

SAH Journal



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Billboard

Diecast Hall of Fame: Since its foundation in 2009, the DHF has grown into one of the diecast community's best-known and favorite events. SAH member *Christian Braun* became its chairman last year. Over the years 167 inductees have passed into its annals, including luminaries like Carroll Shelby, Jay Leno, and Larry Wood. For more details, visit their website at: diecasthall.com.

Wanted: Contributors! The *SAH Journal* invites contributors for articles and book reviews. (A book reviewer that can read

Japanese is currently needed.) Please contact the editor directly. *Thank you!*

Joint SAH and HVA Automotive History Conference: April 12-14, 2018, at the Historic Vehicle Association, National Laboratory, Allentown, Pennsylvania. Save the date; and for full details, visit autohistory.org.



Front cover: *Jeff Mahl*, our keynote speaker at the SAH awards presentation in Hershey, arranged for this 1916 Studebaker (chassis 25083) owned by Dennis Barfield to be displayed at our tent on the Orange field during AACA Eastern Regional Fall Meet. This car crossed the U.S. in 2011, and now it is signed up to participate in the 110th anniversary run of the 1908 Great Race. The race will start in New York on June 18, 2018; and for two reference websites, see: 2018nytoparis.com and thegreatautorace.com. A good reference is *Hard Driving: The 1908 Auto Race From New York to Paris* by Dermot Cole (ISBN: 978-1557783608) published in 1991. A review appears in *SAH Journal* No. 139.

Back cover: This promotional ad for the Tucker Torpedo appeared in the December 1946 issue of *Science Illustrated*. This particular example has the distinction, as noted at the bottom, to have been part of the "Alex Tremulis Archives" and the obscured area that looks to have been made by adhesive tape covers the original footer that gave the date of the issue, but it's hand written in the bottom right of the page. Alex Tremulis was an industrial designer who worked at Cord, Duesenberg, Ford, GM, and Tucker. The following details are from the Tucker Automobile Club of America website (tuckerclub.org/alexander-sarantos-tremulis/): "Alexander Sarantos Tremulis (1914 - 1991) was the chief stylist at the Tucker corporation from 1947 to 1949, where he played a crucial role in making Preston Tucker's dream into automotive reality: the legendary Tucker 48 (also known as the Tucker Torpedo), a sleek fastback sedan with a rear engine and unique 3-headlight array in the front. In addition to his work for Tucker (including the design of the concept Talisman), Alex Tremulis' 60 year long career from 1933 to his death put him in the front lines of envisioning transportation from some of the most celebrated automobiles of all time, to advanced concepts in trains and space flight... and even flying saucers."

Submission Deadlines:

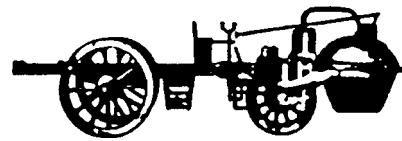
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SAH Journal

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An Affiliate of the American Historical Association



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The Society of Automotive Historians, Inc.

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Join, renew and more right on-line!

President's Perspective

As historians we are likely to promote the thought that if we do not respect the past we will repeat previous mistakes that we might have been able to learn from.

Alternately, what guidance has Alexander Graham Bell provided in the creation of the smart phone? Consider the disruption of Uber and Airbnb who have zero investments in cars or hotels. Is the automotive industry about to embark on similar uncharted territory?

For someone like myself who has examined at great lengths GM's involvement in Europe, departing this market simply could not be justified. This was especially questionable when you consider that GM paid the PSA Group to take over Opel and Vauxhall when you factor in pension obligations.

But what if Mary Barra and her fellow executives recognize the need to start scaling down GM's investment in factories? A future of bidding for large contracts to build homogeneous transport modules is hardly a lucrative industry to be in. By shedding these fixed assets along with future pension obligations in a progressive manner would position GM to be more nimble and able to react to a changing environment.

Throw in the highly regulated environment where emission and safety standards



vary around the world and you begin to understand another reason for GM's contraction from several global markets. If you believe PSA's claim that GM's European engines would not be compliant with future standards without unprofitable electric cars, you realize that maybe, just maybe, leaving Europe was justified after all. Consider also that GM may recall the cost of meeting all the regulations in the USA towards the end

of the last century. This sapped the resources that might otherwise have created and engineered appealing cars instead of regulatory compliant appliances.

By all accounts Mark Fields of Ford has been a highly respected industry leader, but his failure to articulate a future for Ford's involvement in autonomous vehicles likely led to his forced departure. Consider that Henry Ford was the greatest disrupter of his era, but then had to react as GM, followed by Chrysler, overtook his company because Henry refused to grasp the future. Maybe Ford looked at its history and realized that its current leadership needs to have the capacity and foresight to anticipate the future.

Whatever happens with future technology, automotive history will continue to unfold and generations ahead will reflect back as we do, trying to evaluate the challenges of the past. The sad part is that in the same manner that few people today know the pleasure of human interaction with a horse, so too will our future generations not know the skill and delight in harnessing the power and handling of an automobile.

—Louis F. Fourie

Wheels in Time



Morris Salem,
Electric Coupe
1906-07

This photo of a 1906 Morris Salem Electric Coupe is sourced from: chuckstoyland.com/category/automotive/early-electric-cars/

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The keynote speaker was *Jeff Mahl* whose great-grandfather George Schuster Sr. was the driver of the Thomas Flyer that won the 1908 Great Race, delivers his presentation on the Harrah restoration of the New York-to-Paris Thomas Flyer.



THE ANNUAL SAH AWARDS PRESENTATION HERSHEY, PENNSYLVANIA

The 49th Annual Meeting of Members & Gala Awards Banquet took place on Friday, October 6th at the Hershey Country Club during “Hershey”—the AACA Eastern Regional Fall Meet (October 4-7). The highlight of the evening was the awards presentation. Here are the awards, descriptions and the 2017 recipients:

Carl Benz Award

“The Cars of 1969: Rising Middle Class” by *Kit Foster*, published in *Collectible Automobile* (December, 2016).

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.

An article like this represents an immense amount of research for its size because it requires the compilation of data of every manufacturer covered in the timeframe and the information has to be distilled down to a consistent level of detail and clarity and then must be made to read in a smooth and flowing fashion. Kit did just that and as a result, was awarded the top honor from a grouping of very worth nominations. It was a stellar effort and was recognized as such.

—Don Deefe



Don Deefe presents the Carl Benz Award to Kit Foster.

Nicolas-Joseph Cugnot Award

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.

English Language:

Wolseley – A Very British Car by *Anders Ditlev Clausager*, published by Herridge and Sons, Ltd.

ISBN: 978-1906133733



SAH president Andrew Beckman announces the Cugnot Award—English Language for Douglas Leighton, who was unable to attend. The award will be presented in Paris.

Excellence in the writing of history is difficult to achieve. Research must be thorough and clearly documented. Prose must be clear and captivate readers. Analyses and explanations must offer original insights. Anders Clausager’s study of the Wolseley company and its products meets these criteria admirably. Readers commended the book as “automotive history at its best” which will be “accepted as the final authority” on the subject. The author has succeeded in offering cogent insights into the British automotive industry through the prism of a single company. The Cugnot jury unanimously chose this book from a very strong field as the winner of the 2017 Nicolas-Joseph Cugnot Award.

—Douglas Leighton

Language other than English:

Los proyectos desconocidos de CETA y PEGASO. Toda la historia contada desde dentro by *Manuel Lage*, published in Spanish by Fundacion Jorge Jove. (No ISBN)



Arthur Jones announces the Cugnot Award—Language other than English, which will be presented in Paris.

There have been several recent books on the history of the Spanish Pegaso sports car and the commercial vehicles produced by the mother company, including one by this author. What is unique here is the focus on the engineer's prewar background at Alfa Romeo and his efforts to design a general purpose sedan that might have sustained the company beyond its brief turbulent career. Wifredo Ricart has always been a controversial figure and his cars which attempted to combine the requirements for touring and competition in a single design had little success. The world had simply taken a different path towards more specialized technologies.

Ricart's proposals for family cars are described and illustrated from factory records not previously published. Again one is led to question his grip on the realities of the market. Surely a large sedan powered by a four overhead cam 4.6 litre V-8 installed in a chassis and body purchased from the Studebaker Corporation, then struggling to survive, would have been a difficult sell in the European market. The directors of the company seem to have figured this out.

Ricart's successes were in the commercial vehicle area where his innovative designs responded to real needs and kept the company competitive until its purchase by Iveco in 1990.

—Arthur Jones

James J. Bradley Distinguished Service Award

The Center for Digital Scholarship, Indiana University – Purdue University, Indianapolis, Indiana.

Award presented to a deserving library or archive, or to an individual within such an organization, for the preservation of historic 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.

The following passage is from the IUPUI website ulib.iupui.edu/collections/IMS —Ed. The Indianapolis Motor Speedway is committed to preserving its historic assets including documents and photographs, through a comprehensive digital preservation effort. Partnering with the IUPUI University Library, the Indianapolis Motor Speedway is digitizing vital parts of the immense photographic history dating back to

1909 so that these records will be accessible to future members of the company, as well as race fans and scholars all over the world.



Ed Garten presents the James J. Bradley Distinguished Service Award, which was accepted by Kristi Palmer, the Director of the Center for Digital Scholarship at IUPUI (center), and Lucy Grogg, the digitization specialist who scanned the majority of the collection.

Richard and Grace Brigham Award

The Dispatcher, published by Norris-Banonis Publishing Group, Bill Norris, editor.

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 following edited passage is from the magazine's website dispatcheromagazine.com —Ed. The Dispatcher is a quarterly magazine that covers an era beginning in 1904 (Willys-Overland) up through the late 1980s—and ventures beyond that when opportunities



SAH president Andrew Beckman presents the Richard and Grace Brigham Award to Bill Norris.

present themselves. Besides covering Willys and Jeep vehicles, early Ford and Bantam "Jeeps" are also covered. The magazine includes bios about individuals who helped shape histories of the vehicles and the companies that produced them. Also, product and book reviews, feature articles, military and civilian articles, events, readers' rides, historical articles, time capsules, technical articles, off-road adventures, and international articles. We envision this publication to be a resource, to be entertaining, and to be a forum for our readers.

Friend of Automotive History Award

Robert R. Ebert

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.

Bob Ebert has served on the SAH Board since 2001. In addition to his dedicated service, Bob has been a prolific researcher, author, presenter and organizer. He has given freely of his time and talents to numerous SAH committees and was a key organizer of the



Andrew Beckman presents the Friend of Automotive History Award to Robert Ebert.

recent SAH conference in Cleveland. As Secretary, Bob has been a valuable resource to the board and provided keen and sage counsel in some turbulent times. The SAH has benefitted greatly from Bob's tireless efforts. I cannot think of a finer Friend of Automotive History that our very own Bob Ebert.

—Andrew Beckman

Richard P. Scharchburg Student Paper Award

Not awarded for 2017.

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.

E.P. Ingersoll Award

Not awarded for 2017.

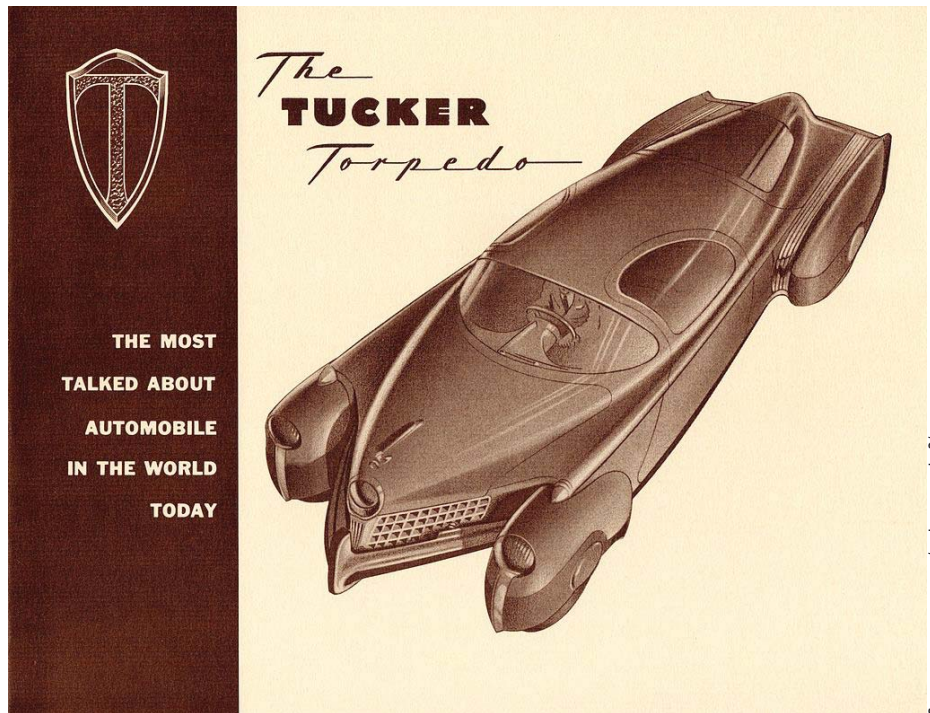
The Ingersoll Award recognizes excellence in presentation of automotive history in other than print media. E.P. Ingersoll was editor and proprietor of The Horseless Age, the first motoring magazine in the United States, and was instrumental in organizing the first vehicle trade organization. The Ingersoll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

The evening began with our keynote speaker *Jeff Mahl* whose great-grandfather George Schuster Sr. was the driver of the Thomas Flyer that won the 1908 Great Race. His presentation covered the Harrah restoration of that very Thomas Flyer. Mr. Mahl is also involved with the 110th anniversary run in 2018 of the New York to Paris race starting on June 19. For details, see the website at 2018nytoparis.com and for even more details, see thegreatautorace.com.

—R. Verdés

ON THE ORANGE FIELD

The SAH's tent on the Orange field at Hershey is an annual pilgrimage for members. *Jeff Mahl* displayed Dennis Wilbur's 1916 Studebaker featured on our cover. The featured event at the tent was the author's book signing coordinated by *Vince Wright* that included authors (l-r): *John Nikodym, Tom Cotter, Donald Hoke, Kit Foster, John Heitmann, Robert Ebert, Robert Casey, Louis Fourie, and Leon Dixon*. Thanks to all the authors that supported the book signing event, and all who "work the tent" each year to make it a success.



THE TUCKER TORPEDO BIRTH OF AN ICON

The year was 1946. World War II was rapidly becoming a memory and here in the United States, people were looking forward to a return to civilian life and the amenities which had largely been denied them during the war years.

Chief among them was access to new cars, something that had for all intent and purpose been denied them since roughly 1942. "Detroit Goes To War" had been the credo and the major auto companies, Chrysler, Ford, General Motors, Hudson, Studebaker, Packard, and Willys, were scrambling to get their assembly lines going again to fill that large market waiting out there.

For the most part, the initial offerings were retreads of their immediate prewar offerings with promises of new models to come.

But then, in 1946, there was one Preston Thomas Tucker (September 21, 1903 – December 26, 1956) of Ypsilanti, Michigan, who announced to the car-hungry public he was going to produce something brand new, unlike any of the usual Detroit offerings. He quickly caught the public's attention to an extent only matched by that of one Henry John Kaiser of World War II shipbuilding fame, who also announced he was going to bring revolutionary cars to market.

For Tucker, it was the 1946 announcement of what he called the "Tucker Torpedo"—a slick two-door coupe by designer George Lawson—that was to have a centrally positioned steering wheel, doors that wrapped up into the roof, front fenders that turned with the car when cornering, a third center headlight that also followed the turning car like a Cyclops, a rear-mounted engine, and seating for three. The latter feature was to include an electrically operated platform that would bring each passenger to an open door.

While the Torpedo was never built, many of its features did make it into what became the "Tucker '48"—a more conventional four-door sedan, but retaining the rear-mounted flat or "pancake" six-cylinder engine, streamlined styling by former Auburn-Cord-Duesenberg stylist Alex Tremulis and the "Cyclops" center headlight.

Safety became Tucker's big selling point for the '48, which was equipped with disc brakes, padded dashboard, a front passenger "crash compartment" and pop-out windshield. It featured race-car-type independent suspension and rear wheel direct drive for the flat-six engine. The engine itself was unique in that it was developed from an air-cooled helicopter engine made by Air-Cooled Motors Corporation of Syracuse, New York, the

remaining vestiges of the former Franklin Automobile Company (1917-1934). It was rated at 166 horsepower at 3,200 RPM and was connected to a 4-speed manual transmission, with a reported Bendix vacuum-electric preselector transmission under development.

Did it work? In 1950—unfortunately, after the demise of the Tucker Corporation—a Tucker '48 clocked 131 MPH on the Bonneville Salt Flats.

Only 51 of the Tucker '48 were practically hand-built by the original company, very few exactly alike. They were put together in a former Dodge aircraft plant in Chicago, Illinois.

Unfortunately, Tucker's business model was almost as radical as his car, including pre-sold dealerships based on little more than promises. This attracted the attention of the United States Securities and Exchange Commission, which charged Tucker with fraud and violation of its regulations, long thought to have been orchestrated by a U.S. Senator at the request of the major Detroit auto companies. By the time Tucker was vindicated in 1950, most of his holdings were wiped out and he abandoned his plans to continue the Tucker Corporation's production of the Tucker '48. However, he did make headlines again in 1952 when it was announced he planned, once again ahead of the major auto companies, to build a small car in Brazil. Negotiations for that project were still pending when Preston T. Tucker died in 1956.

The Tucker Torpedo Today

Interest in the Tucker story and the Tucker automobiles themselves has continued to grow within the antique car hobby. This is especially true since Tucker and his cars were made famous by Francis Ford Coppola's 1988 film "Tucker: The Man and His Dream."

Word began to circulate within the hobby that a replica of the 1946 "Tucker Torpedo" design exercise was actually being built by Rob Ida Concepts, Inc. of Morganville, New Jersey, for Tucker collector Bob Kerekes. The rumor became fact with the announcement in August 2017 that the Tucker Torpedo would make its first public appearance at the AACA Museum in Hershey, Pennsylvania, on Wednesday, October 4, 2017, during the annual AACA Eastern National Fall Meet in Hershey over that week.

Why in Hershey at the AACA Museum? In 2014 the AACA Museum was gifted with

the David Cammack (1927-2014) Collection of Tucker automobiles and automobilia, the largest and most complete collection in the world, including two cars, a chassis, several engines, original blueprints and drawings, showroom signs and promotional materials. This has become the Cammack Tucker Gallery, a permanent exhibit at the museum, and "Mecca" for Tucker enthusiasts.

Builder of the full-scale representation of the Tucker Torpedo, Rob Ida and his father Bob, have a family interest in Tuckers that goes back to their father and grandfather Joseph Ida, who owned one of the ill-fated Tucker dealerships in Yonkers, New York, back in 1947 and never had the opportunity to sell this car of the future. Rob's family business—a world-famous hot rod shop—has built replica Tuckers for different purposes, including such Hollywood movies as "Sin City 2."

The 2017 representation of the Tucker Torpedo is far from finished. As displayed at the AACA Museum, it is a completed chassis with body framing completed, but only half skinned. Engine and drive gear are yet to be installed. What is finished and was operated to the delight of those present at the unveiling is the chain-driven motorized rotating platform for the three aircraft-style bucket seats, which brings each in turn to the left door opening.

Like the Tucker Torpedo itself, the Tucker story isn't finished. John Tucker, Jr., Preston Tucker's grandson, was born in 1953 in the Preston Tucker home in Ypsilanti, Michigan. Even as a teenager he began gathering every bit of information he could on his family and the Tucker automobiles. In 1974, John discovered the Tucker Automobile Club of America (TACA) and its small group of owners and enthusiasts and cheerfully became member #72.

Today, John Jr. continues to research, promote and protect the Tucker legacy. However, it is his twin sons, Sean and Michael, Preston Tucker's great-grandsons, who have carried it a step further, forming Preston Tucker, LLC (see: tuckercorporation.com) and are actively involved in many Tucker-related projects—including the Tucker Torpedo—and will carry the Tucker name into the future. Sean, a graduate automotive engineer, and brother Michael have been working closely with Rob Ida Concepts on the Torpedo and it is Sean who is credited with doing the detailed design work on the chain-driven, electrically operated rotating seat platform.

We look forward to seeing the completed Tucker Torpedo which in 2017 still isn't too far off the Tucker's original sales slogan, "The First Completely New Car in Fifty Years."

—William S. Jackson



Partially completed Tucker Torpedo on display at the AACA Museum. Left to Right: Sean Tucker (great-grandson), John Tucker (grandson), Mike Tucker (great-grandson), Brenda Ida (wife of Rob Ida), Rob Ida, Bob Ida. Front: Ty Tucker (great-great-grandson). Photo: Mark Usciak.



INTERNATIONAL MOTOR RACING RESEARCH CENTER

at Watkins Glen



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THE MICHAEL R. ARGETSINGER 2017 SYMPOSIUM ON INTERNATIONAL MOTOR RACING HISTORY

Thursday, November 9th, was the kickoff of a three-day automotive history conference co-sponsored and organized by the *International Motor Racing Research Center* (IMRRC) and the Society of Automotive Historians (SAH) International Motor Sports History Section held in Watkins Glen, New York. This year was the third annual Argetsinger Symposium on International Motor Racing History, named in honor of the late Michael Reynolds Argetsinger, son of Watkins Glen International motor sports racing circuit founder Cameron Argetsinger. Michael Argetsinger (July 12, 1944 – July 7, 2015) was a respected automotive historian, author and sports car racing driver in his own right. Michael wholeheartedly and unselfishly supported all forms of racing events: at “The Glen” (as the racing facility is internationally known), at the IMRRC, in the Village of Watkins Glen and within surrounding Schuyler County. His family continues to carry on his legacy of support.

The purpose of each year’s Symposium is to bring expert automotive historians from around the world to share their symposium theme-related information and to discuss and present papers on various subjects per-

taining to the diverse nature of motorsports racing. This year’s symposium theme—“The Cultural Turn Meets the First Turn”—was based on diversity. Many fascinating subjects and papers were presented.

Attendees were met by a somewhat unseasonably cold series of days; however, attendance numbers were up and robust. The event opened with the screening of the evocative 2015 film, *Havana Motor Club*, that highlighted the struggle of Cuban street racers to have their sport officially state permitted and recognized, if not sanctioned. The film pulled the veil back on the underground racing scene and their passion to race no matter what!

This film served as the perfect backdrop for *Thomas Adamich*, President, Visiting Librarian Service, New Philadelphia, Ohio. Tom’s presentation theme was: “Primer Plano Cubano de la Carrera de la Calle – Cuban Street Racing Closeup: A Critical Analysis of the Documentary Movie *Havana Motor Club*.” Tom’s study made clear the ravenous passions held by Cuba’s automobile and racing fans despite threats of arrest and other sanctions. Mr. Luis Martinez, who lived in Cuba, validated and supplemented

Tom’s research and findings during Tom’s presentation.

Dr. Mark D. Howell, Professor of Communications, Northwestern Michigan College in Traverse City, Michigan, author of *From Moonshine To Madison Avenue: Cultural History Of The NASCAR Winston Cup Series* and also a former NASCAR team crew member, delivered a stirring insider’s perspective on NASCAR’s current sponsorship, attendance and revenue concerns. His presentation, titled: “It is Alive! Monster Energy’s Attempt to Revitalize NASCAR’s Top Touring Series,” prompted a lot of audience questions and discussion during as well as after the presentation’s conclusion.

Following Dr. Howell was last year’s keynote speaker, *Dr. Daniel J. Simone*, Curator of the NASCAR Hall of Fame, Charlotte, North Carolina. Dan’s presentation focused on the racing history that took place in California during the early 1960s. His topic—“Invaders and Invasions: The Motor Trend 500”—examined the East Coast – West Coast driver rivalries and area racer dominance on certain tracks.

As Dan explained, West Coast racing tended to be dominated by the local rac-

ers, who rarely traveled east to compete on circuits there and vice versa. In 1963 the Grand National was the esteemed stock car racing organization. Guys like Dan Gurney, AJ Foyt and Parnelli Jones were the men to beat on the West Coast, while Richard Petty and Bobby Allison were tops on the East Coast. Few left their regions, and those that did tried to muscle their way onto the others' "home" tracks.

Much of that same mentality remained largely in place well into the 1990s as Jeff Gordon—originally a California-based driver—burst onto the professional stock car racing circuit winning the 1995, 1997, 1998 and 2001 NASCAR Winston Cup Series Championships after winning the 1990 USAC Silver Crown Series Championship and rivaling legendary great champion, Dale Earnhardt.

Much of the supposed geographical rivalry did not exist among the top drivers, even though everyone wanted to win, particularly on "home" tracks. However, as television exposure, new product sponsorships, and audience markets were available in the West along with a well of fresh new talent that could actually compete on the ovals, NASCAR management warmed to the idea of expanding the circuits to be run in their regular season premier series, Sprint Cars.

On Saturday, Dr. Elton G. "Skip" McGoun, William H. Dunkak Professor of Finance, College of Management, Bucknell University, Lewisburg, Pennsylvania, opened the final day's sessions at 10:00 AM to discuss: "Win on Sunday & Sell Fifty Years Later: The Strange Competitive and Commercial Saga of Bentley."

Bentley Motors Ltd. was formed on January 18, 1919, but deliveries of its first model, the 3-Litre, did not begin until August 1921. Like its first model, subsequent models were named in accord with their displacement. Many of the cars found racing duty in hill climb events and dedicated motor sports racing circuits like Brooklands in Surrey, England, United Kingdom. Captain Woolf Barnato—an amateur boxer, heir to a South African diamond mining fortune, and "Bentley Boy" racing enthusiast—appreciated his Bentleys so much that he initially invested some £100,000 so that the company could pay its bills and save the business. Barnato then became the company's majority stockholder and chairman. Bentley continued to produce cars and Barnato along with the other elite "Bentley Boys" continued to

race and win, blurring the lines between amateur and professional drivers.

Bentley cars competed in the 24 Hours of Le Mans races throughout the 1920s with success: 1st place finishes in 1924, 1927, 1928, 1929 and 1930, and with other cars having top 15 place finishes in 1923 (4th), 1927 (15th), 1928 (5th), 1929 (2nd, 3rd, and 4th), and 1930 (2nd, 10th, and 11th). (*Bentley would not win again at Le Mans until 2003, taking 1st and 2nd place.* —Ed.)

Unfortunately the Wall Street Crash of 1929 and the depression that followed—along with other factors—led to insolvency, forcing receivership for Bentley. (*Within that process, the company was clandestinely acquired by Rolls-Royce, Ltd. in 1931 for £125,000 in a sealed bidding auction—a union that lasted until January 1, 2003 when Rolls-Royce Motor Cars became part of BMW as dictated by an agreement with VW in 1998.* —Ed.)

Dr. Paul Baxa, Associate Professor, Chair of the History Department, Ave Maria University, Ave Maria, Florida, spoke on the topic: "A Moving Museum: Tourism, Pilgrimage, and the Iconic Route of the Mille Miglia." The Mille Miglia or 1,000 mile touring car endurance race got its start in 1927 in Italy and ran on road courses through the country side from Brescia to Rome and back.

For the most part, the series was dominated by Alfa Romeo from 1927 to 1938, with the exception of the initial race (when an OM or "Officine Meccaniche" won the race) and in 1931 (when a Mercedes-Benz won).

The Mille Miglia was revived in 1977 as a revival for pre-1957 cars and has been running annually since 1986. The event's celebrated fashion continues to spur tremendous tourism among automobilist and racing fans; and now it has its own museum: Museo Mille Miglia in Brescia, Italy. People love the historic course and various competitive cars of different eras and displacement classes making it virtually a "bucket list" event and destination.

All the way from Ross, New Zealand came Trevor A. Lister, editor of *The Classic Motor Racing Club of N.Z.* newsletter, who miraculously figured out an accurate way to specifically identify early Maserati race cars, particularly for authentication purposes. Trevor's research and findings presentation, "Cultural Confusions: Maserati Serial Numbers," began with a photo of him as a very young lad (circa the late 1950s—early 1960s) watching a race trackside and nearly

on the track! As Trevor so aptly pointed out, vehicles intended for racing purposes are rarely kept intact as when they leave the factory—experiencing a myriad of component changes and alterations often immediately and throughout the vehicles' successive operational lifecycles.

Knowing what components came with which engine and/or chassis for authentication purposes, has been particularly difficult for Maserati race cars that sometimes were tracked by chassis numbers and at other times were tracked by engine numbers. Trevor has broken ground by figuring out how to identify which racing car chassis left the factory with a particular engine. Now vintage Maserati auto race car collectors, restorers and historians can know and clearly understand this identification process using the methods that he shared with those of us in attendance.

Dr. Elsa Nystrom, Professor Emeritus of History, American Studies Department, Kennesaw State University, Kennesaw, Georgia, was the symposium's keynote speaker. Dr. Nystrom's book, *Mad for Speed: The Racing Life of Joan Newton Cuneo*, and the research undertaken to write it formed the basis of her address and presentation.

As Dr. Nystrom explained, Joan Newton Cuneo was an American woman of means who had a serious penchant to go fast and compete in newfangled motorcar machines. Joan was the first woman and American female to race motorcars and actively participate in races as a driver. Joan asserted her right to enter the 1905 Glidden Tour test of an automobile manufacturer's vehicle durability and endurance, despite attempts to exclude her made by the tour's organizing and sanctioning body. And, although the diminutive 5' 2" "tomboy's" White automobile did not finish that tour race, her racing prowess, courage and tenacity caught the attention of the press and public. Joan leveraged that attention to enhance the opportunity to race her self-maintained cars and those loaned to her by supportive male competitors, and she competed on a variety of surfaces and tracks.

In 1908, Joan, having made a bit of a name for herself as a competent race car driver, entered that year's Glidden Tour event. Joan and her car finished the tour with a perfect score. She went on to effectively compete against top male speedway race car drivers such as Bob Burman, Ralph DePalma, and George Robertson.

Disliking all the attention paid to this audacious female upstart, and not wanting women to compete in this “man’s sport” the American Automobile Association (AAA) instituted a ban against women racing in their sanctioned events. Although she could no longer race in AAA sanctioned events, she channeled her energies and efforts into being a prominent advocate for the Good Roads movement; aided charities to help orphans in New York State; and championed the cause of permitting women to race. (*There was even a Good Roads Magazine that was the “Official Organ of the League of American Wheelmen And Other Organizations Interested in Good Roads” in 1901: and by 1905 it was “Devoted to Street and Highway Improvement.”* —Ed.)

Joan Newton Cuneo’s story (later Joan Newton Cuneo Sickman after remarrying) is a fascinating one and Dr. Nystrom’s book is well worth the effort to acquire and read. (*See the book review in SAHJ No. 270.* —Ed.)

Next, this author presented “Anne-Cécile Rose-Itier: Overcoming Gender Barriers and Earning Legitimacy by Competing and Winning”—the racing career and a biography of French female auto racer, Anne Cecile Rose-Itier. (*Our author, Francis G. Clax, is the founder of MotometerCentral™. Attendees at the SAH 2016 Automotive History Conference will recall his presentation “The Motor Heat Indicator: From Obscure*

Novelty Accessory to Necessary Instrument,” see SAHJ No. 279. —Ed.)

Though she was not the earliest female auto racer in history, Anne was one of the best during the mid-1920s through the 1930s. She endured unfounded disparaging statements about her as a driver (and possibly as a woman) and attempts to exclude women from the sport of automobile racing. Nevertheless, she frequently placed high in final race result standings whether in hillclimb or Grand Prix events.

Anne effectively drove “light” class or smaller engine displacement Bugatti race cars in Grand Prix races in the Voiturette Class—generally for engines displacing up to 1100cc.

Other women did race cars in Europe at mostly French racing events, though primarily in women-only classes during the same general period that Anne raced. However, Anne primarily raced against the men; unfortunately, this and certain female drivers’ connections resulted in other women drivers receiving far greater attention than the purpose-focused Anne, despite her impressive accolades.

Anne wound down her active race car driving career by competing in five (a record at the time) 24 Hours of Le Mans races from 1935 to 1939. Anne went on to work during WWII for the French Resistance to the Nazi invasion in an effort to help save French chil-

dren. She also later founded organizations to make racing more accessible to women.

Dr. Jeremy R. Kinney, Smithsonian Museum Curator of the Aeronautics Department, Smithsonian National Air and Space Museum, Washington, DC, covered a lot of ground discussing his topic: “Speed through a Man’s World: Women Sports Car racers in the 1950s and 1960s.”

Afterwards Jeremy, Francis, and Elsa joined symposium co-organizer and moderator, *Dr. Patricia “Pat” Yongue, Professor Emeritus of English, English Department, University of Houston, Houston, Texas, as the panel for a group and audience discussion on “Women in Racing.”*

The panel discussion persevered despite a major geographic power outage in the vicinity of the IMRRC, Watkins Glen, and the Arc of Schuyler school facility, where that day’s Symposium events were held. The school’s backup power generators proved their worth and saved the remaining moments of the symposium. The event formally concluded with a dinner at the local Upper Deck Grill in Watkins Glen. All of the speakers and their guests really enjoyed this final opportunity to socialize among colleagues and close friends.

The Symposium was live streamed on the IMRRC’s www.racingarchives.org website and the IMRRC will post individual presentations on their YouTube web channel.

—Francis G. Clax



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A sample of Aisa booklets



Book Reviews

Women at the Wheel: A Century of Buying, Driving and Fixing Cars

by Katherine J. Parkin

University of Pennsylvania Press (2017)

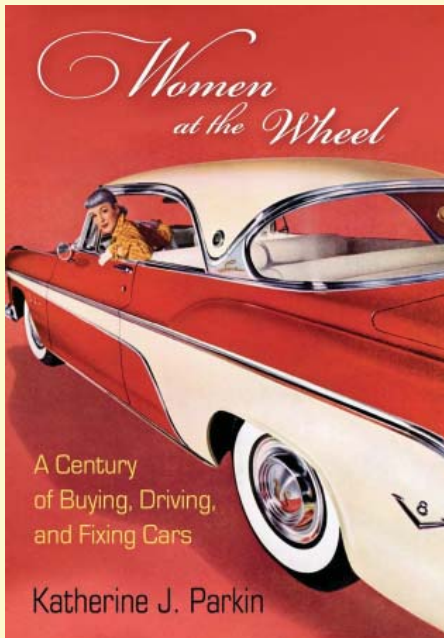
upenn.edu/pennpress/book/15712.html

272 pages, 30 images, 6" x 9" hardcover

Price: \$34.95

ISBN-10: 0812249534

ISBN-13: 978-0812249538



Fresh new interpretations exploring the relationship between women's lives and the automobile have followed the pioneering work of Virginia Sharff's *Taking the Wheel: Women and the Coming of the Motor Age* (1992), including Deborah Clarke's book *Driving Women: Fiction and Automobile Culture in Twentieth-Century America* and now Katherine J. Parkin's book *Women at the Wheel*. The author, a history professor at Monmouth University, has gone beyond her previous work on food, advertising and gender roles to now examine women and their place in American car culture. In sum, she has done a remarkable job in terms of research and writing. Parkin's mastery of the sources is noteworthy, as she has drawn on considerable archival, printed, and ephem-

eral material to weave an engaging and informative narrative.

Women at the Wheel is divided into five chapters: "Learning to Drive," "Buying a Car," "Driving a Car," "Caring for a Car," and "The Car and Identity." Each of these sections highlight the author's main contention that women had (and still have) a very different automotive experience from men, as a patriarchal society defined their role primarily as "passengers rather than drivers." When they did drive, they often did so to do the "domestic work expected of them." (p. ix).

Despite its feminist orientation, this book is far from a shrill diatribe attacking male cultural dominance, however. Parkin's prose is engaging, and her use of advertising is most effective. She concurs with Deborah Clarke in asserting that advertising has "the widest and strongest impact in shaping our awareness of cars and car culture," and thus frequently weaves in specific advertisements with her discourse. Nevertheless, I would take issue with that interpretation, as there are experts in the advertising field who argue that ads can also be reflective of cultural norms. The causal connections are far from only one way. Thus with regards to advertising shaping consumer preferences we have a sort of chicken and egg argument.

But overall, the author's insights are well taken. And Parkin's willingness to tackle recent history is refreshing. Who hasn't heard a joke about women drivers and their competency, as unfair as it might be? In the chapter entitled "Caring for a Car," the author convincingly shows how advice was often spelled out with domestic analogies, so that the ideally-cared-for car was healthy, well fed and carefully maintained very much like a child. Her points about women and the licensing process, car designs as having parallels to a woman's body, the matter of cars that resonate with women—"chick cars"—all are important topics in automotive history.

In sum, this is a book that I will definitely use when teaching the automobile and American Life in the classroom. Personally, however, the significance of *Women at the Wheel* is that it has opened my eyes to the very different automotive experience that women have had. In particular I now understand far more what my wife and daughter think when driving or purchasing a motor vehicle. Whether that helps in improving the quality of my domestic life or not remains to be seen.

—John Heitmann

Azure, Brooklands, Seraph and Arnage

by Richard Vaughan

363 Insights LLC (2017)

lulu.com/shop

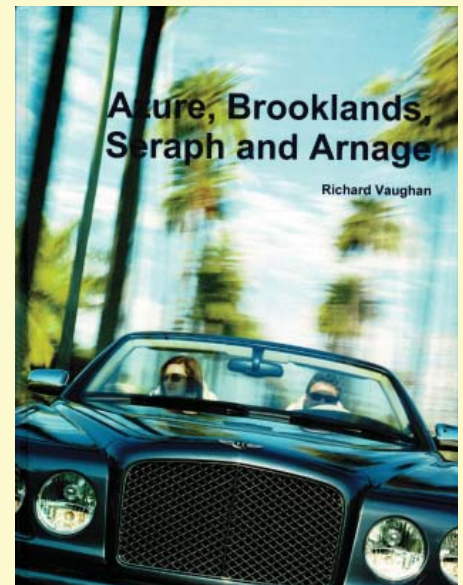
198 pages, 8.5" x 11"

358 color, 1 b/w photos, and 22 illustrations

Price: \$104 (hardcover), \$94 (softcover)

ISBN-10: 136587513X

ISBN-13: 978-1365875137



In the Rolls-Royce and Bentley world, the various models are usually produced for many years, e.g., regular deliveries of the Rolls-Royce 40/50 hp "Silver Ghost" began in 1907 and ended with the last U.S.-made left-hand drive versions in 1926, the Silver Cloud (and Bentley S1) was introduced in 1955, ending with the Silver Cloud III (and Bentley S3) in 1965, the two-door convertible version of the Silver Shadow ran from 1966 to 1995 in various evolved versions of the Corniche, and the Silver Spirit (and Bentley Mulsanne, the so called SZ models) ran from 1980 to 1999 in various model iterations—surpassing the 1998 date of its successors' introduction (the so called SL models)—those successors are the subject of this book.

The title refers to one Rolls-Royce (Seraph) and three Bentley models. It's a rare thing where only models are mentioned in a title, e.g., a book on the E-Type, or Testarossa, or Countach would usually mention Jaguar, or Ferrari, or Lamborghini respectively, but this book's cover photo emphasizing a Bentley radiator and badge helps anyone outside of enthusiasts circles to know what's likely to be inside.

There are several ways to approach the subject of marque histories, from an emphasis on their genesis and biographies and roles played by their makers, to production and specification data analysis. The emphasis in this book is weighted towards the latter. The models considered in the book comprise an entire production run of only 10,727 cars made between 1998 and 2010, but in that number there are 24 distinct sub-models, and that implies an average of 447 cars per model—though that’s not how it breaks down. For example, of 7,359 Arnage Bentleys made, there were only 40 Arnage T-24 Mulliner examples made. While the Bentley models covered span a decade-long production run, the Silver Seraph had a really short production run by usual Rolls-Royce standards, which ended when Rolls-Royce Motors moved from VW to BMW effective January 1, 2003—a production run from 1998 to 2002 that totaled only 1,698 cars.

Compared to the larger manufacturers, Rolls-Royce and Bentley are “boutique” marques, emphasizing bespoke and exclusive model runs; accordingly, the devil is really in the details to understand these cars—particularly when looking at them from an historical perspective, or as a potential buyer of these “modern classics.” This book does well on both those levels, but is indispensable from that later perspective as a buyer’s guide.

The author is a professional car designer by trade. He is also a (hopeless) Rolls-Royce and Bentley enthusiast (he has owned examples of this model range), and editor of *The Modern Car*, the publication of the Modern Car Society of the Rolls-Royce Owners’ Club (RROC). Those three pillars triangulated to cause a motivated and passive flow of information and images to accumulate in his archives, along with sources coming from fellow enthusiasts. That is seen in this book, because in order to bring some of the information and pictures of some of the few examples produced of various models, knowing those owners is really helpful.

It is also helpful to have cars identified by chassis (VIN) number; and that is done in this book, but those numbers are not in the original 17-digit format. The book uses the RROC “shorthand” where the first three letters are the ones from the VIN that represent model, brand, and year, e.g., a car captioned as LBX-02221 is an Arnage (L), Bentley (B), 1999 (X), with its sequence number of 02221; and the dash is meant to note a chassis number that has been reformatted, as all other RROC chassis number

records for pre-1980 cars do not have a dash. This is a very efficient method to capture essential vehicle data, which works well for the RROC’s policy and custom to track and identify cars by chassis number in all their publications, but it is not a method that’s used in media outside of RROC publications. Unfortunately, this methodology is not explained in the book, but given this shorthand includes the sequence number (i.e., the last five digits of a 17-digit VIN number), readers and posterity will be able to identify the cars so captioned.

The author published an earlier book in 2016 called *The Complete Guide to the Rolls-Royce Silver Seraph and Bentley Arnage* (ISBN 978-1329861374), but this book focuses in on other variants, though there is overlap. Together, the 2017 book could be viewed as complementary volume to the 2016 book.

This book was self-published—there are various methods to go about doing this; here lulu.com was the conduit. For those interested in the subject of self-publishing, the general print quality, binding and spine were well done. There are some distracting elements that look to be issues with layout, e.g., the text on p. 190 is right on the edge of the top of the page—that the first line was not trimmed off is either a matter of luck, or a testament to precision of the printer; also, the text throughout the book is formatted in a single column the width of the page, which is probably less reader-friendly than a two or three column format. The number of pictures and illustrations far exceeds the number of pages, so the material is very well supported by visual examples.

Reviewing this book served as a refreshing reminder of the aspects, details, and variety of offerings that went into these cars. From that view, this book almost reads like a guide, particularly when it comes to pointing out the things that could really be expensive to address—making this a valuable resource for anyone thinking of owning one of these cars. Here’s just one example from the book: “Probably the single biggest potential risk is buying a car that has not had the cabin pollen filters changed regularly with the required annual service. When this isn’t done, the blower motors have to work harder than they were designed to and eventually they burn out. To replace them, the entire interior of the car must be removed down to the sheet metal. It’s a repair that involves over 40 hours of labor. Walk away from any car that does not have documented service,

especially for this simple \$100 maintenance item. You have been warned!” Also, there’s a chapter called “Buying and Owning One” that gives concise advice and an inspection checklist nearly three pages long.

These cars originally sold in the \$300,000 range—and often for much more, but now they are surprisingly affordable to buy and still have a relatively fresh look, particularly the coupes and convertibles. This book is indispensable for learning what you would want to know, whether you are an owner, potential owner, or just curious to know about in-depth details that are not readily seen in other books.

—R. Verdés

The Definitive Camaro Guide 1970½ to 1981

by Jason Scott

CarTech, Inc. (2017)

cartechbooks.com/ 800-551-4754

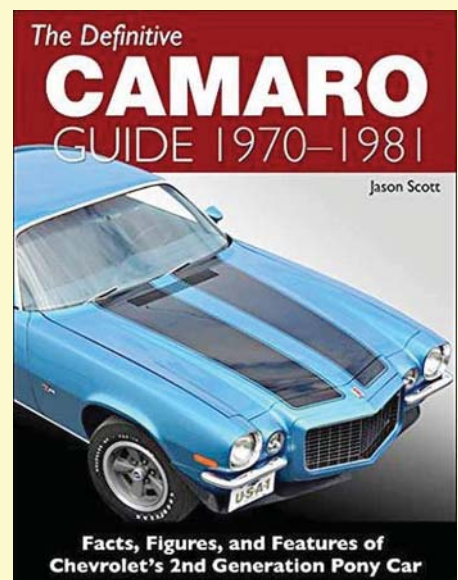
192 pages, 8.5" x 11" hardcover

419 color images, index

List Price: \$39.95

ISBN-10: 1613252196

ISBN-13: 978-1613252192



“Here’s a bit of humorous irony: Camaro was Chevrolet’s response to the Mustang. But the Mustang was Ford’s response to the Corvair. So, what was the rear-engine, air-cooled Corvair a competitor for? VW’s already-legendary Beetle. So, in a roundabout fashion, the Camaro owes its existence to Wolfsburg’s underpowered ‘people’s car.’”

Compare the exterior of any of the first three generations of the Camaro to their Mustang contemporaries and there is no question that GM’s designers had Euro-

pean shapes on their brain, but supersized in terms of dimensions and—thanks to less restrictive tax and insurance regulations—engine choices.

Nearly two million Gen 2 models were built and you don't have to try hard at all to find a decent one nowadays. The world is not exactly awash with books about this then and now popular car, but the publisher's claim that this book is the "first ever to exclusively cover" it seems a bit of a reach. Be that as it may, it is the newest and shiniest, and in all regards a winner.

Among the older books, the ones covering repair and restoration procedures are pretty much timeless and worth keeping, but when it comes to year-to-year model history and authenticity questions, this new book offers a new and improved baseline. Author Scott had already tackled the Gen 1 cars in his highly regarded 1967–1969 Camaro Restoration Guide, and he not only owns a number of Chevys but has written about them for many years and was, in fact, once the editor of *Muscle Car Review* and *Chevy Action*.

If you're a Camaro newbie, the book's seven chapters give a solid if brief introduction to the car, its reason for being, and the key changes over its long life. If you're a restorer, this book won't disappoint either, especially when it comes to trim, decals, options, and specific finishes. Most of the photos (there are no tech drawings, diagrams or the like) are of modern (restored or original) cars.

Four appendices present tables of codes (VIN, engine, trim) and a multi-page price list by year. Also listed are parts sources and other vendors. Any index is better than none but this one is on the very thin side.

It is worth noting that Scott has a flair for writing easily flowing prose arranged in properly constructed sentences—for readers who enjoy a good book, regardless of its specific contents, this alone commends Camaro.

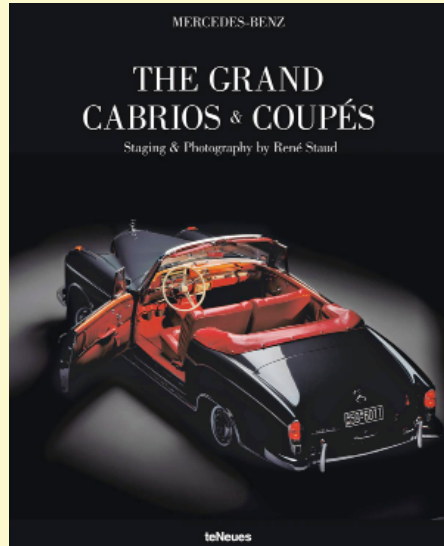
This publisher's series of *Definitive Guides* is not new and so makes an interesting comparison to their new *Muscle Cars in Detail* series (which will have as its fourth installment 1969 Camaro SS) that rings up at only half the cost but also cannot touch the "*Definitive Guides*" in regards to detail although paper and photo reproduction quality and the visuals in general (tables and such) are similar.

—Sabu Advani

This review appears courtesy of speedreaders.info where it was first published in substantially similar form.

Mercedes-Benz: The Grand Cabrios & Coupés (English, Chinese, German)
by René Staud (photos), Jürgen Lewandowski (text)
teNeues, (2015)

books-teneues.com/ +49-2152 916-0
304 pages, 12" x 15.2" hardcover
160 color & 35 b/w photos, hardcover
List Price: \$125
ISBN-10: 3832732934
ISBN-13: 978-3832732936



"In a coupé, convertible, or roadster, on the other hand, you are mainly transporting yourself, while at the same time celebrating the aesthetics of a beauty that has no need to attach value to rational functions. Better yet—it is not permitted to attach any such value, otherwise the mystery wouldn't be a mystery anymore."

Which is why Mercedes-Benz "invented" something they insisted on calling the world's first four-door coupé, the 2006–current CLS class whose sexy, swoopy, curvy lines are not weakened by having a set of rear doors. No matter the hoopla M-B heaped on it, that lovely car didn't make it into this book.

The common denominator of the 16 models in this a book is that they have two doors—even something as ponderous as the 1965 600 "Nallinger" coupe that was only slightly less humongous than the state limousine in the same series—and that they are road cars.

Speaking of big, as with all the oversized books by this publisher you'll want to flex your wrists before picking this one up—almost 8 lb and an unwieldy 12 x 15" have a

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The Chandler Automobile

A History Including the Cleveland and Chandler-Cleveland Marques



James H. Lackey



Incorporated by veteran automakers in 1913, the Chandler Motor Car Company manufactured an array of quality automobiles at a range of prices. Ultimately victims of mismanagement and model over-proliferation, Chandler and its lower-priced companion marque, Cleveland, were well respected until their untimely demise.

Drawing on numerous automotive histories and two large private collections of memorabilia, this exhaustive, heavily illustrated study details the companies, their founders, and the year-by-year evolution of the model range. Specification lists are included, model by model.



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way of punishing the unwary.

And as with all books by German lensman René Staud (b. 1951)—who won his first photo competition at the tender age of 12—you can expect the most artistically sumptuous and technically sophisticated of photos.

Like all his other car books, this book is not meant to be a learned exposition of anything in particular. Approach the book with that expectation and you'll be sure to find it wanting. There is text, by German automotive journalist and amateur racer Jürgen Lewandowski who absolutely knows his way around a car, but this book is first and foremost a celebration of the visual.

Staud is a commercial photographer with decades of experience, not only behind the camera but as an interpreter or translator of what's in front of the camera. Working for and with manufacturers he is sensitive to brand value and message, to "image" in the psychological as well as the literal sense. This is a long-winded way of saying his compositions are not random or generic but tailored to bring out the quintessence of a thing. Interesting as this all is, it is left to the reader/viewer to tease it out because the scant text confines itself to a few introductory sentences about each model or series and tables of basic specs.

There is, however, one aspect of his behind-the curtains activity that readers, especially photographers, will lap up: a chapter, illustrated no less, of how he and his team stage and shoot cars. The book ends with the 1996 Paris show car, the F 200 Imagination that many people will have long forgotten.

The foreword is by Bruno Sacco (b. 1933), the Italian designer who was M-B's head of styling 1975–1999, after first putting in a stint as chief engineer in 1974 and therefore has an uncommonly organic understanding of the marque's philosophy. It is much too short to say anything of real value and is noteworthy simply because so many of the cars here fall into his tenure. (His favorite design is the 190 introduced in 1982 which is about as far removed from the cars celebrated in this book as possible.)

To beat a very dead horse: photo books that have images across the gutter should not be bound with flat spines that won't allow the book to open fully.

—Sabu Advani

This review appears courtesy of speedreaders.info where it was first published in substantially similar form.

In Memoriam

George Nicholas "Nick" Georgano (February 1932 – October 22, 2017)



Source: alwisarchive.com

Nick Georgano passed away in Guernsey where he had moved to in retirement. He authored or edited an astonishing array of books, over 60 titles published in the UK and the USA apart from many translations, ranging from modest Shire volumes to *The Complete Encyclopaedia of Motorcars* first published in 1968 and its ultimate successor *The Beaulieu Encyclopaedia of the Automobile*.

Nick was born in 1932 and allegedly attempted his first motoring encyclopaedia, a list of trucks, at the age of 7. His first published title was the update of Doyle's *The World's Automobiles* in about 1958. After graduation from Oxford in 1956, Nick for a while followed the teaching profession, but from 1976 to 1981 he was librarian at the National Motor Museum at Beaulieu.

In 1969, Nick was a founder member (number 32) of the Society of Automotive Historians in the USA, and on 16 February 1980 he was one of the founders and first secretary of the UK chapter which became the SAHB where he was recognized as honorary member. He served for many years as a trustee of the Michael Sedgwick Memorial Trust and was a member of the advisory council of the National Motor Museum. He was for some time a member of the VCC

dating committee. He twice won the Guild of Motoring Writers' Montagu award, for *The Complete Encyclopaedia of Motorcars*, and in 1995 for *Britain's Motor Industry The First Hundred Years* (of which Nick Baldwin, Jonathan Wood, and Anders Clausager, were privileged to be his co-authors). He was the first winner of the SAH Cugnot award in 1972 with *A History of Sports Cars* and won it twice again, in 1980 for *The Complete Encyclopedia of Commercial Vehicles*, and in 1993 for *The American Automobile - A Centenary 1893-1993*. In 2001, *The Beaulieu Encyclopaedia* got a Cugnot award of distinction. Nick received many other honours and awards.

Nick was a courteous and charming man, rather private and perhaps somewhat retiring, but he could display a sly sense of humour. The depth and breadth of his knowledge of automotive history was astounding, and he was enormously respected by his professional colleagues. He was always ready with help and advice. He will be much missed by all of us in SAH and SAHB, and by his many other friends and colleagues. We honor his memory.

—Contributed by Anders Ditlev Clausager with minor editing by Louis F. Fourie

In Memoriam

Bobbie'dine Rodda (December 11, 1921-October 27, 2017)



Photo: Helen V. Hutchings

Bobbie'dine Rodda may be remembered for the tens of thousands of collector cars she photographed in the last half-century. Two prints of each were ordered so she could mail one to the owner of the car (not expecting anything in return).

Quick with a heartfelt smile, Bobbie'dine (rhymes with Halloween) not only had a Christmas card list with 5,000 names way back when, but she could easily recognize many times that... and remember what cars they owned.

Even more remarkable is that Bobbie'dine never re-wrote anything. Every note, e-mail or article to be published was simple yet powerful. Her use of the English language came so easily to her that (in my opinion) she took it for granted.

Bobbie'dine also read any collector car magazine she ever saw. At one time that was more than 300 per month covering sports cars, motorcycles, kit cars, antiques, muscle cars and her beloved Classics.

"If you are not doing anything tonight, why not go with me to Monrovia?" she

asked. "Bill Cannon, editor of that fantastic new magazine (*Skinned Knuckles*) wants to organize a chapter of the Society of Automotive Historians."

Bill Cannon was a former mechanical engineer at Ford Motor Company who believed that automobiles were pretty special as they were originally manufactured. His practical no-nonsense approach made him the perfect choice for treasurer of the proposed Southern California Chapter. I became the first president of this organization while Bobbie'dine became the vice-president because she knew everyone.

There were fewer than 20 people at this first meeting, half of which I recognized. None of us knew what the chapter was supposed to do.

"Every newsletter editor in the hobby is a historian," Bobbie'dine firmly stated. "What they write today becomes tomorrow's history. For the next 25 years she never stopped inviting people into the chapter."

I favored a quarterly meeting in automotive museums and specialized libraries

where professionals and serious historians would gather to exchange ideas and resources. Others favored a series of meetings where experts on any aspect of old cars could be explored.

One night in Hollywood, Mark Dees asked if he could bring in *The Miller Dynasty* and give us a chance to buy a copy before it was offered to the hobby.

Bobbie'dine quickly suggested that any other author should do the same. "We can set up card tables around the room if necessary."

Three months later with a room jammed full of automobile books, she said that it should be an annual affair. "I'll ask Briggs Cunningham. He has a big parking lot that's not used Sunday mornings."

And so the SoCal SAH started a long series of highly-successful "Automotive Literature Faire & Exchange" events.

Four years later Bobbie'dine started her *Automotive Calendar of Events*. The SoCal SAH enjoyed plenty of advertising in what hobbyists would come to know as "Miss Information." This often 32-page magazine would be mailed to over 36,000 hobbyists in California, Arizona and Nevada on a rotating basis. Only a small portion of the 12,500 each month were paid subscriptions. In fact, whenever anyone would mail her a donation for the photographs she distributed, she would list them as subscribers. Subtracting the editors who exchanged publications with her, it was difficult to say the magazine would ever be profitable.

Yes, everyone knew about the long hours I spent on the magazine, but few knew how much Bobbie'dine spent of her own money helping her friends in the hobby.

Not long after Clint (her husband) died, "Miss Information" was sold to *Joan Denver*.

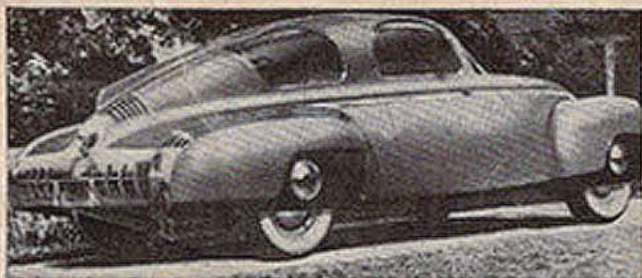
Bobbie'dine missed the daily interaction with hobbyists, advertisers and promoters but without Clint she discovered that she was no longer on a "500-mile leash." Bobbie'dine then traveled extensively bringing a basketful of enthusiasm and optimism wherever she went.

By this time however, her hearing had almost completely vanished. She would read lips or just answer something to what she thought someone said... always with a smile.

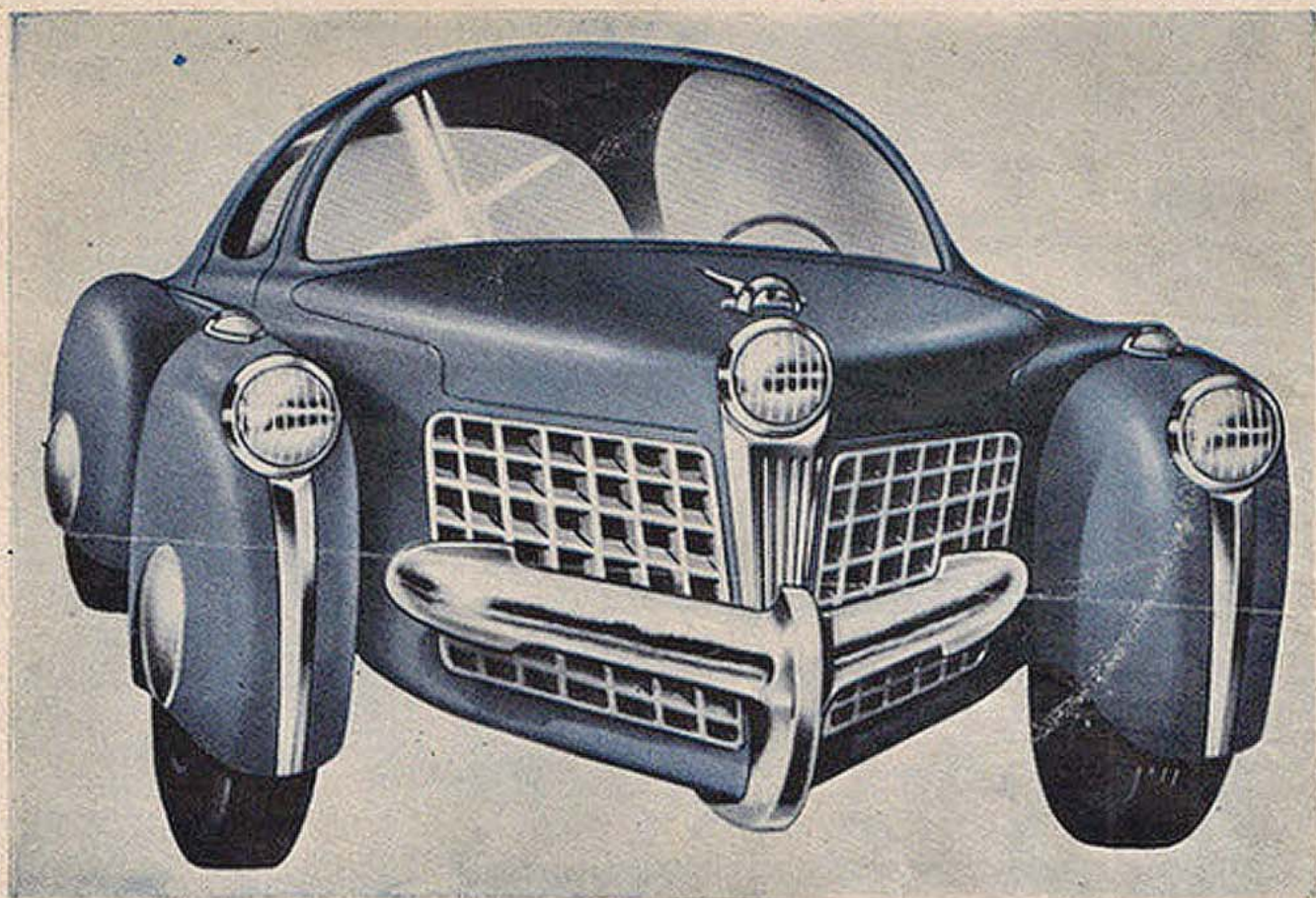
For Bobbie'dine, the hobby didn't end when she physically couldn't be everywhere. She proofread for a half-dozen quality publications well into her nineties. "You don't know how much it means to me being able to contribute," Bobbie'dine Rodda wrote me each month.

—John C. Meyer III

TORPEDO ON WHEELS



LONG, LOW, and streamlined, the Tucker Torpedo has doors that extend into the top for easier getting in and out. Brakes are of an automatically adjusting type developed originally for racing cars. A new engine can be installed in 15 minutes when necessary.

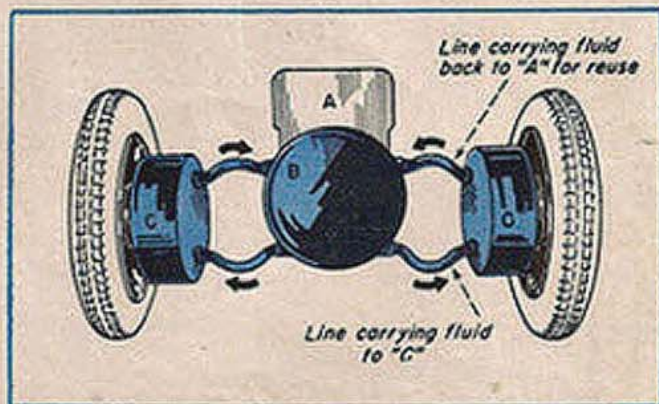


Engine in rear, all-hydraulic drive
make the Tucker a real car of the future

MORE like a Buck Rogers Special than the automobiles we know today, the Tucker Torpedo is scheduled to hit the road sometime in '47. If all goes according to plan, this startling car will incorporate a series of spectacular engineering innovations that conservative auto manufacturers have classified as "at least five or six years off."

Here are some of the highlights of this 126-inch wheel-base vehicle in its present design:

Hydraulic torque converters provide a direct power-transmitting system that does away with the customary clutch, transmission, drive shaft, differential, and rear axle. That eliminates about 800 working parts and saves



OPERATION of car's hydraulic drive is shown in diagram above. Fluid in reservoir (A) flows to pump (B) driven by car's engine. Pump forces fluid through flexible pipes to hydraulic motors (C), which drive rear wheels. Fluid then returns to reservoir for re-use.