

SAAH Journal



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Billboard

Announcement: The SAH Nominating Committee is seeking board nominations for the class year of 2019. Please address all nominations to the chair, *Susan Davis*, at susandavis228@gmail.com.

Awards Notice: The editor would like to remind all members to consult the "Awards" section of our website, autohistory.org, for all the SAH awards' submission details and deadlines.

Wanted: *Peter Larsen*, author of *Jacques Saoutchik Maître Carrossier* (see the *SAH Journal* #272), is working on a book about the French carrossier, Joseph Figoni. He is looking for biographical and photo material concerning Luigi Chinetti when he was in France in the early 1930s, and the role he later played as an importer of Figoni-bodied cars in the USA. He would also like to establish contact with officers and members of car clubs knowledgeable about Figoni-bodied cars of their marque: ACD, Chrysler, Lincoln, etc. If you have information about the above, or other Figoni information, please contact *Peter Larsen*, Rysensteensgade 1, 4th, DK-1564 Copenhagen V, Denmark, +45.40312030, peter@bestprice.dk

Announcement: The SoCal Chapter of the SAH is planning the last blast literature swap meet for June 26th at the NHRA Motorsports Museum, 1101 W McKinley Ave, Pomona, CA 91768. For details, contact *Jeff Minard* at jcminard@earthlink.net

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

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

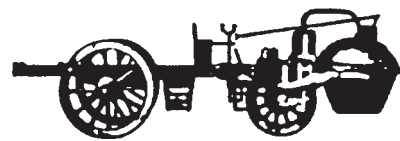
Front cover: This stylized photo is of a 1937 Squire, the eighth chassis (no. 1063) to be completed by Adrian Squire at Remenham Hill after the Squire company's liquidation. In the new book *Squire: the Man, the Cars, the Heritage* (see the review on page 11), on page 361 it states that this car was "accorded Best of Show at the Classic Sports Sunday at Mar-a-Lago Club"—that show is the last day of Cavallino (January 23, 2011) and the Best of Show is selected via entrant ballots. The class awards are determined by judges. The Squire was in the "European Prewar" class, which was won by a 1936 Mercedes-Benz 540K. A full picture of this Squire appears on page 12. *Photo: Ed.*

Back cover: this Phantom III (3CM81) won 1st in class at the 2014 Pebble Beach Concours d'Elégance; and it later was one of four cars awarded "Best of Show Nominee"—and it's the cover car for the new Phantom III book: *The Spectre Arises*. See the review on page 13. *Photo: Ed.*

SAH Journal

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An Affiliate of the American Historical Association



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SAH Journal • January / February 2016

President's Perspective

I am told spring is just around the corner, but despite warm mid-February temperatures I am not ready to put the snowblower away just yet! Thankfully, the pursuit of automotive history, unlike changing a clutch in an unheated garage, is not necessarily weather dependent.

As of this writing, final preparations are taking place for the SAH's Eleventh Biennial Automotive History Conference in Cleveland on April 14-16. For more details, please visit the SAH website at www.autohistory.org. I am looking forward to seeing you there!

In other SAH news, I am delighted to announce that *Bob Barr* has agreed to serve as chair of the International Committee. Bob and I both extend sincere thanks to outgoing chair *Louis Fourie* for his outstanding service and his willingness to continue on the committee – thank you, Louis!

Bob Barr and fellow SAHer *Kit Foster* were in attendance at the 21st annual SAH Historians' Dinner as well as the magnificent



Rétromobile show in Paris. Bob and Kit both enjoyed renewing old acquaintances and making new ones. I'd like to thank Bob and Kit for representing the SAH's U.S. contingent at this fine event.

The SAH's 2016 "Awards Season" is underway, and I encourage everyone to visit the SAH website's "Awards" section to learn more about our award categories. Entry deadlines are soon approaching – please contact the chairperson directly if you'd like to make an entry/nomination. See you in Cleveland!

—Andrew Beckman

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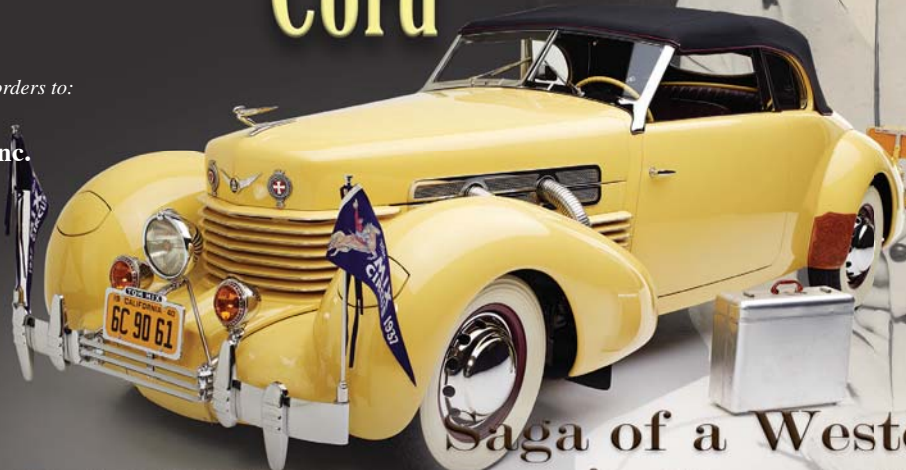
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Saga of a Western Film Star's Classic Motorcar

THE 2015 JEAN S. ARGETSINGER SYMPOSIUM FOR INTERNATIONAL MOTOR RACING HISTORY

THE INTERNATIONAL MOTOR RACING RESEARCH CENTER
AND
THE SOCIETY OF AUTOMOTIVE HISTORIANS

On October 17, 2015, the Society of Automotive Historians and the International Motor Racing Research Center (IMRRC) joined forces to host the inaugural Jean S. Argetsinger Symposium for International Motor Racing History in Watkins Glen, New York. The program featured three speakers presenting papers along with a keynote address to an audience of well over 70 people on a pleasant Fall Saturday in the small, historic village located at the southern end of Seneca Lake.

The symposium was the result of a number of years of discussion regarding the hosting of an event that would allow members of the academy an opportunity to present scholarly papers on topics related to automotive competition history. Thanks to the efforts of those at the IMRRC and the International Motor Sports History Section (IMSHS) of the SAH, what was long an “interesting idea” was transformed into reality.

The welcome for the symposium was given by the president of the IMRRC, J.C. Argetsinger. Mr. Argetsinger thanked those in attendance for taking the time to attend as well as extending a welcome from Mrs. Jean S. Argetsinger, for whom the symposium is named, who also happens to be his mother. The chair of the IMSHS, H. Donald Capps, also extended a welcome to those attending and those taking the time to present their papers.

The moderator for the event was Dr. Patricia Lee Yongue, an associate professor in the English Department at the University of Houston, where she is a specialist in modern American literature and culture and in women’s studies. In addition, automotive and motorsport history and culture are a part of her professional activities, which includes having served on the board of the SAH and past chair of the International Motor Sports History Section.

The first paper presented was *National Aspirations, Regional Trajectory? Sports Car Competition in Atlantic Canada, 1945 to the Present* by Professor David A. Charters, retired professor of military history at the University of New Brunswick. Dr. Charters is the author of *The Chequered Past: Sports Car Racing and Rallying in Canada, 1951-1991* (2007), and of *The British Army and Jewish Insurgency in Palestine 1945-47* (1989), and co-author of *Kandahar Tour: The Turning Point in Canada’s Afghan Mission* (2008). Dr. Charters’ presentation considered a number of the macro forces that launched the sport of automobile racing in Canada after World War II by focusing on several themes of the national sports car racing experience. It was an excellent look at the topic.

The second paper was given by Paul Baxa, associate professor of history at Ave Maria University. Dr. Baxa’s paper was entitled *Death on a Sunday Afternoon: The Tragedy of the 1928 Italian Grand Prix and the Debate Over Autodromes*. Professor Baxa used the motif of the race to examine the context of the event, in which a driver and 27 spectators died, paying particular attention to the role of the fascist government and other influences



There is always a racing car on display in the lobby of the International Motor Racing Research Center, such as this 1972 Eagle that was driven by Mark Donohue in the 1973 Indianapolis 500.

in Italian motor sports, the Vatican in particular. The presentation covered not only the repercussions of the incident, but also ranged to the architecture of the autodromes and the influence of fascist ideology on their design.

Douglas Leighton, an associate professor of history at Huron University and a former president of the SAH, delivered the third paper of the afternoon, *Sports Car Racing in Southwestern Ontario, 1945-1970: The Evolution of a Sport and Regional Society After World War II*. Dr. Leighton’s presentation discussed the background for the rise of the sport in the decades following World War II, and then explored the case of the sport in Southwestern Ontario, noting the decline of amateur racing efforts and its eventual replacement by professional racing during this period.



The International Motor Racing Research Center at Watkins Glen holds approximately 2500 rare and reference books, hundreds of periodical titles, manuscript collections, historic scrapbooks, posters, historic videos, fine art, and many other items relating to motorsport.

The keynote address for the symposium, *American Road Racing 1895-1940*, was given by *Joe Freeman*, former president of the SAH, the originator of the International Motor Sports History Section, and the owner of Racemaker Press. The presentation was an excellent essay on road racing and its role on the American racing scene prior to World War II. Freeman's interpretations and comments during the presentation provided insight into the rise and decline of road racing during this period, resulting in an excellent discussion during the question and answer period.

The symposium is named for the wife of the late Cameron R. Argetsinger, the organizer of the first road race held in the United States after World War II and who was responsible for bringing the United States Grand Prix to Watkins Glen in 1961. Jean S. Argetsinger was a full partner in her husband's work regarding the races at Watkins Glen, helping with many of the activities associated with the events, along with raising nine children and being involved in a number of civic activities. Among those many activities, it was the public library in Watkins Glen that attracted much of her attention, including serving on its board. The complex that houses the Watkins Glen Public Library and the IMRRC is named in her honor.

The IMRRC was founded in 1998, as the Motor Racing Research Library at Watkins Glen. The driving force behind the effort was Mrs. Argetsinger. The effort pushed forward with the support of the Watkins Glen International and the International Speedway Corporation, John Bishop, the founder of the International Motor Sports Association, and a number of others involved in the sport. In June 1999, the Research Library opened its doors to the public. To better reflect its mission and purpose, the Motor Racing Research Library at Watkins Glen changed its name to the IMRRC soon after its opening.

Beginning as a small collection of books relating to motor racing on a shelf in the library, it soon grew to several shelves and then an alcove. The current facility is shared with the Watkins Glen Public Library. Future plans include an expansion of the facility to house its many books, archives, and other materials. The Research Center is the repository of the records of the Sports Car Club of America, with an effort underway to catalogue this trove of material. Chris Economaki, the late editor of the *National Speed Sport News*—a periodical dating back to 1934—left its archives to the Research Center, providing bound copies and literally thousands of photographs to the center's al-

ready large collection of images. The Research Center also holds the archives of the International Motor Sport Association.

Among the various activities that the Research Center initiated after its opening was to host a series of “Center Conversations”—monthly talks given by a variety of figures within motor racing and a number of auto racing historians. Among the latter have been, to name but a very few, Doug Nye, *Karl Ludvigsen*, *Michael Lynch*, and Donald Davidson.

The symposium could not have been possible without the help and support of many people. The coordinator, director of logistics, and general all-around “Ms. Fixit” for the symposium was Glenda Gephart, the Director of Administration and Communications at the Research Center. Her tireless efforts supporting the symposium included not only preparing the Call for Papers, but its distribution, along with making all the arrangements for the speakers and the supporting activities. Mrs. Gephart also led the way in securing the support of the Watkins Glen Chamber of Commerce for the event. She was assisted in all this flurry of activity by the able staff at the Research Center, Kip Zeiter and “Sam” Baker, along with Josh Ashby. The able support and guidance of the Research Center’s resident historian, Bill Green, was also much appreciated. The symposium was held in the auditorium of the Watkins Glen Elementary School, their support this event also being very much appreciated.

Without the staunch support of the president of the Research Center, J.C. Argetsinger, it is unlikely that the symposium would have seen the light of day. The late Michael Argetsinger, a member of the Research Center’s board and major force in bringing the symposium to a reality, unfortunately lost

his battle to cancer several months prior to the event. As one of those who originated the idea for the symposium, Mike’s absence was felt by many of those attending. Mr. Argetsinger, the noted author of five books, was scheduled to give the keynote speech for the symposium. That *Joe Freeman* stepped in and replaced Mike with relatively little notice is deeply appreciated.

The great support provided by *Dr. John Heitmann*, the immediate past-president of the SAH, as well as the current SAH president, *Andy Beckman*, and the members of the board of the SAH, made the symposium possible. The SAH board deserves the many thanks and the gratitude of all those who participated or supported the symposium for its support of this effort.

The second Jean S. Argetsinger Symposium for International Motor Racing History is scheduled for Saturday, November 12, 2016. The Call for Papers will be issued early this spring with a submission date of on or about August 15, 2015. All members of the SAH with an interest in automotive competition history are encouraged to consider submitting a proposal for the 2016 event.

It is also being proposed that the IMSHS hold a meeting in conjunction with the 2016 Argetsinger Symposium. This meeting would be held a day earlier than the symposium, with the possibility of activities being planned at the Watkins Glen International facility.

The IMRRC will be the permanent home for the Argetsinger Symposium. Future Argetsinger symposia will be scheduled in the early-to-mid-November timeframe.

—H. Donald Capps



Visit racingarchives.org/collections.php for more on the International Motor Racing Research Center’s holdings.

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RÉTROMOBILE ENTERS FIFTH DECADE

BIGGER AND BETTER, BUT WITH LESS DRAMA

The double benefit of attending the SAH Historians' Dinner is the opportunity to enjoy Rétromobile, Europe's premier old-car event that takes place over five days at the beginning of February. This year's show, the 41st, was more spacious than its recent predecessors, though the feature displays exhibited smaller cars. In place of last year's Bugatti Royales was a display of some 1950s-60s designs of Philippe Charbonnaux (1917-1998), a French industrial designer best known for car and truck studies, few of which ever went into production. He also produced some futuristic concepts for electronics and boats. The items on display were from Musée Automobile Reims Champagne, to which his personal collection was gifted.

At the other side of the immense hall was an exhibit titled "*Véhicules Rhomboïdes*" showing a number of unorthodox vehicles of unusual shapes. Among them were the futuristic Pininfarina PFX of 1960 and the spherical "*l'Automodule*," a 1970 creation of engineer Jean Pierre Pontier.

In February 2008, thanks to the efforts of our late French member *Claude Roussel*, an SAH party departed by train from Gare St-Lazare for Compiègne, home of Musée National de la Voiture et du Tourisme at Châteaux Compiègne. A little-known and seldom-seen venue, it had extensive displays of early French automobiles and bicycles, including many rare cars not in any other institution. One of the joys of that trip was being allowed behind the scenes, to storage areas regular visitors were not permitted to see. A star attraction there was the *diligence à vapeur* built by Amédée Bollée Père for the Marquis de Broc. An immense steam-powered carriage with a lavish stateroom, it could carry 16 people at a speed of 10 miles per hour. The real disappointment was the cramped quarters in which it and its stablemates were stored. It was impossible to see the conveyance in its entirety, let alone photograph it.

This year's Rétromobile remedied that frustration. There in full view, in the front corner of Hall 1, was the Bollée steam carriage,

along with an earlier, smaller Bollée steamer and some other vehicles from Compiègne. The difference from 2008 was stark. At first glance from a distance, it didn't seem like the same vehicle, a matter of scale and its surroundings. But up close there was no doubt, and one could get full sense of its grandeur. *Musée National de la Voiture* is apparently being actively promoted, so the unique collection there will be seen and appreciated by more people.

As for drama, *Rétromobile* 2015 was headlined by the Artcurial auction of the Baillon collection of rare but disheveled cars. Displayed in somewhat contrived barn-find conditions, the cars brought frenzied bidding for remains that were little



Above: Shades of the Gordon Diamond: The 1960 Pininfarina PFX has four wheels in a diamond pattern, is powered by a 1,889 cc. four-cylinder engine. **Left:** How to streamline a 2CV: Philippe Charbonneaux's lines smooth out Citroën's basic car, but there's not much one can do with the "greenhouse." **Below:** French Curves: Cabriolet body by Carrossier Pourtout looks at home on Spirit of Motion Graham.

The bulk of *Rétromobile's* floor space is devoted to club and vendor displays, from classic vehicles to parts and supplies, books and literature. It's a fair of fun for the motoring-minded, and a perfect antidote for American winter blahs.

—Kit Foster

more than patterns for reconstruction. Artcurial, a French auction house, again had the official sale this year with a large display of cars in a portion of Hall 2 next door, a short escalator ride away. Alas, there were no dramatic barn finds, but lots of interesting cars, the likes of a Pourtout-bodied Spirit of Motion Graham and a collection of 48 vintage Citroëns. RM Sotheby's and Bonhams had their own off-premises sales, and, while generally successful, the auctioneers had to work hard to bring bidding above reserve values.





Created in 1970, the spherical l'Automodule is powered by a 248 cc. two-stroke engine and has a hydraulic suspension that makes it dance.

SAH IN PARIS XXI THE AUTO HISTORIANS' DINNER

The annual Society meeting in Paris, brainchild of *Laurent Friry* and the late *Taylor Vinson*, embarked on its third decade on February 2nd. Organized by SAH and the newly-independent Society of Automotive Historians in Britain, it was held at the Automobile Club de France, the world's oldest motoring organization and attended by some 40 people from ten countries. Attendees represented, in addition to the organizers, a number of collegial groups, including Contactgroep Automobielen en Motorrijwielhistorie from The Netherlands, Automobilhistorische Gesellschaft e.V., Germany, and Commissione Nazionale Storia e Musei ASI in Italy. A number of them were members of more than one of the organizations, giving rise to the term Auto Historians' Dinner.

Highlight of the evening was the presentation of awards, all of which had been announced at the SAH annual meeting at Hershey in October 2015. Receiving the Nicolas-Joseph Cugnot Award for the best English-language book in the field of automotive history were *Peter Larsen and Ben Erickson*, for *J. Saoutchik, Carrossier*. Publishers *Glyn and Jean Morris* of Dalton Watson Fine Books were also present, although the publisher's award had been presented at Hershey.

The Cugnot Award for a language other than English was a special recognition of lifetime writing and contributions by Jean-Louis Loubet, Professor of Contemporary History at the University of Evry-Val d'Essonne in France. Professor Loubet has written many books on the French auto industry during the period of world wars and labor unrest. Illness, however, prevented him from receiving the award in person.

An Award of Distinction for a book in a language other than English was presented for *Ikarus – Busse für die Welt*, the story of a remarkable Hungarian bus manufacturer. Author Christian Suhr

and Ralf Weinrich of the German publisher Verlag Kraftakt were present to receive their recognition.

At the conclusion of the evening, *Malcolm Jeal* from the U.K. gave a short talk on the historic building that is home to the Automobile Club de France. One of two identical structures built as government offices, it was designed by Ange-Jaques Gabriel, the leading architect of his day. It was the venue for the signing of the



Co-publisher Ralf Weinrich of Verlag Kraftakt, left, and author Christian Suhr of *Ikarus - Busse für die Welt* stand with Kit Foster, right. Giuseppe Valenza photo.

French-American treaty in 1778 that recognized the American Declaration of Independence. Ten years later it was bought by the Count de Crillon and became known as the Hôtel de Crillon—hôtel in the sense of a mansion, not a hostelry as we consider the term today. It was purchased by the Automobile Club, with backing by sugar magnate Robert Lebaudy, in 1899, and has comprised the organization's headquarters since that time.

—Kit Foster



Author *Peter Larsen*, right, delivers Cugnot Award acceptance remarks for *J. Saoutchik, Carrossier*, as *Ben Erickson* looks on. Peter Moss photo.

Book Reviews

Mercer Magic: Roebings, Kusers, The Mercer Automobile Company and America's First Sports Car

by Clifford W. Zink

Roebling Museum (Sep. 2015)

roeblingmuseum.org/ 609-499-7200

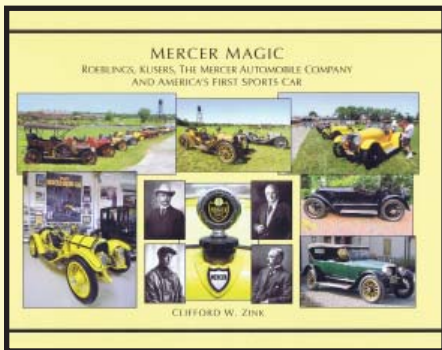
200 pages, 12" x 9" hardcover

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The sports car has traditionally been defined as a car suitable for personal transportation over public roads but that as delivered by the maker can enter competitive events and expect to be successful. Only a small number of makes and models have met this challenging criterion. France had its Bugatti and Italy its Alfa-Romeo, but in America perhaps only the Mercer Type 35 Raceabout is qualified for membership in such an elite group. Manufactured from 1911 through 1914 it dominated the light car class, with displacement limited to 300 cubic inches, and on occasion gained the winner's circle over other cars of up to twice its capacity. It was smaller and lighter than its competitors—as we have learned to expect in a sports car—at a time when most makers thought piling on the cubes was the surest road to success, but a cursory glance at its specifications gives little hint of its potential. Its racing successes and moderate price provided the basis for a sustainable enterprise.

This extraordinary book, claimed to be the first devoted to the full history of

the Mercer and its creators, gives as much background as can be found a hundred years after the last of these champions came to the road. We might have wished for more, but a bibliography with 150 entries, copies of factory literature, press releases, competition reports, financial statements and interviews with owners and restorers indicate that every corner has been searched. It is doubtful we will ever learn more.

Finley Robertson Porter, a young self-taught engineer, was responsible for Mercer's design. Its sophisticated if conventional chassis and power train featured precision tolerance machining, advanced metallurgy, engine power at high rpm and a suspension that kept the wheels in contact with the unpaved tracks of the time, providing a margin of speed over its competitors. Its brief reign in the winner's circle was brought to an end by the arrival in the final prewar years of

overhead camshaft Peugeots and Mercedes and later by the Duesenbergs and Millers they influenced. All were specialized racing machines. Mercer soldiered on for another decade but the concept of the dual-purpose sports car was no longer feasible. There seems to be some question as to how much daily attention was given to the firm by the members of the Kuser and Roebling families. They had other and more substantial business interests and sold the company in 1919. We give this book our highest level of recognition. If you have an interest in the outstanding examples of American automotive achievement, and who among does not, you will want to add it to your library. And if Mercer Magic works its spell, perhaps we will see you at the Mercer Automobile Reunion at the Roebling Museum, Roebling, New Jersey, July 22-23, 2016.

—Arthur W. Jones

James Garner's Motoring Life: Grand Prix the Movie, Baja, The Rockford Files and More

by Matt Stone

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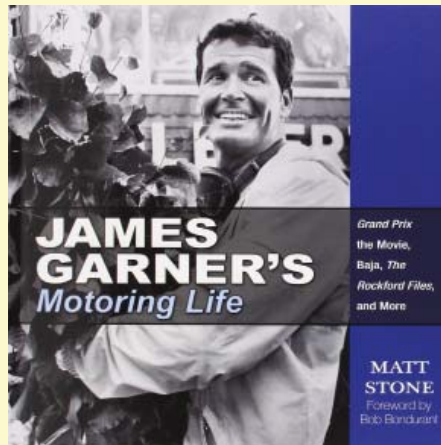
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ISBN-13: 978-1613251362



Your commentator grew up watching *Maverick* on television with her dad. We enjoyed every episode but somehow those in which brother Bret was featured were best. Bret was actor Jim Garner's character and thus, in concert with the script writers, his creation. So you could say that I've been "a fan" since practically the beginning.

Years later, discovering Garner was also a "car guy" was like that proverbial cake

frosting. Among James Garner's acting career credits—to name but a few; on the "small screen" *The Rockford Files* and movies *The Americanization of Emily*, *Victor Victoria*, *Murphy's Romance*, *The Great Escape* and, of course, *Grand Prix*. Car-guy Garner did his own stunt driving in both *Rockford Files* and *Grand Prix* and even became a professional racing team owner, establishing and running American International Racing team (AIR) from July 1967 to the last month of 1969.

Author Matt Stone chose to focus on Garner's involvement with cars in his new book *James Garner's Motoring Life*. But as your commentator was reading Stone's book, as well as the other that Stone commended to readers in his introduction with these words: "Every James Garner fan needs a copy of this *New York Times Best Seller List* book, James Garner's autobiography *The Garner Files*" (which was on the shelves of my local public library) some of life's strange ironies took place; namely the passing of two others prominent in the lore and legends surrounding Corvette, and each with a direct relationship to Garner too—car builder and racer extraordinaire Dick Guldstrand, who had been part of AIR, and Martin Milner, a fellow actor most remembered for *Route 66* and *Adam 12*.

Overall Stone's presentation and portrayal of Garner's *Motoring Life* is "spot on." But two "oopses" completely surprised me (true confession) as I've been acquainted with the author since the earliest days of his

automotive writing career. Those two surprising errors are: In the intro Stone writes that Garner's Maverick character was Bart (when really it was Bret). Then throughout the book, thus also picked up in the Index, the Mobilgas Economy Run is referred to as the "Mobile [fuel] Economy Run program."

That said, the book has much to commend it. Its generous photographs offer that look into the racing and racers of Garner's time. Stone includes a chapter on Garner's off-road experiences and another on the machines that made their way into the actor's personal collection. All-in-all, Matt Stone has given us a fine look back at the rich motoring life of James Garner.

—Helen V Hutchings

The Tasca Ford Legacy: Win on Sunday, Sell on Monday!

by Bob McClurg

Car Tech, Inc. (Jun. 2014)

cartechbooks.com/ 800-551-4754

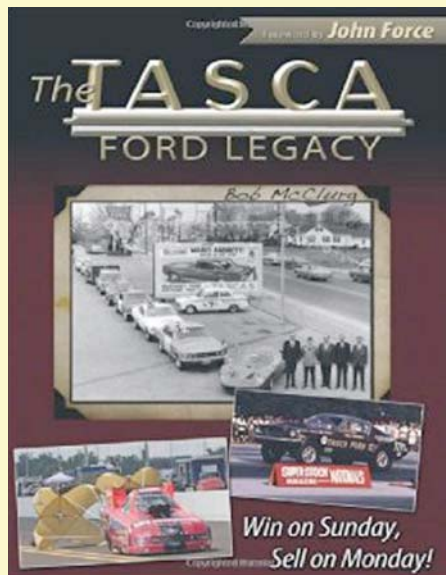
192 pages, 8.5" x 11" hardcover, dustjacket

112 b/w and 128 color images, no index

Price: \$39.95

ISBN-10: 1613251289

ISBN-13: 978-1613251287



The *Tasca Ford Legacy* is a family history; one that any genealogist would be proud to have researched and produced. But in fact *Bob McClurg* set out to write an automotive history. He succeeded admirably due in part to his own skills but also because of the story that was there waiting for him to tell.

In the business of owning/operating automotive dealerships it is not uncommon for a son or daughter to succeed the parent as

owner-operator, especially when the family surname is on the sign outside. There are even a few dealerships where a third generation has subsequently become the owner-operator. The *Tasca* story is exceptional no matter the perspective for the life and business principles, which patriarch Robert F. *Tasca, Sr.* practiced and then imbued in the young men and women of his ever-growing family, set in motion a multi-generational dynasty that extends beyond the owning-operating of dealerships.

His maxim that each customer "will be satisfied" contributed to the sixty-plus years of business growth and success. It takes that special something to build a single Ford agency located in the tiny state of Rhode Island into what Ford would formally recognize as its number one Lincoln-Mercury dealer.

Tasca Senior wasn't just in the business of selling and servicing new cars; he was a true gearhead. One of his passions was motorsports, specifically Super Stock. But he didn't just contribute a few dollars and paste a sponsorship decal on someone else's entry. He built an entire race shop with dedicated crew, drivers, transporters, etc. and was a hands-on participant in brainstorming the development of ever-better and quicker machines. It is, of course, these cars, many of which have become collector's items themselves, on which *McClurg* focuses his attention and in the process tells the bigger story too.

Prior to this book your commentator was not aware of Robert *Tasca, Sr.* or his fuller story. *McClurg's* book permits us to meet a man whose personal ethics were key to his business successes for *Tasca* truly made the car buying and owning experience pleasurable for its customers and not just platitudes or ad slogans. That each successive *Tasca* generation, which now includes grandchildren and cousins of the third generation and with members of the fourth coming on strong, has continued to conduct their personal and business lives by the founder's code, engendering similar customer loyalty at the helm of the even larger *Tasca Automotive Group*—selling the full Ford family of vehicles including Mazda, Jaguar, etc., and adding Chrysler, Dodge, RAM, Jeep and another dealership devoted just to trucks—is, as said at the outset, remarkable as readers of this generously illustrated book will appreciate page-by-page.

—Helen V Hutchings

Squire: the Man, the Cars, the Heritage by Jonathan Wood

Classic Motor Cars Ltd. (2015)

squirebook.co.uk (No ISBN)

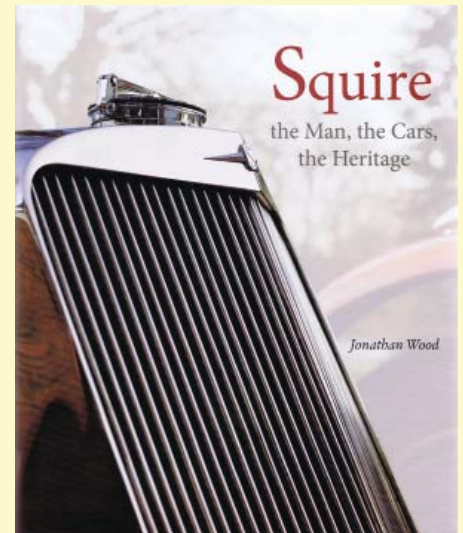
436 pages, 9.6" x 11.7" hardcover, dustjacket

217 b/w, 133 color photos, 135 illustrations,

bibliography, index, 10 appendices

Clothbound price: £100

Leather-bound price: £200



This is one of those rare books that happily comes to life against the usual odds of adverse happenstance. After all, a company that produced seven chassis and then goes out of business could easily be discounted and lost to automotive history. Yet, the sporting *Squire* motorcar solidly occupies its own niche in the twinkled eye of the prewar enthusiast and historian. It could be a story for the silver screen; the tale of *Adrian Squire*, the dashing young man enamored from an early age with the vision of creating a special car, with his first iteration of its specification and appearance drawn out by hand at the age of 16 in the form of a sales brochure. But the odds against this book's creation goes further.

Author *Jonathan Wood* wrote: "If my retirement had gone to plan, this book would never have been written!" His last book, published in 2012, *Rippon Bros: A Coachbuilder of Renown*, is clearly the seminal work on the subject, and it was recognized with the SAH's Award of Distinction for a book in the English Language in 2013. But earlier that same year an idea grew resulting in four *Squire* owners coming together to provide the resources to persuade *Wood* "to write the definitive history of the *Squire*," who stated "I have to confess that I would not have changed my retirement plans for any other

marque.” This is no surprise; the Squire was the first marque he had researched and written about in 1964. He first met Adrian’s son Anthony in 1965, who provided him with much information about his father’s life, as well as photographs and documentation. And for those who collect “Profile Publications,” issue number 64, *The 1½-litre Squire*, published in 1967 was written by Wood. Clearly, the Squire twinkled in the author’s eye for decades.

The author covers the subject in nine chapters, followed by a 108-page section called “The Squire Car-by-Car,” which tells the story and pedigree of each Squire made—the seven completed at Squire and the two completed by Adrian Squire at Remenham Hill. The next 28 pages cover ten appendices with interesting reference material. The index thoughtfully accommodates the reader by boldfacing all page numbers that refer to illustrations.

The £100 price is well in keeping with the size and print quality. It will look great on any coffee table... but it’ll never sit there for long; it’s irresistible to page through and enjoy the pictures, illustrations and captions—read through with inquisitive attention—or just pick any page at random and let it suck you in. To heighten that book-lover’s experience, there’s a £200 version restricted to 101 numbered copies (to resonate with the first chassis number of X101), signed by Adrian Squire’s son and daughter and the author, and bound in green leather with matching slipcase featuring a Squire radiator badge.

Like the light that shines brightest, it goes out soonest—Adrian Squire lost his life in 1940 at the age of 30 during an air raid on the Bristol Aeroplane Company’s Fulton factory. Beyond an interesting story about an interesting car, there’s a feeling of pleasant humane resonance to learn about someone that made happen all that he did so early in life, told by a skilled author that spent more years connecting with the subject than the years the subject lived—along with the legacy tale of all the surviving Squire cars. This authoritative work is highly recommended.

—R. Verdés



Our cover car shot by the reviewer at the Palm Beach show noted on page 356 of the book.

Better Than Gold: Investing in Historic Cars (2nd edition)

by *Hatlapa Dietrich*

HAGI Publishing (Mar. 2014)

historicautogroup.com

350 pages, 8.5" x 11" hardcover, dustjacket

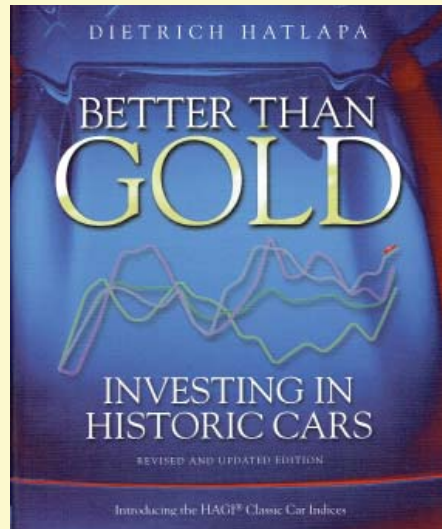
8 b/w, 153 color photos, 76 charts,

2 illustrations, index, 14 appendices

Price: £125

ISBN-10: 0956864481

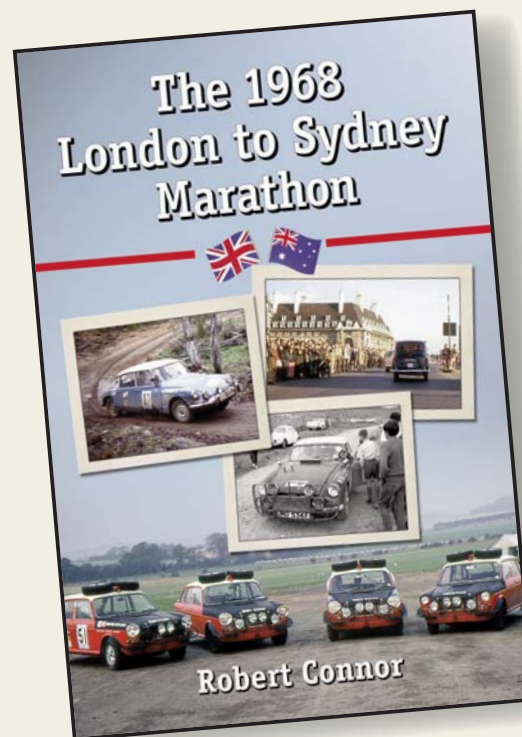
ISBN-13: 978-0956864482



In this book’s first foreward, *Karl Ludvigsen* puts it best: “In this pathbreaking book Dietrich Hatlapa achieves a breakthrough by exploring in unprecedented depth and detail the factors affecting the values of classic cars and the trends that have influenced those values over the last three decades.” Reading through its four parts and 33 chapters, at times one may forget that this is squarely a business book; perhaps that’s because this is a case where we have a “car guy” who is a finance professional paving this trail, rather than a finance professional trying to template the collector car world. In his preface, Hatlapa states: “Classic cars are different from financial markets: they are a passion.”

This is more than a book. Hatlapa, a former director of ING Barings financial markets, formed a group that created HAGI (Historic Automobile Group International) in 2007 and the HAGI market indices that have been tracking decades of performance since 2008. This book shows you much of what you thought you knew in a disciplined way, but more importantly, it shows you what you later realize you should certainly know—with that, you know you’ll refer to it often.

—R. Verdés



On November 24, 1968, more than 250 people from 19 nations set off on a 10,000-mile endurance rally from London to Sydney. Crossing 10 countries, competitors encountered officious border guards, rock-throwing children, collisions, breakdowns, injuries, wayward camels and kangaroos, throngs of spectators and even bandits. Professional drivers vied with numerous enthusiastic amateurs, many of whom had never raced in their lives.

Drawing from personal recollections of more than 60 participants, this book tells the full story.

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The Spectre Arises: The Story of the Phantom III, the ultimate Pre-war Rolls-Royce
by Steve Stuckey

Nubes Argentea (2015)

info@nubesargentea.com

440 pages, 9" x 12.75" hardcover, slipcased
484 b/w, 1 color photo, 116 drawings, tables,
illustrations, photo index, 9 appendices

Clothbound price: €210

ISBN-10: 8890957166

ISBN-13: 978-8890957161

Leather-bound price: €420

ISBN-13: 978-8890957147

(and author) of *Every Cloud has a Silver Lining*, which was awarded the SAH's Award of Distinction for a book in the English Language in 2014. They are nearly identical in format and high quality finish, which makes them look handsome together on the shelf. One marked difference—*Spectre* has an entirely black-and-white presentation, given the near totality of period or near-period pictures used; the only color picture appears on the cover—Lord Bamford's recently restored Phantom III (3CM81) with Vanvooren coachwork that nearly won Best of Show at the 2014 Pebble Beach Concours d'Elégance, and the author's favorite example.

Beyond the scope of the Phantom III, this is also the story about the external forces that led to the creation of this car to include its ambitious 12-cylinder engine, and the paradigm shifts taking place at Rolls-Royce with the growth of their aero-engine production. Despite the depression, car innovation—particularly with high-end marques—was producing V-12, V-16 engined cars with advanced suspension and other technical advances. Stuckey writes: "At the time of his death in 1933 Royce was working on plans for a chassis with a V-12 engine and with independent front suspension to replace the Phantom II." Just at the time the Phantom III was emerging, the aero-engine business was becoming the larger player in Rolls-Royce as a going concern—so much so that if it wasn't for the aero side of the business, the additional weight of the Phantom III's demands on the company's resources would have likely caused Rolls-Royce to have gone the way of other high-end marques that folded before WWII. The ambitious and enigmatic 12-cylinder engine had its issues.

The Phantom III carried its "spectre" (the "dread" meaning) along with a large measure of respect for those cars that were running in good order for years, simply because it was an effort to keep them running correctly, with original equipment. The sophisticated engine parts were not easy to come by, if at all. As late as the 1970s, this was still the case—this aura about the car at the time was articulated in the film *No Compromise* by prolific automotive author and host Michael Frostick. Recorded at the time of the 75th anniversary of Roll-Royce (1979), he told the story of Rolls-Royce model by model; when it came to the Phantom III, he said, "It was Rolls-Royce growing up, and it's the first time they ever let their growing pains show to the public. Most of their growing pains, of course, were really concerned with the engine. They had had a huge success making the engines for the Schneider cup planes, which



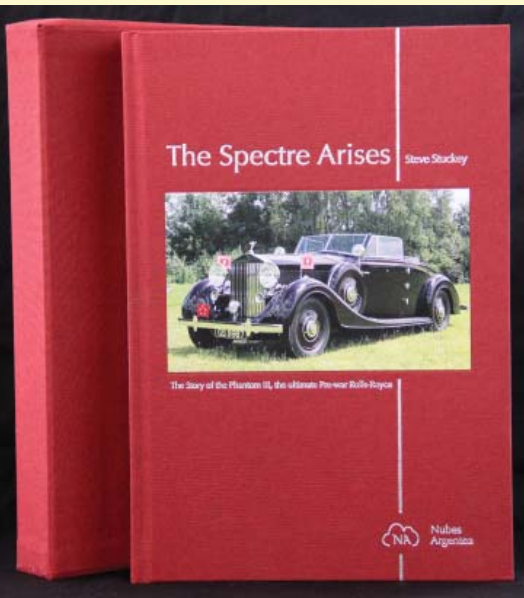
Michael Frostick focusing on the PIII's V-12.

were V-12 aero engines and they really thought they knew a lot about them. Well they did, while they were being serviced by aircraft mechanics that was one thing, but when they came to put it in the car it was really a bit complicated. And it really wasn't until around 1939 that they were beginning to get the car right . . . It was certainly, I suppose, the most magnificent Rolls-Royce in many ways. But it was also the most questionable, the least successful in other ways. Now, the collectors like it if it goes, if it doesn't go the only thing you can do is rip this marvelous 12-cylinder engine out of it and put something else into it. The greatest—and the worst—a funny mixture. But there was *no compromise* in their minds. They set out to do what they thought they ought to do to make the best car in the world." The collector parts world has caught up with the enthusiast world, and now it is possible to deal with all aspects of a V-12 Phantom III within the usual measures of restoration and maintenance. It is apt and fitting that the last chapter of the book is titled "Buying and Owning a Phantom III Today."

There are more than 100 pages divided into nine appendices covering everything from body and chassis details to Phantom IIIs in film (including the Goldfinger car). While there is a photo index—as a great number of these cars appear in the book—there is no index for the text.

With 717 examples of the Phantom III made between 1936 and 1939 (not including the ten experimental chassis made between 1934 and 1937), the subject matter happily lends itself to the possibility of what has happened here: in the hands of this authoritative and capable author, the macro- and micro-history of the Phantom III is captured in a new, detailed and graphically engaging way. To expand on the theme of the graphics: the all encompassing approach of using black-and-white photos is easily forgiven or overlooked when one happily notes the sheer volume of period photographs. For many enthusiasts, a work like this from Stuckey has been anticipated for years; now everyone can have a chance to see why.

—R. Verdés

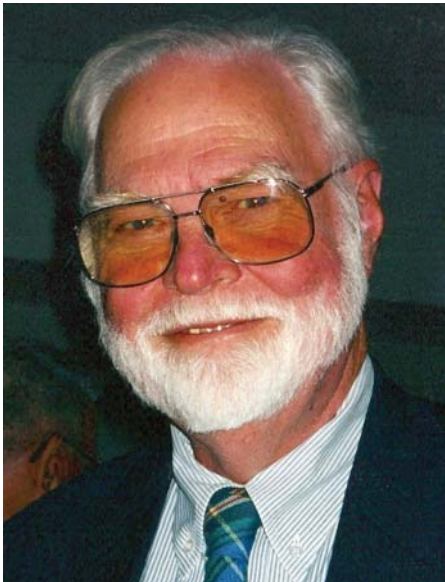


Enthusiasts of the Rolls-Royce Phantom III will likely know that "Spectre" was the company's code name during development. The actual definitions of "spectre" (or "specter") are an apparition, ghost, phantom, etc., or a source of terror, dread—the former was the intended connection; the later shadowed this rare and often misunderstood prewar model. *The Spectre Arises* is completely dedicated to telling the story of the Phantom III.

Another item enthusiasts of the Phantom III will recognize is this book's author, Steve Stuckey. He writes: "Whilst I have never owned a Phantom III, my fascination with them has been with me since the 1970s when I first encountered one in Sydney in my early twenties. Since then I have driven many and admired many more." The mix of this together with his training as an historian and as an archivist (employed by the National Archives in Australia) set an evolution in motion where Stuckey became one of the few leading authorities on the Phantom III.

A quick glance at the image of the book on this page may give our readers a flash of déjà vu. The publisher of *Spectre* is also the publisher

Darwyn Lumley (1935-2016)



Former Society president *Darwyn Lumley* died Tuesday, February 24th, 2016, after a long journey with Parkinson's disease. He passed peacefully at home in Vista, California.

Darwyn Harrington Lumley was born April 4th, 1935, in Ackley, Iowa. His grandfather was a Hudson dealer, which no doubt influenced his interests. He always hankered to own a Hudson, but in recent years had

settled for Bentley and Lincoln Continental instead. A graduate of Iowa State Teachers College, he earned his Master's Degree from California State University in Los Angeles, taught high school and later became an administrator. He retired from the Los Angeles County Office of Education in 1995.

He joined SAH in March 1980, member number 755. From the outset, he expressed his interests as "cultural change and related subjects involving the automobile in shaping modern society." He had a special interest in and appreciation of the importance of finance to automakers, which resulted in his book *Breaking the Banks in Motor City: The Auto Industry, the 1933 Detroit Banking Crisis and the Start of the New Deal*, published by McFarland and Co. in 2009.

Darwyn was elected secretary of the Society in 2003, worked his way up the leadership ladder to vice president, then served as president from 2007 to 2009. He was a member of several other automotive organizations, including the California Historic Vehicle Association and the Fallbrook Vintage Car Club of America, as well as the marque clubs for his favorite makes.

He is survived by his wife of 58 years, Lois Lumley, four daughters, seven grandchildren and three great-grandchildren. His grandson *Nathan Avots-Smith*, with whom he embarked on a number of automotive exploits, is also an SAH member.

I first met Darwyn while I was editing

SAH Journal in the 1990s. He was returning to SAH after letting his membership lapse during the height of his education career. I was immediately impressed by his appreciation of the automobile as more than a simple object of desire, rather as a major component of society. He had a gentle and very subtle sense of humor that left one chuckling long after the moment of his clever quip had passed. During his post-presidential ex-officio board term he continued to mentor his successors. Darwyn, you did us proud and we will miss you.

—Kit Foster

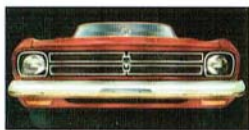
Frans Vrijaldenhoven (1928-2015)

Frans Bernard Vrijaldenhoven of The Hague, Netherlands, died November 30, 2015, at his home, aged 87. He was born at The Hague October 20, 1928, a devotee of the automobile from an early age. His father was an automobile broker and was involved with the importation of American cars into Europe.

Frans interned with Saurer, the Swiss truck manufacturer, after World War II, and later worked at the Jaguar Service Centre in Britain, under the supervision of the legendary Frank "Lofty" England, Jaguar's service manager, competition manager and eventually managing director. Frans's career included many other automotive positions, including a period with General Motors. He was the author of two books, *The Automobiles of Prince Bernhard* and *Dutch Royal Motoring*, and was an authority on the Dutch coachbuilder Pennock. He joined SAH in June 2000, member #2421, and contributed three articles to *Automotive History Review*, "The Cars of Kaiser Bill" (No. 31, Summer 1997), "Kaiser Assembly in Rotterdam" (No. 44, Fall 2005) and "Carrossier van Rijswijk & Zoon of Holland," No. 49, Spring 2008).

We learn from his friend and countryman *Joris Bergsma* that Frans had an extensive library and archive, and that during the months preceding his passing he took special care to give a number of his volumes to people with a particular interest in those marques and subjects. We never met, but through postal and internet contact Frans and I became good friends. He was the epitome of a sincere enthusiast and colleague.

—Kit Foster



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