

# SAH Journal



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## Billboard

**Fiat and Volkswagen Items for Sale:** Two 1985 VW dealer showroom brochures, one for Cabriolet, the other full-line. *Fiat Bible 1963-1983* mailing prompted by opening of Faza in January 1985. Both \$25 includes US shipping. Individually, \$13 each. *Helen V Hutchings* SAH #1137, 2614 Sirius Street, Thousand Oaks, CA 91360-2943 hvhent@juno.com.

**1997 Cugnot Award Winner: Back in Print:** Longtime SAH member, published author and respected historian *Michael Lamm* has issued a reprint of his and the late Dave Holls' book: *A Century of Automotive Style: 100 Years of American Car Design*, which was awarded the 1997 Cugnot Award of Distinction (ref. SAHJ #171). This limited quantity (500) reprint is 9" x 12" (same size as first edition) and available from Amazon.com and/or LammMorada.com for \$69.95 (ISBN: 978-0932128072).



**2014 Golden Quill Award:** The *SAH Journal* was honored with *Old Cars Weekly's* 2014 Golden Quill Award in the category of Museums and Associations. This honor belongs to our contributors—all of whom earned this award for the Society of Automotive Historians.

**Searching:** The Virtual Steam Car Museum has acquired all the steam car material from the John A. Conde Collection. Much of it is now scanned and uploaded to the VSCM web site and all will be posted before year's end. The VSCM is searching for a good photo of John Conde. Please contact *Don Hoke*, vscm@virtualsteamcarmuseum.org.

**Your Billboard:** What are you working on?... or looking for? Do you need help? Don't suffer in silence; put the word out to your fellow members. To place a Billboard announcement, simply contact the editor: sahjournal@live.com.

**Website:** The SAH's website, autohistory.org, often receives updates far ahead of this journal. Please have a look today.

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### Submission Deadlines:

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

**Note:** the SAH Journal is a bimonthly publication (printed 6 times a year) and there is a two-month horizon for submitted material before it is mailed (e.g., material submitted by February 1st appears in the Mar/Apr issue and is mailed on or before 3/31.) All letters, manuscripts, and advertisement submissions and inquiries go to the editor.

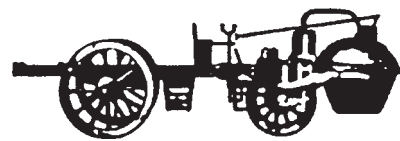
**Front cover:** the subject of our feature article by David Cooper: the 1943 Alfa Romeo 6C2500 Super Sport Cabriolet (chassis 915522) in its day, at the Florence checkpoint during the 1948 Mille Miglia. © Archivio Foto Locchi Firenze

**Back cover:** John Schieffelin, president of the VSCCA (Vintage Sports Car Club of America), in his 1939 MG TB competing in the *Grand Ascent* on Saturday, June 13, 2015, the weekend of *The Elegance at Hershey*—the annual concours in Hershey, Pennsylvania.

# SAH Journal

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



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

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SAH Journal • July / August 2015

## President's Perspective



Mid-Summer is here and the top is down! After six weeks in Germany teaching automobile history to engineering students, my time is now my own until mid-August, although my wife would disagree with me on that last point.

This was the third time I taught in Germany on a study abroad program that integrates my lectures with material from lean production and automotive technology courses, and while there were few surprises, a number of highlights stick out in my mind. Certainly one was a visit to the Porsche Museum in Stuttgart, where we arrived on the

Saturday morning of the Le Mans race. As it happened the Museum was open for 33 hours in celebration of Porsche's attempt to win at Le Mans with three 919 hybrids (they did place one and two). After archivist Dr. Dieter Landenberger took the class for a guided tour of the collection, we all enjoyed an event that took place outside the museum where previous Le Mans cars were fired up and driven on an improvised track. Porsche provided camping beds for students who wanted to stay the night and watch the race on a big screen, which proved memorable but not conducive to the writing of an assignment that was due the following Monday. A second highlight had to be the week students spent at BMW Leipzig, where host Dr. Stefan Franchel organized a variety of activities that culminated with student drives of BMW cars, including the i3 and i8.

Before you know it, however, summer will be over. The SAH Hershey fall meeting and awards banquet is on the near horizon. For me, my two-year term will come to an end, and the leadership torch will be passed to *Andy Beckman*. I ask all of you to plan to come to Hershey, spend time at the SAH tent, and attend the Friday night banquet at the Hershey Country Club, where keynote speaker *Tom Cotter* will cap evening festivities. Ask yourself what you can do to serve the Society, in terms of committee assignments, financial and marketing expertise, or just in submitting a paper for presentation at our next Biennial Conference to be held in Cleveland in the spring of 2016. And I hope to see you on the Hershey field!

—John A. Heitmann

**Billboard** continued from page 2

### AUTOMOTIVE HISTORY CONFERENCE CALL FOR PAPERS

The Society of Automotive Historians is seeking proposals for papers to be presented at its Eleventh Biennial Automotive History Conference to be held in Cleveland, Ohio, USA, from April 14 through 16, 2016. The conference will take place at the Cleveland Airport Marriott Hotel, 4277 West 150th Street, where a block of guest rooms has been reserved.

The conference theme is “**Automotive History: Beginnings and New Beginnings**” and will focus on the first steps of the nascent motor industry and the later worldwide assimilation of the motor vehicle as a national icon seen in contrast to the revolutionary events of the early twenty-first century. Cleveland has been chosen as conference venue because of its important position in the development of the American industry. It was the home of early producers such as Winton, White, Peerless and Stearns and now boasts an important collection of turn-of-the-century cars as well as an archive of related documents at The Crawford Auto Aviation Collection of the Western Reserve Historical Society.

Papers may address the beginnings of the automotive industry, the role of independent foundries, machine shops and carriage builders enabling the rapid growth of thinly-financed manufacturers followed by the early consolidation of the industry into a small number of major producers and their efforts to secure control of equipment suppliers and set up financial subsidiaries to facilitate sales. The rise of national industries offering vehicles designed, built and sold to reflect local preferences was a parallel development. Over the past quarter century these former certainties have been overturned. The industry, until recently believed to be entering a phase of business consolidation, has expanded to embrace many new producers, a process that could only have been made possible through innovations in production technology and international trade agreements. Meanwhile the automobile itself has become a standardized product, some would say “mature,” wherever it is produced or sold.

It is our intention to examine the history of the motor vehicle throughout its brief but turbulent period of growth and with reference

to its future prospects. Proposals for papers on automotive subjects unrelated to the conference theme will also be considered. Following the presentations we will tour some of the surviving sites of Cleveland automotive history and conclude with a visit to the Crawford museum, where the curator, Derek Moore, will accompany us.

Two keynote speakers will share their understanding of these trends. The first, James Rubenstein is Professor of Geography at Miami University, Oxford, Ohio, where he lectures on the Geography of the Auto Industry and serves as an industry consultant at the Federal Reserve Bank of Chicago. His ground-breaking book, *Making and Selling Cars: Innovation and Change in the U.S. Automotive Industry*, was among the first to explore the impact of recent trends.

Our second keynote speaker will be *Bernard J. Golias*, automotive historian and longtime Cleveland resident. He is co-author of *Famous But Forgotten*, the definitive history of the Winton Motor Carriage Company and its successors, and will speak about the beginnings of the industry in Cleveland at the time when it was thought that this city might become the home of the American industry.

Following the conference, a certain number of the conference papers will be selected for publication in *Automotive History Review*.

The Society of Automotive Historians is a unique interdisciplinary organization devoted to all aspects of automotive history—engineering, design, economics, the lives of automotive pioneers and innovators, the history of motorsport competition, the integration of motor vehicles into modern life and the culture of cars. In its publications and conferences, historians of technology, business historians and social historians interact to share their knowledge and perspectives.

Proposals should include the title of the submission, names and affiliations of presenters, chairs, participants, etc., together with addresses, phone/fax numbers, email addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a one-page abstract describing the content of the presentation. Proposals must be received by October 31, 2015; notification of preliminary acceptance is anticipated by November 30. Proposals should be submitted by email to *Arthur W. Jones*, Conference Chair, [nomecos@verizon.net](mailto:nomecos@verizon.net).



© Archivio Foto Locchi Firenze

The 1943 Alfa Romeo 6C2500 Super Sport Cabriolet (chassis 915522) approaching the Florence checkpoint during the 1948 Mille Miglia.

## HISTORICAL RESEARCH AND FORENSIC EVALUATION INFORMS THE RESTORATION OF A 1943 ALFA ROMEO

*Editor's Note: The discipline of automotive restoration continues to evolve, and perspectives of that evolution are detailed in the recent book, The Stewardship of Historically Important Automobiles (see SAH Journal #261, p10), and here we add to that perspective. The author, David Cooper, is the owner of Cooper Technica, Inc., with restoration workshops in Chicago, Illinois, and Lyon, France. This article (presented in two parts) was adapted from his presentation at the October 2014 Historic Vehicle Association (HVA) National Automotive Heritage Summit, convened in Washington D.C. in conjunction with the Smithsonian Institution. The subject was the restoration of a 1943 Alfa Romeo 6C2500 Super Sport Cabriolet. In this issue the author describes the lengths taken to track down the history and the process of documenting the car. Part II, to be published in the next issue, will describe how, based on this research, the original components were preserved while achieving unprecedented accuracy in restoration, through combining the latest laser scanning and digital imaging technology with the construction techniques and methods of the 1930s.*

Cooper Technica restores rare and valuable vintage European cars from the 1930s and 1940s. We have been privileged to work on some of the greatest automobiles ever made—the best of that era's creativity and engineering genius.

These cars are an important historical record; accordingly, collectors and restorers share the responsibility to preserve them in their original condition as much as possible. Often, the best option is to do a mechanical restoration only, and leave the body in the state it was found. However, some cars are too deteriorated to leave as found. Either the deterioration is too extensive, or previous attempts at restoration destroyed or lost original components. For these cars, the question is, how to restore them to preserve as much

of the original car as possible, and also insure that the restored car is accurate and authentic to the original.

To achieve the highest degree of authenticity and originality, we must be more than restorers; we must be meticulous automotive historians and dauntless forensic sleuths. Why? Because we cannot bring a car back to its original state without knowing what its original state was. To start, we must learn how the car came to be in its current condition and configuration. In this case, most of what we needed to know could not be found in our extensive research library, or in magazines or auction descriptions.

To acquire, research and document the history of this Alfa Romeo I crossed two oceans, sifted through private archives throughout Western Europe, and located and interviewed persons with first-hand knowledge of the car and other events from the 1940s. Admittedly, this is an extreme approach, but to do justice to the most valuable cars, it is more than justifiable: it is essential.

### Investigation begins at the acquisition

A friend alerted me to a rare Alfa Romeo 6C2500 Super Sport (chassis 915522) that was for sale in Christchurch, New Zealand. Someone had made the bare beginnings of a restoration, and the car was for sale “as is.” Before the owner brought it to Asia, the car had been owned by a Los Angeles collector for many years, during which it was painted red and disguised with a grille from a later Alfa 1900 model.

When I arrived in Christchurch to inspect the car, I found it entombed amid boxes of its own disassembled parts, with more of the same stacked on nearby shelves. As difficult as it is to evaluate a car in that condition, that's my specialty. Once the boxes were off the



Alfa Romeo in California in 2000, with an Alfa 1900 grille, incorrect bumper and added extra headlights.

car, I observed that the paint had been stripped from the aluminum body, and that weld lines betrayed modifications and repairs made over the years—including one bad repair with fiberglass. The panels were badly dented, and one front fender was cracked where it met the cowl—an evident stress point in the body design.



Alfa Romeo in container behind boxes of its parts.

Even then, the car presented mysteries. Though the 1900 model's narrow grille was mounted in a steel panel, the rest of the body was aluminum. Underneath the steel panel, I could see the mounting holes for the original horizontal grille slats. Evidently, the aluminum hood had been modified to accept the taller and narrower



The Alfa Romeo after it arrived at Cooper Technica's Chicago shop.

1900 model grille—but when, and why, did that happen? In any case, having made a thorough inventory of all the parts and taken extensive photos, I concluded that the asking price was reasonable—despite the car's condition. I bought it and had it shipped to Chicago.

### Identification of the Alfa Romeo

With the chassis number at hand, we checked Alfa Romeo's own records, which showed that the chassis was completed on December 9, 1942, the body on October 26, 1943, and the original owner was Luftwaffe Field Marshal Wolfram von Richthofen. The car was one of the 28 Alfa Romeo cars made during WWII—and only for Mussolini's close friends and associates, which were mostly high-ranking German officers. All were 6C2500 Super Sports with a short wheelbase chassis for better handling, and a more powerful three-carburetor 2.5 liter engine. Seven of them had custom cabriolet bodies by one of the great Italian coachbuilders, Pinin Farina. My car was one of them.

Pinin Farina (*today known simply as "Pininfarina" after a name change in 1961, but still retaining the "f" in its logo —Ed.*) had developed two important innovations in the late 1930s: a standardized and cost-effective lightened steel structure that could be easily adapted to different aluminum body shapes, and the series of car designs that began integrating the fenders cleanly onto the main body, smoothing the body shape and pioneering a new postwar look. These Pinin Farina designs were profoundly influential on car designs that followed worldwide through the 1960s, including that of Porsche, Jaguar, and various American marques.

Alfa Romeo's files also contained two photos of the car, taken in Milan in front of Castello Sforzesco (built in the 15th century by Francesco Sforza, Duke of Milan). However, these photos were in fact of a different car. How could I tell? Certainly the car in the photos was similar to mine, but its fender shape was slightly different, and from the 3/4 view photo, I could see that the hood and grille were different as well. Evidently, Pinin Farina had made two very similar cars. As it turned out, the other car, made a few months later than my car, did not survive the war. Had we attempted to restore this car to match the car in Alfa's photos, it would have had to be modified and distorted.

In the end, after digging through many other archives, I found a number of original photos of my car, which allowed me to distinguish its unique design features. I found a series of three taken during the 1948 Mille Miglia, which showed a



Photo from Alfa Romeo's archives of a similar but verifiably different car to chassis 915522.



© ECPAD

Alfa when first delivered to Wolfram von Richthofen in 1943. Note the wartime blackout headlights.

car coming into the Florence checkpoint bearing race number 224 on the front fender. Race records confirmed that car #224 had my chassis number. I then identified the driver as Spartaco Graziani of Livorno, Italy, who finished the 1948 Mille Miglia 3rd in class and 22nd overall. The cars that raced in the Mille Miglia are prized today because they are automatically eligible to run the re-created Mille Miglia rally.

#### Preservation of personal memories from the 1940s

Further investigation led me to Graziani's surviving son, who was still living in Livorno, Italy. Though at first he resisted, with the assistance of a skilled translator we had a surprisingly fruitful conversation. His initial response was negative: "I know nothing about my father's cars. He had a lot of cars. It was a long time ago."



© ECPAD

Above and right: Luftwaffe mechanic examining the Alfa Romeo's engine, circa 1943.



© ECPAD



© ECPAD

A wider view of the image from the preceding page in 1943 showing the license plate. While the first characters are illegible, the rest reads: 592666. Note the threshold in the background and its warning: “VIETATO FUMARE” (“No Smoking” in Italian).

“Well, maybe you remember this one,” I suggested. “It was the one he drove in the Mille Miglia.”

At first, he claimed to remember nothing: “I was only seven when my father was in the Mille Miglia. I don’t remember anything about it.”

However, I knew that everyone in Italy was familiar with the Mille Miglia and huge crowds gathered to watch the cars speed by. “You watched the race?” I asked.

“Yes. My whole family did,” he conceded. “We sat on a hillside and watched my father drive past.”

I chased the memory: “Do you remember what color the car was?”

“Sure. It was dove grey. I remember.” After a pause, he added, “You know, that was the car that he sent to a friend of his in Milan and had it repainted red.”

“Why did he do that,” I asked. “Do you know when that was?”

To my surprise, he did: “It was in 1953. I know that date, because my father was racing the car and was in an accident where the front was damaged. When it came back the front was different and the car was red.”

I asked him what finally happened to the car. “He sold it to an American friend of his who was stationed at the American Air Corps base in Livorno. I don’t remember anything else about the car after that.”

Unfortunately, he had no documents or photographs of the car: “No, we did not save anything about my father’s cars. We have nothing. The only thing we have is the Diploma.”

I asked myself, “The Diploma?” Then it dawned on me, and I asked him, “This ‘Diploma,’ was it from the Mille Miglia?”



Three views of the Alfa Romeo on a U.S. Army base in Europe in 1945.





The Alfa Romeo on a U.S. Army base in Europe in 1945. Note the U.S. Army plate: S-1620.

“Yes,” he acknowledged. “They gave it my father after the race. It has been on our wall in the hallway ever since!”

Of course, I persuaded him to sell me the “Diploma” so we could reunite it with the car. It is the hand-lettered and colored Official Certificate furnished to Spartaco Graziani, stating his finish time and engine position in the 1948 Mille Miglia. These certificates are very rare, and are almost never reunited with the original car. I sent the “Diploma” to a paper conservationist and had it carefully washed, pH-balanced and framed in an archival frame under special UV resistant glass.

Meanwhile, I contacted the von Richthofen family for more information about Wolfram von Richthofen. Like his first cousin, the infamous Red Baron of World War I, Wolfram was an ace pilot. He flew in the Condor Legion during the Spanish Civil War; and in World War II he became the youngest Field Marshal in the history of the German armed forces. He ordered the Alfa Romeo in 1942 while he was stationed in Italy, managing the German air campaign in the Mediterranean. An avid car enthusiast, he owned several sports cars besides the Alfa Romeo.

#### Verification through evidence from private archives

I continued my research through various private archives in Europe. After von Richthofen’s death in 1945, the family sold the car to an American serviceman. I found eight photos of it bearing U.S. Army plates, taken on an American base in Europe in late 1945.

These photos are invaluable, as they show the front, rear, interior and dashboard of the car. It was the serviceman who sold the car to Spartaco Graziani, who raced it in the Mille Miglia and eventually sold it to another American who, in turn, shipped it to the States.

Finally, a few months ago, I searched a cache of photos taken by German photographers during the Italian campaign. They show soldiers at leisure, hanging around, playing cards, eating meals, playing sports and looking at cars. In this collection were four photos dated September-October 1943, showing the Alfa Romeo when it was first delivered to von Richthofen. Taken at a workshop in Italy,



Driver and second owner, Spartaco Graziani, at the Florence checkpoint during the 1948 Mille Miglia, where he finished the best of three 6C2500s, third in a field of 25 cars in the Over 2.0 Liter Class, and 22nd overall.

© Archivio Foto Locchi Firenze





© Archivio Foto Locchi Firenze

Left: At the Florence checkpoint during the 1948 Mille Miglia. Right: the 1948 medallion for the 15th Mille Miglia (“XV 1000 Miglia”).

two of them captured a mechanic examining the engine wearing a type of Luftwaffe side cap used only in 1943. The car even had blackout headlights for wartime use.

With these original photos from 1943, 1945 and 1948, we now had full knowledge of the Alfa Romeo as originally built. We could

also see how it was repaired or modified at different times during its history. This information was critical to make the patterns we needed to preserve the original sheet metal body panels in order to bring them back to their original shape and dimensions.

—David Cooper



Hand-colored Diploma -- the certificate from the 1948 Mille Miglia.



Photo: Joe Brown, Collection of Carl Goodwin

Ben Hall in the #29 AC Ace is about to be passed by the #104 Morgan of William Jackson, with a Triumph following, in the fourth race of the 1957 Put-in-Bay event. At the end of the race, Jackson was first in class E-Production. —Carl Goodwin

## PUT-IN-BAY REMEMBERED

I had just received my January-February 2015 *SAH Journal* (#272) and quickly noted *Donald Capps'* book review of *Carl Goodwin's The Put-in-Bay Road Races, 1952-1963*. I had already acquired a copy from McFarland Publisher's editorial director, *Steve Wilson*, at our SAH Friday book signing at Hershey in October. I spoke on the phone with author Goodwin prior to its publication and was really looking forward to reading it. Why?—because I raced there and won in 1957.

At the time, I was driving one of the five factory-assisted 1957 Morgan Plus 4s being entered at SCCA (Sports Car Club of America) East Coast races by Continental Motors of Washington, D.C. Continental, under the leadership of Charlie Kolb, was the East Coast importer for Morgan.

In early April 1957 I had just turned 22 and received that dreaded greeting from the President of the United States requesting my presence in the United States Army.

I had been SCCA racing since 1955 and had just returned from Sebring where I had co-driven a Morgan to third place in B Production in the three-hour race the day before the 12-hour go. I had also been a relief driver for the AC Bristol factory team in the 12-hour.

As Goodwin points out in his book, the construction of purpose-built racing circuits had really taken off in 1957 with the opening of Lime Rock in Connecticut, Bridgehampton on Long Island, Virginia International near the Virginia-North Carolina border along with Riverside and Laguna Seca in California. The permanent Watkins Glen course had come in 1956 and Road America in Wisconsin the year before.

It occurred to me that if I was ever going to run an honest-to-God

road course here in the United States, I'd better do it before I accepted Uncle Sam's invitation.

Chuck Dietrich, the Ohio flyer who had raced his Lester MG up and down the East Coast with us, had previously invited us to bring our Morgans to Put-in-Bay, so I got the entry info from him and was able to get a late entry.

You have to remember that in 1957 SCCA production car racing, there were fairly few cars being trailered. So, our head mechanic, Brit Arthur Tweedale from Blackpool, tuned up my Morgan and I proceeded to drive it to Ohio, caught the ferry to south Bass Island and was there. That was Saturday, June 7, 1957 when we went through tech inspection and had the opportunity to drive around the 3.1 mile course on the island's narrow two-lane roads... no at-speed running, just familiarization. Starting grid positions were determined by drawing numbers out of a hat.

As a late entry, I was put at the back of the field with no fewer than 9 Triumph TR2s and 3s, a couple AC Aces, one AC Bristol and another Morgan ahead of me in Class E Production. As we



Photo: Lorrain and Manfred Holder / Collection of Carl Goodwin

Four MGs take the dog-leg at the end of Cooper Straight, the last turn before the corner into town. Ralph Cadwallader's blurred TC leads, followed by Charlie Ellmers with the Funny Face Auto Racing Team TC, then a TD and a TF, at the 1958 Put-in-Bay Race. —Carl Goodwin

were the feature race (the course was limited to 2000cc), it also featured the Class F Modified cars which included a Porsche Spyder, the Lester MG, a pair of Siatas and a heavily modified MG TC. The start-finish line was located halfway down Main Street, just across from a favorite establishment, the Round House Bar.

When I showed up to enter, I drew some smiles and comments, especially from the Triumph TR crowd. Not only was there never a Morgan to win at Put-in-Bay... none had ever finished. The reason?—it seems that near the end of the Cooper Straight, just before turning right back onto Main Street, an old section of concrete roadway had “heaved” as a result of winter freezing, which launched the faster cars for a distance of 20 to 40 feet in the air. In previous years a couple of Morgans had experienced their battery crashing through the wooden floor where it lived, ending their efforts. As a result, I went over and tightened down everything I could think of.

The race was 12 laps around the 3.1 mile course, starting with a rolling start halfway down Main Street. You turned right near the end of Main Street, then had a short run until you hit a half right onto what was called the Airport Straight. It was about a mile long and did go past the airfield.

I need to digress. There were two ways to get to South Bass Island. First, by ferry boat. But, if you didn't have a vehicle, you could fly in on an honest-to-God original Ford Tri-Motor transport. I recall at one point during the race a Ford Tri-motor was coming in on final approach on the runway next to the road. I have no idea what the landing speed was of the plane, but I passed him and left him behind. My Morgan had a top speed of about 105mph, so it had to be landing at much less.

I can't recall a lap-by-lap but suffice to say by 11 laps in, the Porsche Spyder and Lester MG in F Modified had run away and hidden. I had passed the other modified cars, all the ACs and all but one supposed “stock” Triumph TR2 which would do 125mph down the two straights (without overdrive).

However, the TR2 driver wasn't fast on the turns and I caught him coming down that Cooper Straight into town before turning onto Main Street. I ran up behind him and put on my brakes hard, squealing the tires and I saw the driver flinch. At the end of Main Street as we started the last lap, I did it again and he wobbled. By the half right onto the Airport Straight when I did it once more, he missed a shift and drove right off the course.

Thus, I finished third overall behind the Porsche and Lester MG and first in E



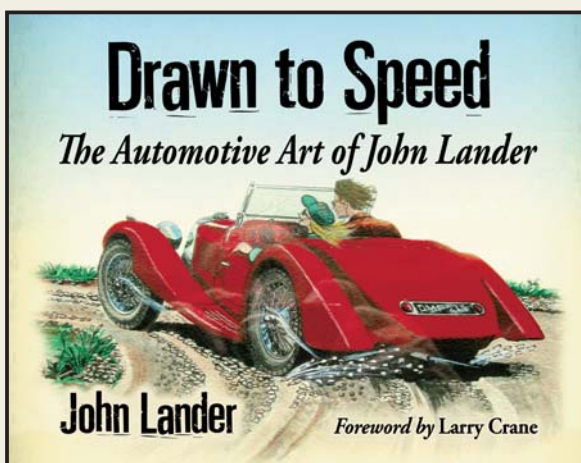
Photo: Lorrain and Manfred Holder / Collection of Carl Goodwin

**The starting grid for the 1956 feature race included modified cars up to 1500cc 2-liter production cars, and the winners of previous races. Seen are #62 Morgan, #63 supercharged MG-TC, #20 AC Ace, numerous Triumphs and one Porsche Spyder. —Carl Goodwin**

Production. I must confess, it was the only time I ever got “booed” when I picked up my trophy. It seems the guy I passed on the last lap had rolled his car the year before and was still a bit nervous.

Anyway, that was the last race of my SCCA career. A year later, as a GI in Germany, my interest had changed to vintage racing and I ran my 1935 BMW Type 315/1 in the Le Mans Retrospect race in France, but that's another story.

—William S. Jackson



For automotive artist John Lander, cars are more than just transportation: “Some are beautiful examples of rolling sculpture. I try to do more than just draw pretty pictures of cars; I include interesting people, backgrounds, and try to set a mood or tell a story.” The work of years, this collection of Lander's vintage car art includes 92 illustrations, most in color, with comments about the

cars and compositions. A final chapter recounts in prose and photographs the several classic sports cars the author has owned.

John Lander is retired from designing trade show exhibits for major national and international companies. He lives in Smyrna, Georgia.

214 pages \$40 softcover (9 x 7) 92 color and b&w illustrations, 14 photos, index  
Foreword by Larry Crane ISBN 978-0-7864-9785-0 Ebook ISBN 978-1-4766-1950-7 2015



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# Book Reviews

## The Amazing Life of John Cooper Fitch

by Art Evans

Enthusiast Books (Nov. 2014)

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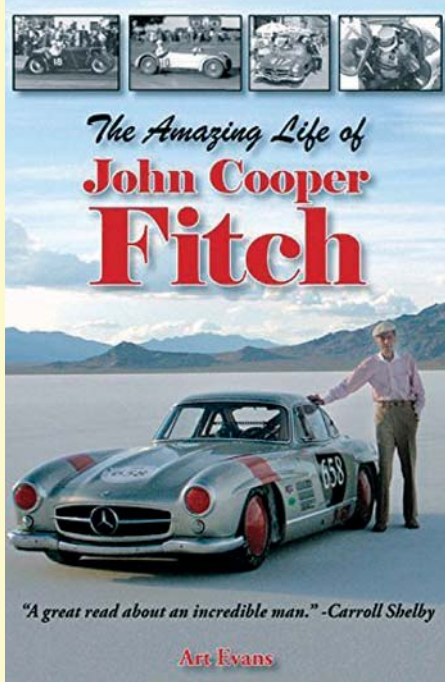
191 pages, 5½" x 8½" softcover

104 b/w images and illustrations

Price \$29.95

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*Editor's Note: the reviewer, Carl Goodwin, was a business partner of John Fitch's for 18 years on the energy-absorbing safety barriers for racing. Carl's late wife Nancy was a good friend of John's wife Elizabeth, and when they went to Lime Rock they stayed at the Fitch home. Goodwin is also an author; see SAH Journal #272 for the review of his book, The Put-in-Bay Road Races, 1952-1963, and the recipient of four Carl Benz Awards.*

**T**he *Amazing Life of John Cooper Fitch* is the definitive book on the first SCCA National Champion and a central character in the early sports car racing scene, and its author, *Art Evans*, is the perfect person to write it.

We have all seen books written by people who appeared to be at arm's length from their subjects. Their work has the words but not the music. But here is one where the author was a longtime friend of the subject, saw each other at races, went sailing together, went to the Bonneville Salt Flats together and generally palled around. This is the ideal way to create a book. But that's not all, because Evans was a racing driver himself, in West Coast events at the wheel of a Jaguar XK120 and a series of Devin-bodied cars. He is also the author of eleven other books on motorsports history.

A clean, chronological organization makes it easy for the reader to move along in the book, beginning with the first steam boat designed by Fitch's namesake in 1785, well ahead of the steamboat of Robert Fulton. The reader learns that John-the-racing-driver, believed to be the sophisticated Easterner, was actually born (1917) in Indianapolis. Well, the corn is better there.

Wanderlust in his teens and early twenties covers adventures with an Indian Twin motorcycle, a Fiat Topolino, on a Dutch freighter and on an MG Magnette, which led him to the Brooklands track and his first exposure to a road race. Evans employs a clever substitution of photos to illustrate a brief race between the Magnette and a BMW. He finds, instead, a picture of Stirling Moss in a BMW 328. When you're 23 years old, it's sometimes hard to get your hands on a camera.

The approach of another war in Europe in 1939 sees John back in the U.S. piloting a 32-foot wood-hulled sailboat on sub patrol in the Gulf of Mexico. Evans notes some interesting juxtapositions as Fitch joins the Army Air Corps in April 1941, eight months before Pearl Harbor. On December 7th he was attending the Army-Navy game with his stepfather. At the end of the game, and not before, everyone in uniform was ordered to report to their unit for orders.

Many interesting aspects of Fitch's experiences in the war are detailed in Evans' prose. Fitch's P-51 test flights, shooting down a Messerschmitt Me 262 jet, blowing up German supply locomotives and three months in a wartime prison camp are all described. On his return to the U.S. he meets the Kennedy family. Sitting around a pool and trading war stories with Jack Kennedy, he suggests that the young man get into politics. Evans is describing what an interesting character Fitch is and he's only in his early twenties.

The book has a number of pictures seldom if ever seen by anyone, such as the image of the wedding reception for John and Elizabeth. John is dapper in a white summer jacket and Elizabeth is wearing a white lace halo—a beautiful couple. There's a photo of Fitch at Sebring in the Coby Whitmore Jag 120, in front of the pit counter. But look in back of him. It's Elizabeth!

A ground-floor introduction to Briggs Cunningham and his racing team follows as Fitch's absorption into motorsports continues. We learn of the team, not only of Fitch. And so we meet Phil Walters, George Rand, Fred Wacker, George Huntoon and other drivers of the early fifties.

Race reports from Buenos Aires to Le Mans to the Mexican Road Race to the SAC Base races to Fitch's introduction to European racing take the reader along briskly and then we come to 1955 and John's place as the only American on the vaunted Mercedes-Benz team. His greatest drive as the winner of the Mille Miglia GT class is detailed. He drove a thousand miles in half a day.

The story of how Fitch developed the Corvette from a boulevardier into a sports car is described here, with true credit to his contributions. As Evans says, "What Fitch had done has often been overlooked by automotive historians who, more often than not, accord much of the credit to Zora Arkus-Duntov."

The achievements of this remarkable man continue with the creation of Lime Rock Park and the safety aspects that protected both drivers and spectators. It was a dedication to racing safety that is described later in the book as well.

One of the best examples set by Fitch, as Evans describes, is how to deal with aging. He did not deal with it. He ignored it. That's how he found himself at the age of 86 out at the Bonneville Salt Flats going for a speed record in the 300SL owned by Detroit car enthusiast Bob Sirna.

John's 90th birthday was spent in California at a party held by *Art Evans* for his friend. World Champion Phil Hill was there, along with Shelby Team driver Bob Bondurant. It was incredible how he could keep going. It seemed that he would last forever.

This book is his story. It is practically a motion picture of sports car racing in the 1950s, both American and European. A super effort—it's historically important and you will enjoy reading it.

—Carl Goodwin

**Physics for Gearheads: An Introduction to Vehicle Dynamics, Energy, and Power with Examples from Motorsports**

by *Randy Beikmann Ph.D.*

Bentley Publishers (March, 2015)

BentleyPublishers.com/ 617-547-4170

610 pages, 8" x 10" softcover

350 photos, illustrations and diagrams, and tables, formulae, equations, chapter footnotes, appendices, glossary, index, references, and recommended reading

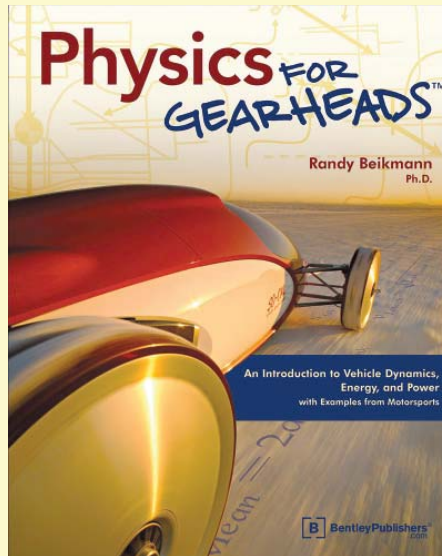
Price: \$79.95

ISBN-10: 0837616158

ISBN-13: 978-0837616155

Some books inherently are—or prove over time to be—dependable, thus frequently consulted, resources. Among those on your commentator's shelves are the Kimes/Clark and Georgano encyclopedias, joined by John Lawlor's *Auto Math Handbook* (HP Books) and either auto dictionary by John Dinkel (Road & Track) or John Edwards (HP Books). Now there's another—just out—that is joining them.

The author Randy Beikmann wrote his book because he'd never forgotten his own



years as a student, motivated to learn but with textbooks that were at best uninspiring and boring. They higher math books of theorems, data, equations, etc. were completely devoid of context relating them to his real life interests. Thus decades later, retired from his own accomplished engineering career at GM, he scribed chapters explaining kinematics, Newton's laws of motion, energy, power, dynamics and more.

Mathematics, much less calculus, trigonometry and physics, always seemed a struggle for your commentator despite being fascinated by their logic and ability to interpret and make use of nature's laws. Thus my askance at reading, much less commenting on this book turned to delight finding Randy Beikmann's explanations—enhanced by Bentley Publishers' graphics- and page-designers—not just clear and understandable but actually useable, applicable! And the half-dozen appendices that augment the already clear and useful text illustrated, as mentioned, with graphs, sidebar boxes and the like are the proverbial cake's frosting.

You'll only understand my enthusiasm and praise for this book once your own copy is in hand for it will not languish on the shelves. Rather, with its clear explanations and applications, it will gratify your efforts to understand. Or perhaps you know of a young person who would find just the right level of interest and encouragement of his or her own academic interests between the covers of *Physics for Gearheads*.

—Helen V Hutchings

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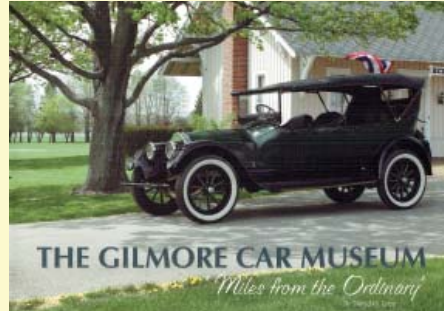
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**Gilmore Car Museum – 50<sup>th</sup> Anniversary Edition**  
 by David O. Lyon  
 artbookprinting.com (2015)  
 gilmorecarmuseum.org/ 269-671-5089  
 352 pages, 12" x 9" softcover  
 202 b/w, 435 color photos, references  
 Price: \$49.99  
 ISBN: 978-0692210147



**Gilmore Car Museum: "Miles from the Ordinary"**  
 by David O. Lyon  
 The Donning Company Publishers (2010)  
 gilmorecarmuseum.org/ 269-671-5089  
 168 pages, 12" x 9" hardcover  
 81 b/w, 242 color photos, drawings, appendices  
 Price: \$34.95  
 ISBN: 978-1578646302



These books are being reviewed together, as they tell the museum's story from different perspectives. The earlier, "Miles from the Ordinary" (2010), takes the reader through the history of the museum, its thematic organization, and introduces then explains the collection criteria—categories that guide what is ultimately exhibited—they are: *influential design, innovative technology, impact on society, exhibit potential, and thematic relevance*. The new book, "50th Anniversary Edition" (2015), is twice the size, and while it covers subjects addressed in the first book, the approach is far more ambitious, as it devotes a page per vehicle, mostly those from the collection. The aim is to educate by taking a tour of automotive history, car by car, starting—correctly and happily—with Cugnot's Fardier (incidentally, the vehicle that inspired the SAH's logo). Each car is described in terms of those five criteria, devoting a paragraph to each criterion—like a tour through automotive history, so not every car of the 97 marques covered in the book is there on exhibit (e.g., no Cugnot).

Conclusion: these books provide a good introduction to automotive history.

—R. Verdés

The Gilmore Car Museum is unique, from its 90-acre campus, to the collections that can be found there. The museum's mission is to collect, preserve, exhibit, and interpret the history of transportation in America; to connect people with the heritage and social impact of the automobile; and to provide an understanding of the past, embrace the present, and imagine the

future. In a visionary move, the campus also includes buildings housing other entities' collections for the Classic Car Club of America Museum, Pierce-Arrow Museum, H. H. Franklin Collection, Model A Ford Museum, Lincoln Motor Car Heritage Museum, and recently added on September 28, 2014, the Cadillac-LaSalle Club Museum and Research Center.

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## Paul N. Lashbrook (1940-2015)

Friend, fellow automobile enthusiast, and Society of Automotive Historians board member *Paul Lashbrook* passed with his beloved Bonnie at his side after an extended illness in Lexington, Kentucky on June 28, 2015. Paul's passion in this life was his love of everything automotive. He was a member of no fewer than a dozen automotive clubs and organizations, serving on several boards through the years. An avid collector of automotive literature, Indy memorabilia, and owner of many cars including a 1939 Cadillac, Paul possessed vast historical knowledge that he was always willing to freely share with anyone who asked.

Paul had an unforgettable smile and a childlike joy that was obvious to all who knew him. Paul was the *maestro* of the SAH's hospitality tent at Hershey; each year he would volunteer to take the lead in organizing the logistics and insuring that everything ran smoothly. My memories of Paul include his generosity and affability so evident each year at the tent, where he spent many an



Paul with his SAH lanyard in front of the SAH tent at Hershey, October 13, 2012.

October afternoon greeting members, both old and new. And who can forget his grin at the SAH Meeting in Palo Alto, California in 2014 when he pulled up to the Hotel in a new Camaro convertible rental with the top down that he got inadvertently at a bargain price?

Paul was born on October 6, 1940, in Hillsboro, Wisconsin, and since his father served as a minister to a number of small struggling churches, he moved often, from Wisconsin to Indiana, Ohio, Maryland, Canada, and Barbados. He graduated from Asbury University in 1962 with a degree in English, and two years later he married Bonnie, whom he had met while a student at Asbury. After teaching English for 18 years in Ohio and Florida public schools, he returned to law school, graduating from Nova University in 1983. He practiced civil law in Florida for many years. Generous with his time and compassion as an attorney, Paul touched many lives with his Christian witness.

Memorial gifts may be given to The Lashbrook Scholarship Fund at Asbury University, 1 Macklem Drive, Wilmore, Kentucky 40390.

—John A. Heitmann

## Denise McCluggage (1927-2015)

*American auto racing driver, journalist, author and photographer, Denise McCluggage was a pioneer of equality for women in the U.S., both in motorsports and in journalism. She was born January 20, 1927, lived in Santa Fe, New Mexico, since the 1970s, and passed at 88 years of age on May 6, 2015. Her passing was recorded rigorously in print media, including The New York Times on May 10th. Internet media may be vast, but arguably fragile, so here we present how her long-time friend Stirling Moss recorded her passing on his website: [stirlingmoss.com](http://stirlingmoss.com). —Ed.*

This truly remarkable lady started her career as a journalist going on to work as a staff editor for the 1950s magazine *Competition Press*, which later morphed into *Autoweek*, a magazine she would be associated with to the present day.

Using the money she earned from writing, she purchased an MG TC in 1955, which was rapidly traded up to a Jaguar XK 140, and took up motor racing. Racing, and writing about the sport, would take her all over the world and saw her befriend the greats of the time, including Juan



roadandrack.com (YouTube)

Manuel Fangio, Phil Hill and Stirling, who fondly recalled her as a “fast, funny, fabulous female.”

She would race as often as she could and with some success, winning the GT class at the 1961 Sebring 12 hour, racing a Ferrari 250 GT with co-driver and jazz musician Allen Eager, taking a number of victories in SCCA sports car rounds and winning her class at the 1964 Rallye Monte Carlo in a Ford Falcon.

It was rare to see women racing a car back in the 1950s and 1960s, let alone winning. When relegated to the “Ladies’ Races” that ran in support of the men, she would win those too. She took the chequered flag at Nassau in 1956 and 1957 driving a Porsche 550, a car which she also raced against Stirling in the 1957 Nassau Trophy.

In 2001 she was inducted into the Automotive Hall of Fame and into the SCCA Hall of Fame in 2006. Her writing also shone, which saw her win both the Ken Purdy Award for Excellence in Automotive Journalism and the Dean Batchelor Lifetime Achievement Award.

In later years she would help organise the Santa Fe Concorso, having made Santa Fe her home from the late 1970s.

She will be missed by many, including Stirling and Susie, who will remember her as “a great lady and a wonderful friend.” They send their heartfelt condolences to her family, friends and work colleagues.



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