At the 9th Animated Bodywork Show (Princes Park, June 4, 5, 6). - This very fine achievement by Million-Guiet: "The extra-light" had to be completed by "The Goliath," the new bumper from Establishment D. Frank et Cie: the "Cromos," a rubber suit and articulated tubes.



A Rolls-Royce Silver Ghost rebodied by Franay circa 1929, fitted with Cromos flèche d'argent bumpers.


The coachbuilding industry also included a good number of jobs to rebody older chassis. Here we feature a Rolls-Royce Silver Ghost that was later bodied by Franay, and was fitted with Cromos flèche d'argent bumpers too. Other coachbuilding firms outside of France used these bumpers too; for example, there's a picture of a Rolls-Royce Phantom I with convert-

ible coupe coachwork by the Spanish firm Baltasar Fiol in SAHJ #293, at the bottom of page 3.

There were other such manufacturers in France (e.g., H. Trentelivres et Cie., 2 Rue de Villiers, Paris), but there is relatively little known about them. There's more research to be done.

—R. Verdés

Gearhead at Large



A Backroad Tour of Automotive History and the Old Car Hobby

STEVEN ROSSI
with WEST PETERSON

A popular feature in *Antique Automobile* magazine, Steven Rossi's columns open up the world of old cars, drawing on a lifetime of knowledge and experience amassed in the antique auto hobby, the enthusiast community and the automotive industry to explore topics large and small.

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187 photos, index
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Book Reviews

Tom Tjaarda: Master of Proportions

by Gautam Sen

Dalton Watson Fine Books (2021)

daltonwatson.com/

474 pages, 9" x 12" hardcover, dustcover
310 b/w & 574 color images, Bibliography
and index

Price: \$150

ISBN-10: 185443313X

ISBN-13: 978-1854433138



It is easy to sum up this book for it is exemplary in every way; well-produced by publisher Dalton-Watson, well-written by author Gautam Sen, with an abundance of illustrations, some created during the time Tjaarda and Sen discussed the designer's career and projects, others period images. The book is fulsome in the details it shares, and includes a bibliography and thorough index sorted into categories.

Consider the designer whose name, Tom Tjaarda, that we recognize was at birth named Stevens Thompson Tjaarda van Sterkenberg. Born in the USA, in Detroit no less, his "vader" was of Dutch origins while mom was Connecticut-born.

Their son would become very much a man of the world, living and working from Italy for a decade over half a century.

Author Gautam Sen enjoyed a years-long friendship with Tjaarda who, in turn, had entrusted Sen with his own two previously unfinished attempts at writing his autobiography. As indicated above, as Tom and Gautam discussed various cars Tom had designed, Tjaarda created new and charming sketches of those designs. Those sketches are included—so noted and dated—in appropriate chapters on the generously-illustrated pages.

American-born and -educated, including his architect's degree, Tjaarda opted to live and work in Italy—for six decades. There his portfolio grew as he worked for an impressive number of companies on an equally impressive group of cars such as De Tomaso for Ghia. For Pininfarina his designs ranged from Corvette to Ferrari, then there were various projects for Ford, Isuzu, Lancia and even extended to designing the Alweg Monorail. That recitation is but the tip of the proverbial iceberg of Tjaarda's designs.

Fellow designer Robert Cumberford, also American-born and -educated and an ex-pat, contributed the book's Foreword. Among the thoughts he shares is, "Tom also designed and built beautiful radio-controlled scale-model airplanes, always with his own inner structures that provided the known shape of a classical biplane or military trainer." Some of those flying machines are shown at the very end of the book but without Cumberford's words the reader wouldn't have realized each is fully a Tjaarda creation. Cumberford went on to add, "...he won many prizes for that activity, ...no surprise to anyone who knows how meticulous and careful he was with any project he undertook whether for profit or just for fun..."

With insights such as Robert Cumberford's and Gautam Sen's we readers are afforded an opportunity to meet Tom Tjaarda, the man and the designer. Page designer Jodi Ellis does justice to Tjaarda's creativity with her layouts and Dalton-Watson's attention to every book production detail has given us a truly outstanding book about a genuinely able and talented man who, by all accounts, was also a tremendous friend and highly regarded by those who knew him.

—Helen V Hutchings

A History of Hudson and Its Nine Most Fabulous Cars

by Mark James

Barron Publishing (2021)

barronpublishing.com

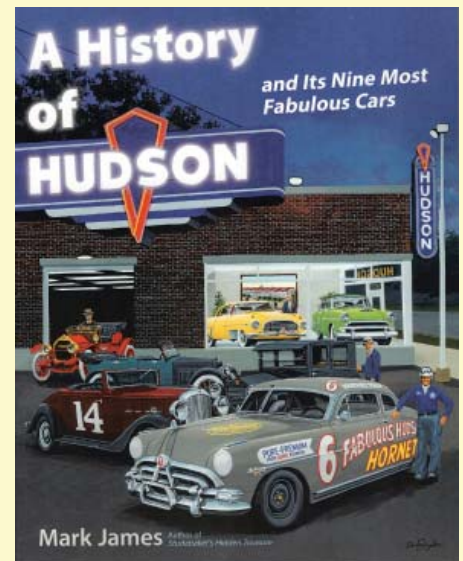
125 pages, 8½" x 11" softcover

15 b/w & 4 color images, bibliography,
chapter end notes, timeline appendix, and
index

Price: \$29.95

ISBN-10: 0971637695

ISBN-13: 978-0971637696



The author's credentials are nothing short of stellar. As the saying goes, this is not Mark L. James' first rodeo. Consider: this is his third, very focused book on a specific facet of automotive history; he's restored examples of cars that he's written about and his restorations consistently take top honors in judging; and he gives back to the hobby he so enjoys as a senior master and respected judge at AACA shows as well as a myriad of concours.

James' prior two books have told mainly of one car, Studebaker's Hawks. With this book he started out wanting to tell the story of another individual vehicle but discovered that merely telling of the development of Hudson's Italia didn't adequately inform the reader, especially as this extraordinarily lovely and innovative car would end up being—through no fault of its own—Hudson's swan song.

During his own reading and learning, Mark James relates "I became hopelessly lost in a tsunami of names, dates, production figures, Hudson income and losses, and more." To help himself keep track he created a graph and subsequently had a graphic

designer make his graph comprehensible by everyone and thus publishable. That graph is this book's two-page appendix. And from the length and depth of the book's bibliography, it is obvious author James left few to no stones unturned in his reading and research prior to writing.

It's worth noting that James' writing is succinct and on point thus enabling him to present the entire Hudson Motor Car Company history in a most complete way within the confines of this modest-in-page-count book. Whether you're reading of Hudson history for the first time or this is a re-visit and refresher, *A History of Hudson, and Its Nine Most Fabulous Cars* by Mark James should be seriously considered as an addition to any historian's library.

—Helen V Hutchings

Volkswagen Beetles and Buses: Smaller and Smarter

by Russell Hayes

Motorbooks (2020)

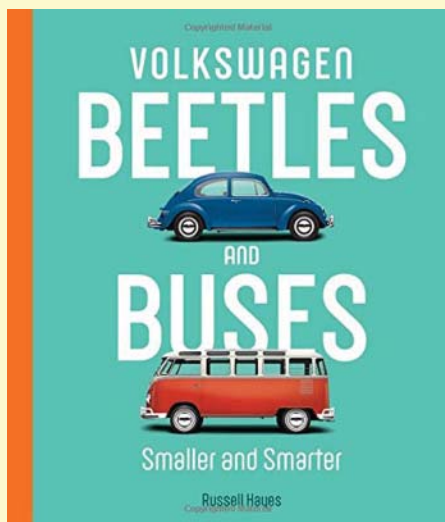
QuartoKnows.com/ +1 978.282.9590

176 pages, 8¾" x 10½" hardcover, dustcover
81 b/w & 141 color images, bibliography,
page footnotes, and index

Price: \$40

ISBN-10: 0760367663

ISBN-13: 978-0760367667



Previously written and published books covering VW's Beetles and buses include the image-heavy, text-light *Beetle*, VW's *Little Giant: From Old Reliable to New Sensation* credited in 1998 as an effort of the Auto Editors of Consumer Guide from Publications International. Before that the well-researched and written *Small*

Wonder by Walter Henry Nelson enjoyed several reprintings including a 1970 enlarged and revised edition published as a paperback.

Certainly not to be overlooked is Karl Ludvigsen's 2000-published *Battle for the Beetle: The untold story of the post-war era battle for Adolf Hitler's giant Volkswagen factory and the Porsche-designed car that became an icon for generations around the globe* (which may even qualify—or at least vie—for a longest-ever book title) produced by Bentley Publishers. (See a review of this 2001 Cugnot winner in SAHJ #193. The full title appears on the book, but is not shown in #193 or seen elsewhere. —Ed.) All are ones your reviewer has and, yes, has read.

Now Russell Hayes has written—and the MBI imprint of Quarto Publishing Group has published—*Volkswagen Beetles and Buses* that offers a satisfyingly comprehensive overview in words and images of Volkswagen vehicles from the perspective of, as the title indicates, the Beetles and buses, including Vanagons, from VW's beginnings to the present and then into the future.

While Hayes does a fine job telling of the vehicles, he gives short shrift—with only a brief mention on page 14—of the true origins of the idea, even to the shape and dimensions—for the “people’s car.” Taking nothing away from Ferdinand Porsche and his legacy, it is quite clear from the 2012-published biography of *The Extraordinary Life of Josef Ganz* that he was truly the creative mind behind what eventually became Volkswagen's Beetle.

So why hasn't Ganz's name been better known? Put simply, he was born and lived in Germany and was Jewish which meant he was hounded by the Nazis and targeted by Hitler for extermination. So while Hitler shamelessly adopted Ganz's “people’s car” and championed Ferdinand Porsche to develop it, Ganz was fortunate to escape the country, eventually living out his days in Australia, passing in 1967 still essentially unheralded.

This hardcover book is worthy of consideration for your library both for the history it does present and for the wealth of images, virtually none of which appear in any of the previously published books. Additionally, Hayes' book is well-indexed, features his bibliography, and contains page footnotes as well as a thorough full-page of photograph and other images credits.

—Helen V Hutchings

The American Speed Shop: Birth and Evolution of Hot Rodding

by Bob McClurg

CarTech, Inc. (2021)

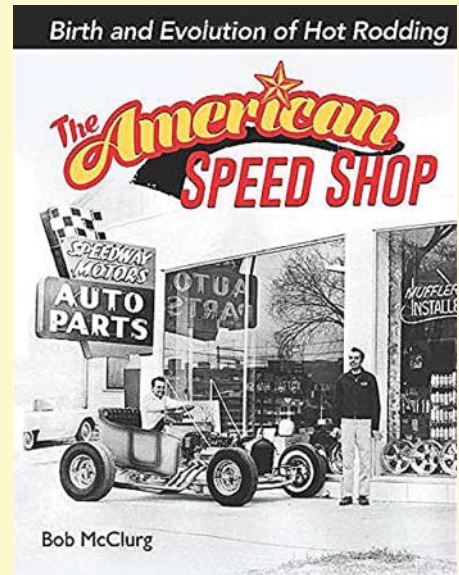
cartechbooks.com/ 800-551-4754

192 pages, 8¾" x 11" hardcover, dustcover
178 b/w & 237 color photos, appendix,
no index

Price: \$42.95

ISBN-10: 1613253346

ISBN-13: 978-1613253342



There are a number of books chronicling the beginnings and development of hot rodding as well as others that tell in detail of a specific speed equipment supplier, builder, or shop. This book, *The American Speed Shop, Birth and Evolution of Hot Rodding* is an attempt to provide an overview of it all in one single volume.

The most significant contribution to the body of knowledge is this book's appendix, which is an alphabetical listing of “Speed Shops Past and Present,” some 800 of them in all, that author Bob McClurg assembled by scouring “25 years of magazines for advertising, including *Drag News*, *National Dragster*, *Hot Rod*, *Cars Magazine*, *Car Craft* and a boatload of other car magazines.” That said, when you read the book, a thoughtful, knowledgeable reader may likely know of some shop or shops inadvertently omitted just as stories of some significant speed shops have not been told.

Primarily because the speed shop, this book's focus, was such an integral part of hot rodding, this book is a worthwhile endeavor and will, hopefully, be well received and sell in quantity. That way, some day, either a

sequel or revised and updated version can become a reality expanding still more on this volume's fine start at telling of *The American Speed Shop*.

—Helen V Hutchings

Ford Model T: An Enthusiast's Guide: 1908 to 1927 (All Models and Variants)

by Chas Parker

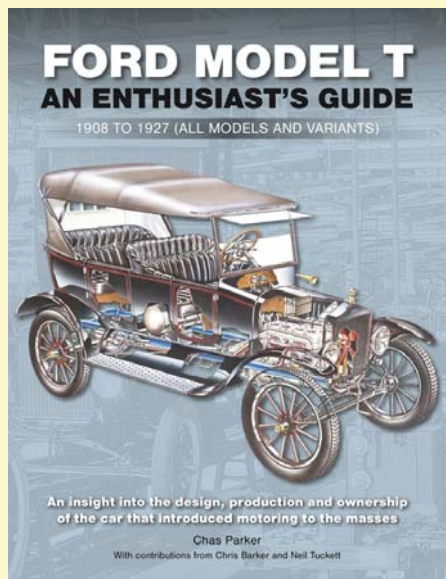
Porter Press International (2021)

PorterPress.co.uk

160 pages, 8½" x 11" hardcover, dustcover
101 b/w images & diagrams & 117 color images, bibliography, appendix, and index
Price: \$60

ISBN-10: 1913089223

ISBN-13: 978-1913089221



Can another book on the *Ford Model T* actually add anything to the previously published body of knowledge? In the case of this book, subtitled *An Enthusiast's Guide, 1908 to 1927 (All Models and Variants)* the answer is decidedly "Yes!" as author Chas Parker has truly managed to assemble information and write about Ts and their owners from a fresh perspective.

The illustrations that accompany his words are a mix of contemporary photography and 29 excellent technical diagrams showing the inner workings of most components of a Model T. These images, sourced from Pagé which is a free media repository from Wikimedia Commons, are of a type usually only found in period literature such as the Dykes motor manuals.

Parker and Porter Press are both in the UK as are contributors Chris Barker and Neil Tuckett. Parker is a recognized and oft-published motoring writer while engineering

is the specialty of both Barker and Tuckett. Barker is one of the last Rootes Group trainees, a member of our sister organization SAHB, and for the past decade, the archivist for the Model T Register of GB. Today Tuckett is considered one of the UK's prominent T restorer-collectors; thus some of his Ts are featured in a chapter titled "The owner's view," as is Barker's one, '26 'Improved Coupe', along with the Ts of three others.

There's a chapter on Ts participating in competitive events and another describing the virtually endless variety of uses to which Ts were put the world over. And, were you aware that although Model T production ended in 1927, its engine continued to be produced in quantity up to and through 1941 as it had been adapted for marine and industrial uses?



Fascinating aspects of automotive history...

— every quarter —

RARE & UNIQUE VEHICLES

rareandunique.media

All-in-all, a well-crafted and well-produced book to be enjoyed by any and all Model T enthusiasts, those curious to learn, and useful to historians for the less commonly written about facts brought to the fore and easily sourced on the book's pages due to its thorough index.

—Helen V Hutchings



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