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2020

## Bugattii - Dokumentation



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*by Uwe & Monika Hucke*

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*by Charles Fawcett*

*Introduction by Gene Cesari*

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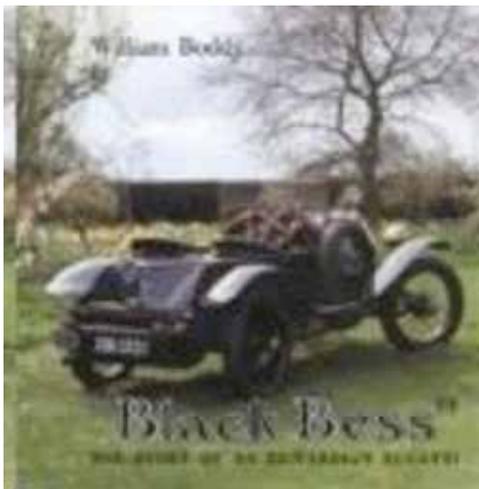
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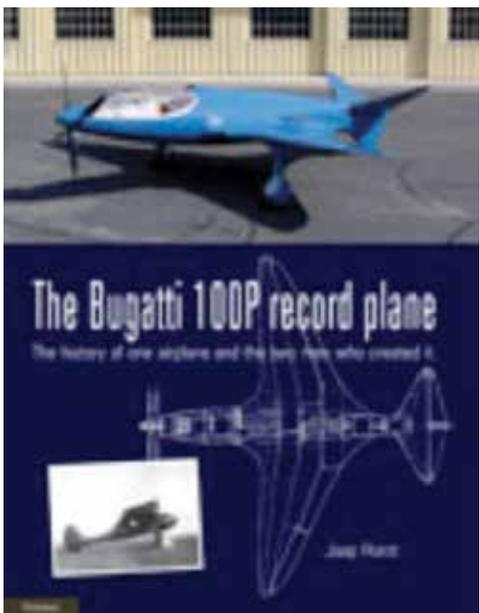
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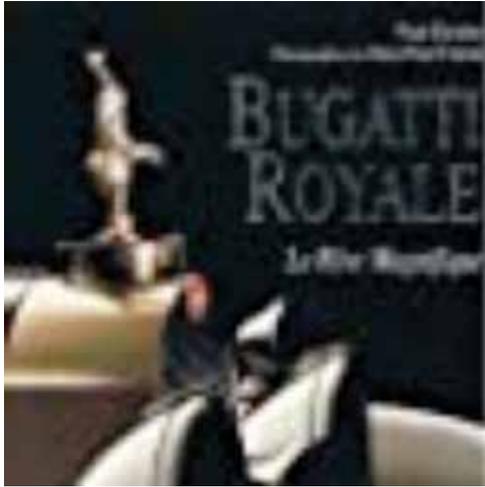
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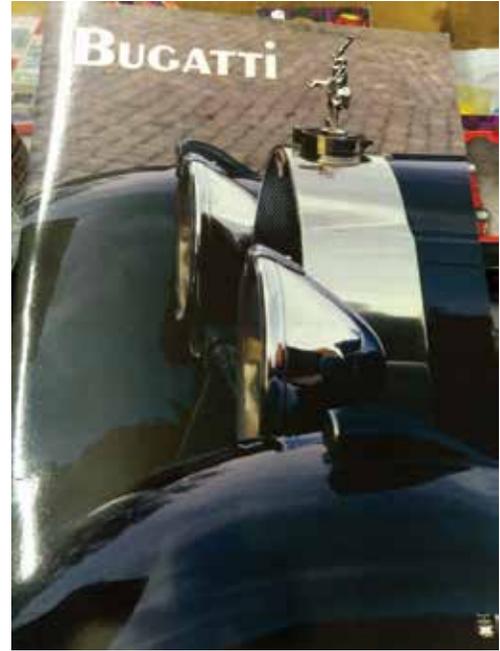
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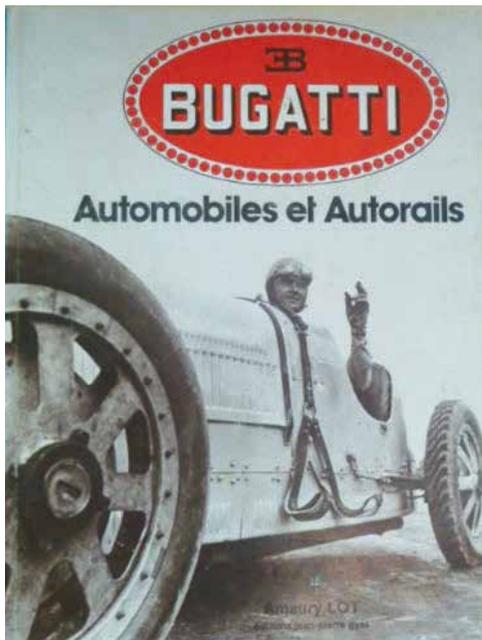


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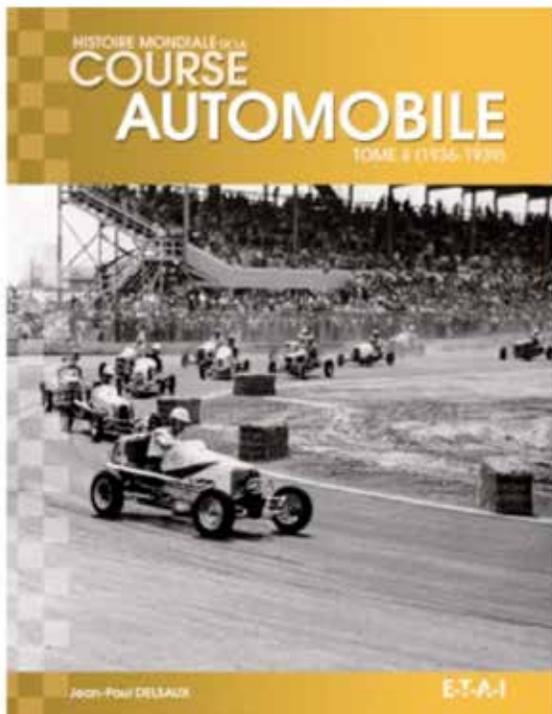
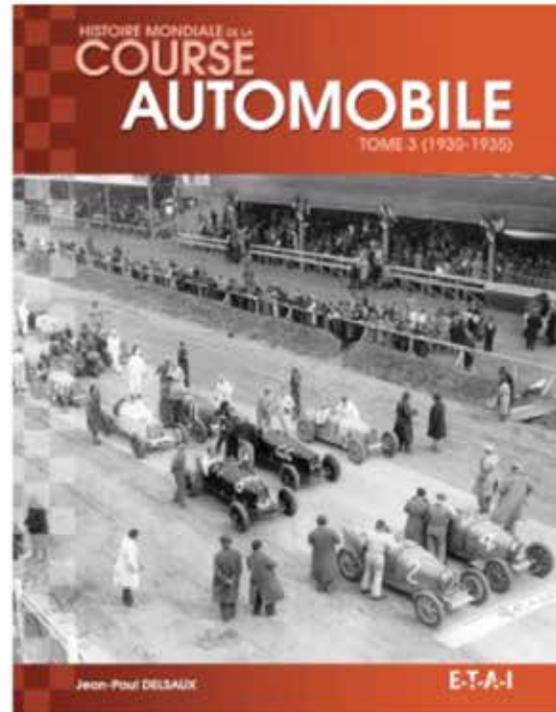
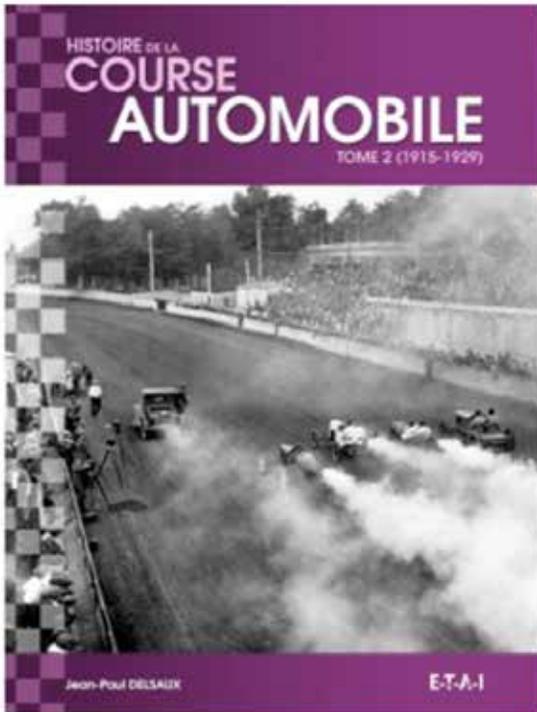
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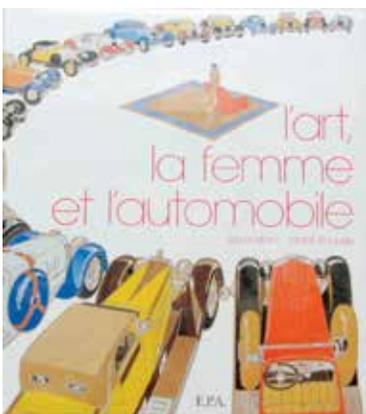
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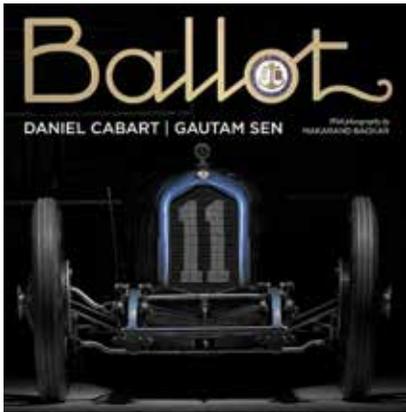
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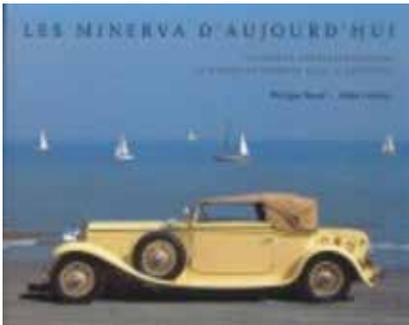
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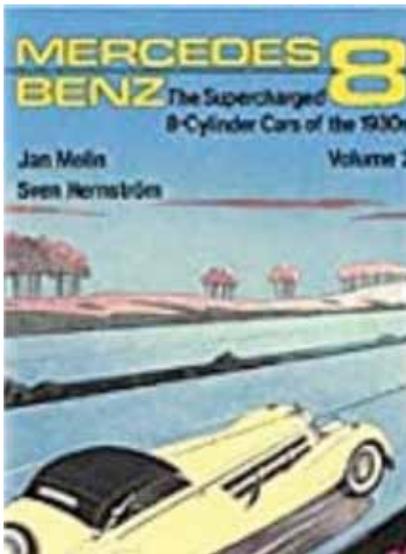
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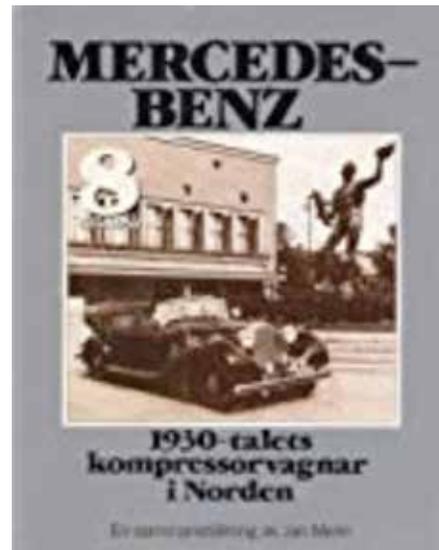


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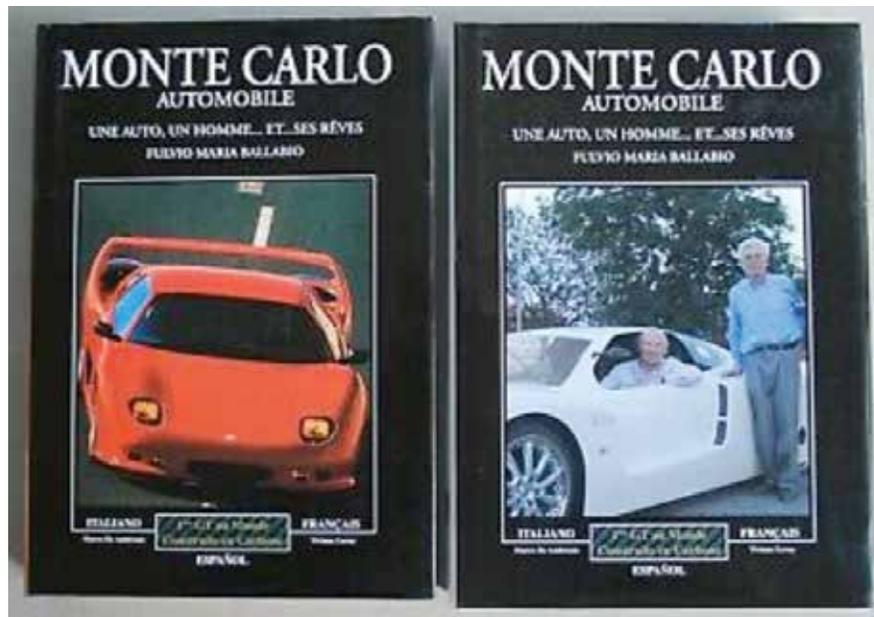


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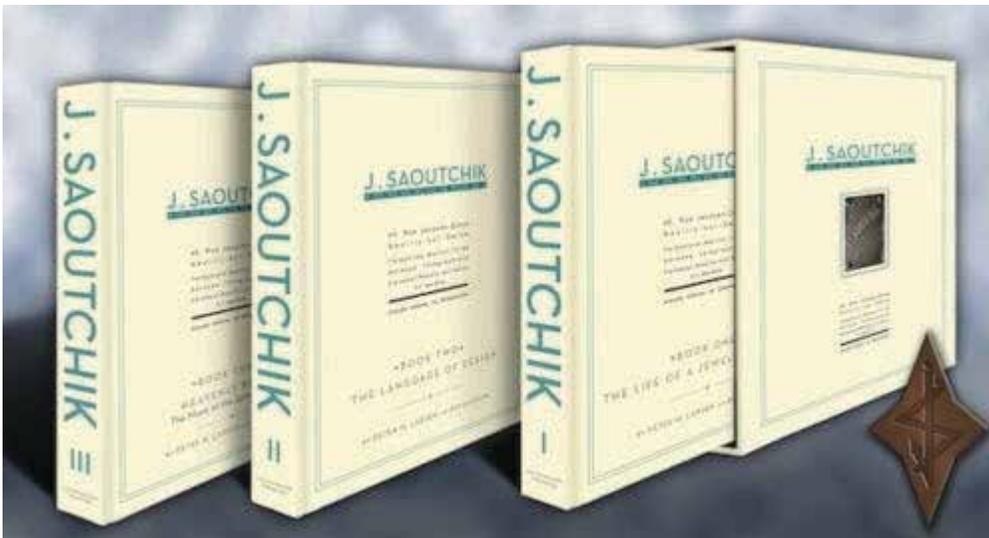
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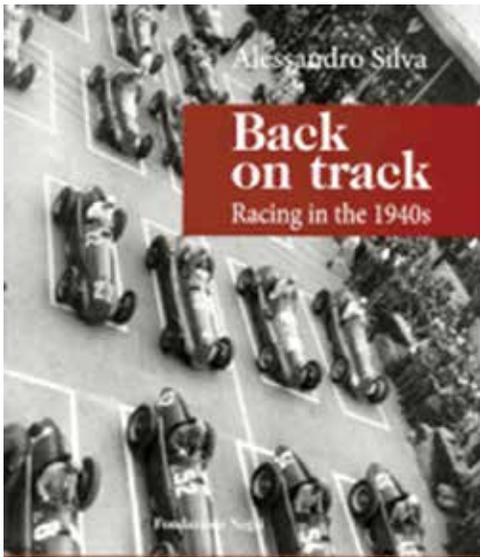
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(Taken from review by Aldo Zana in "Veloce Today")

The scope: track racing from 1945 to 1949 worldwide. And worldwide here really means worldwide; ever heard of period races in Finland, East Germany, Malaysia? They are reported here: chronicle, grid, results, photos. Want to know who Lin Peng Ham was, and what a car he raced on October 2, 1949 at the Johor street circuit, Malaysia, crashing at lap 12 of 15? The answers are at the end of the 149 pages of race results. The full list of drivers mentioned fills 27 pages. A detailed profile is reserved for the champions, rich on details and biographical anecdotes: who remembers that Alberto Ascari, when at home, went to Mass every Sunday and lit a candle to Sant'Antonio, the eponymous Saint of his father?

Interested in the cars racing in the period? Browse through the 18 pages of cars listed from AFM/BMW F2/49 (Germany) to Volpini-Fiat (Italy). The races of each car are published together with the reference to the chapter dealing with the event. And, for the top-tier cars, even the serial number in each race is listed.

In short, this monumental work, whose cover title is an unassuming: Back on Track: Racing in the 1940s, is the final and total reference on the 1945-1949 circuit racing. And its value goes beyond those early years after WW2 because many of the protagonists remained under the spotlights after the opening of the Driver's World Championship in 1950.

The image on the book cover (lead image) shows the front of the grid of the Turin Grand Prix, September 1, 1946. Varzi (Alfa Romeo 158 no. 46) won, Wimille (no. 52) was second, Trossi (no. 54) finished sixth, Farina (no. 8) and Sanesi (no. 22) DNF. (For more photos from the book scroll down to Gallery.)

The author selected the races held in Europe, South America, South Africa, Australia, New Zealand, Far East, i.e. everywhere European cars and the European way of racing were implemented. Due to this base selection, no U.S. races are covered in detail aside from the 1946 Indianapolis 500 when two Italians, two Brits, and a German entered there: it was the only significant North-American presence of drivers from the Old Continent. At the end of the book, ten pages deliver a sketchy recap of the AAA championship races in those years, adding a long quote about the opener at Watkins Glen, an oddly long Briggs Cunningham biography, and informative notes on some U.S. drivers connected with the European scenario.

The postwar era of racing began on September 9, 1945 at the Bois de Boulogne in Paris, hardly four months after the end of the war in Europe. It gave the signal that life could start again. Even minor events in far-away locations are duly reported. All the above just to sample a taste of the wealth of data, information, and results in a book that pushes the envelope of the concept of "reference". Maybe; such a detailed report on the many French single-seater races in the period has never been published before.

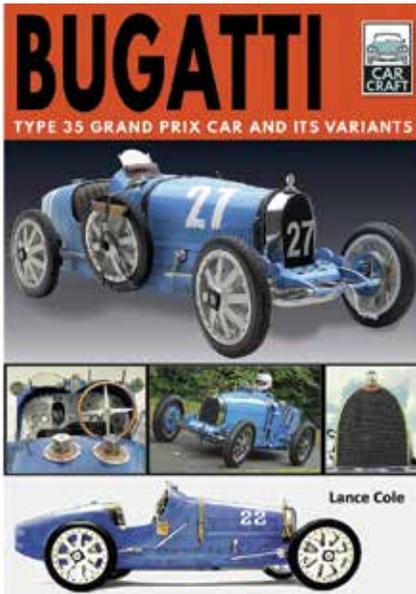
The book is available in numbered copies of the first printing of 300 items. Size is 9.8" x 11.4" (25x29 cm), weight is 10.6 lbs (4.8 kg), hardbound (a perfect job) in a sturdy slipcase showing the same photo of the cover: a bird's-eye view of the grid of the 1946 Turin Grand Prix. With the book, the publisher, Fondazione Negri, adds to a long list of top quality books on cars, trucks and buses, motor races, and Brescia memorabilia.

For more information on this and other books by this prestigious publisher, contact us for a complete catalog by e-mail.

## **Giovanni Michelotti – A Free Stylist** *By Edgardo Michelotti - Giancarlo Cavallini*

Hardbound, slip-cased, 288 pages , copiously illustrated with 433 color and archival b/w photos and drawings. \$ 110 Text in English ( An Italian text edition is also available )



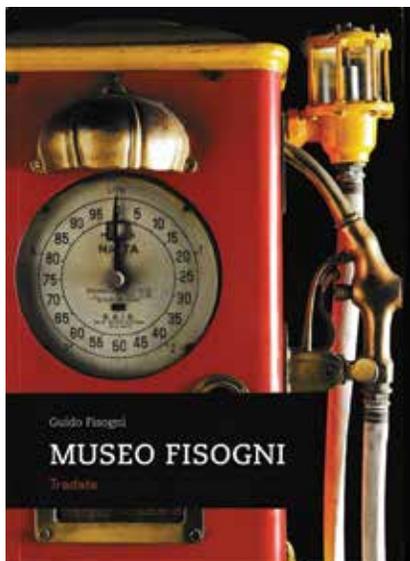


## Bugatti Type 35 and Variants *by Lance Cole*

This new book, the first in the CarCraft series delivers an innovative presentation to the car enthusiast by covering the engineering, design, and modeling of one of motoring's greatest cars. 64 pages, softbound, \$ 27.50

## Jaguar XK 120 Supersonic Ghia *by Heseltine*

A fascinating line-up of other Italian-bodied Jaguar XK sports cars are examined and illustrated. The history of chassis number 679768, is chronicled, recounting its elusive first owner, its lengthy periods hidden from public view, and its status today as the prized centerpiece in a private collection. Stunning contemporary photography of the car with over 100 rare and fascinating archive images. Hardbound, 108 pages, over 100 images, 8.5" X 8.5" \$ 50



## Musero Fisogni *by*



# La Passione 6C 2300 – 6C 2500 Alfa Romeo 1934-1953 by H. J. Dohren

English & German, H/B, 350 pages, 550 color photos  
11" X 9.5" \$ 125



The new book about the Alfa Romeo 6C 2300 and 6C 2500 series of the years 1934-1953. First edition of only 915 copies, in German and English languages.

360 pages in four-color print - Over 550 previously unpublished color photos, printed on 130g/m<sup>2</sup> picture printing paper, large format 26.6 x 24.6 cm, 240mm only 915 copies - personal copy on request, if available and signed by the author.

The All-color book documents the interesting and detailed history of Alfa Romeo 6C 2300 - 6C 2500 models and their coachbuilders, with focus on presenting cars also located in Germany, Switzerland and Austria. The author was able to discover vehicles of this series, that were previously unknown to the public, in German private collections and museums, and present them in magnificent pictures.

Das neue Buch über die Alfa Romeo 6C 2300 und 6C 2500 Baureihe der Jahre 1934-1953. Erste Auflage von nur 915 Büchern in deutscher und englischer Sprache.

360 Seiten im Vierfarbdruck - Über 550 bisher nicht veröffentlichte Farbfotos, gedruckt auf 130g/m<sup>2</sup> Bildendruckpapier, Qualitätsformat 26,6 x 24,6 cm. - Auflage nur 915 Exemplare - Auf Wunsch persönliches, nummeriertes Exemplar, falls verfügbar, und vom Autor signiert.

Dieses Farbband dokumentiert die interessante und detaillierte Geschichte der Modelle Alfa Romeo 6C 2300 - 6C 2500 und ihrer Karosseriebauer mit dem Schwerpunkt auf der Präsentation von Fahrzeugen aus Deutschland, der Schweiz und Österreich. In deutschen Privatsammlungen und Museen konnte der Autor unbekannte Fahrzeuge dieser Serie entdecken und in prächtigen Bildern professionell präsentieren.

**La Passione**  
6C 2300 - 6C 2500  
1934 - 1953  
ISBN 978-3-60-063184-9




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6C 2300 B Pescara Mille Miglia



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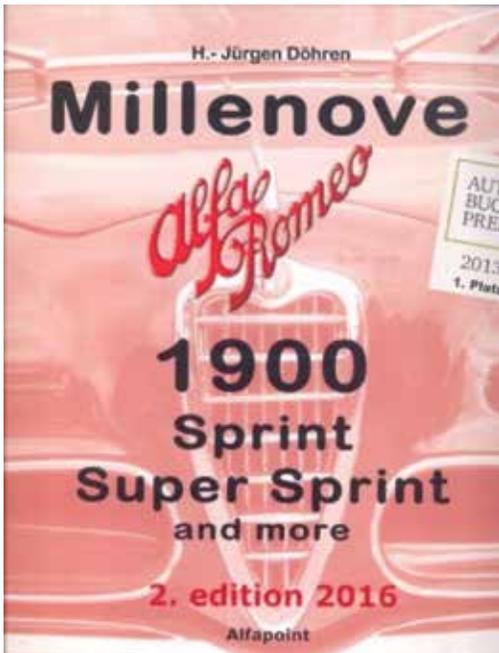
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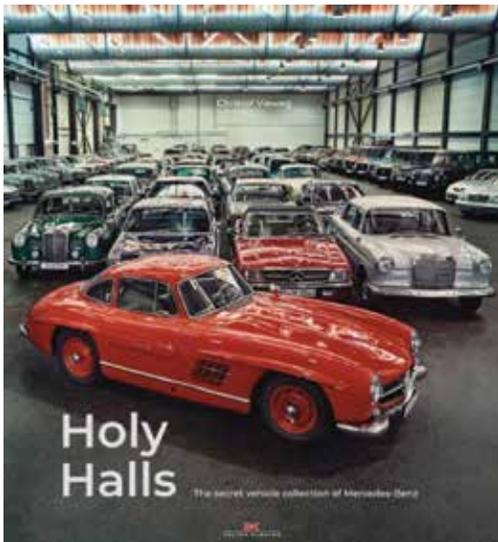


## **Millenove - Alfa Romeo 1900** *by H.- Jürgen Döhren*

Brand new, hardbound, 320 pages, fully illustrated, English & German text.

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Top quality book covering all 1900 Alfas. This is the second edition, published in 2016, the first having sold out shortly after publication. This edition is now also out-of-print . Although not a recent publication, it is a classic and now newly available from us at a bargain price of \$ 115.

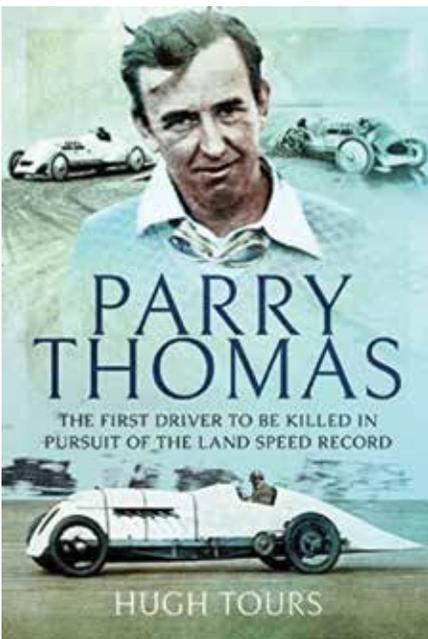


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*by C. Vieweg*

Hardbound, 244 pages, 207 color illus., 10.5 X 11.25 in. , \$ 50

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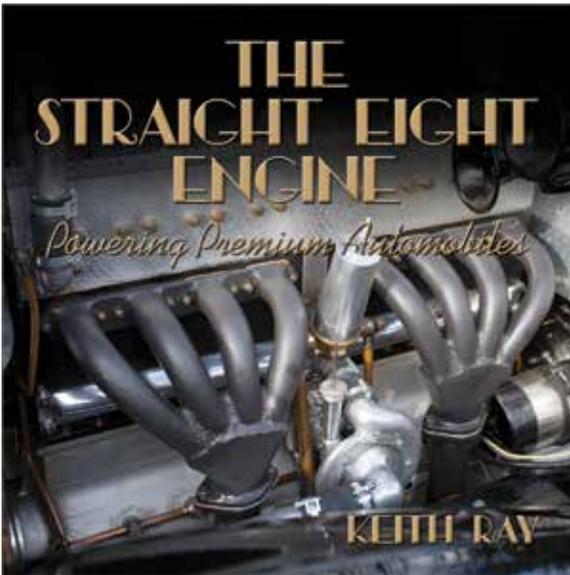


## **Parry Thomas** **The First Driver to be Killed** **in Pursuit of the Land Speed Record**

*by H. Tours*

hardbound, 184 pages, 16 b/w illus., 6 X 9.5 in. November \$35

Thomas set numerous records, including the ten mile record at 114.84 mph, and, in 1924, a new lap record of 132.5 mph at Montlhéry. He continued to develop ever-faster cars and turned his attention to the land speed record, acquired the 27-litre Liberty engine powered "Babs" and achieved a speed of more than 170 mph at Pendine Sands, Wales.



There has never before been a book specifically about straight eight automobiles. This is both a surprise and a pity, as this engine format has brought us some fascinating and quite spectacular vehicles over the years. In Britain and Europe the straight eight was always a rare, expensive up-market car. In the United States there were also many rare, expensive up-market vehicles, but in the U.S. the straight eight in basic side-valve form also found its way into the mainstream 'mid-range' market.

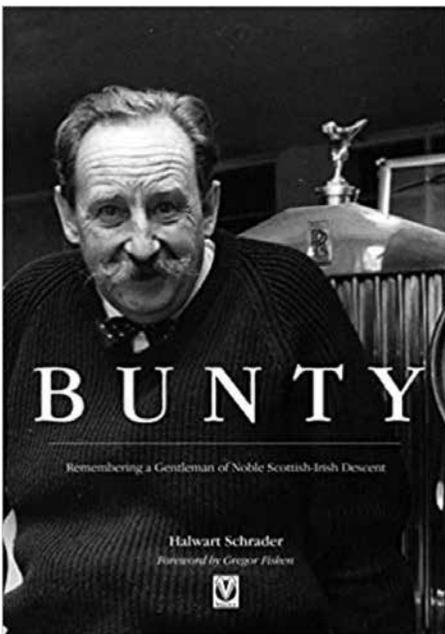
Up-market or mainstream, the in-line eight was very much a creature of its time. First appearing in a road car in the 1920s, the straight eight grew quickly in popularity, and flourished throughout the 1930s and the early 1940s. Then it virtually disappeared within just a few years, and by the 1950s only a small handful of in-line eights were available, including some

Packards, Pontiacs and Daimlers, as well of course as the hyper exclusive Rolls Royce Phantom IV; although of course that wasn't really 'available'...you had to be 'invited' to buy one!

New straight eights will never again be seen on the road, totally replaced by the V8, whilst some of the earlier models have become among the most sought after, collectible and valuable vehicles of all time.

This book is a tribute to the wonderful straight eights. Dalton Watson quality, hardbound , 450 pages, 11.5" X 8.5", 1.7 pounds.

Note! At this time, list said to be \$ 95, our price \$ 85, based on preliminary information and subject to change up or down by January. Reserve now to avoid disappointment.



## David Scott-Moncrieff - "Bunty"

The fascinating biography of David Scott-Moncrieff, alias 'Bunty' - a colourful personality, an enthusiastic car expert, a charming entertainer, and passionate vintage car addict. Bunty's favourite marque was Rolls-Royce, and, for some time, he claimed to be the No 1 in the Rolls-Royce second-hand car trade worldwide. He also owned world-famous race cars and heaps of worn-out hearses (to be rebuilt), super-charged Mercedes classics, and even an antique Steamer.

Here, you will meet them all, along with some of his many admirers who had the courage and pleasure to enter the passenger seat. A well-known personality on the classic car scene and in the motoring trade, this is his long-awaited biography, written by someone who knew him well. Halwart Schrader travelled to England to meet Bunty on many occasions, and has written this biography in full co-operation with Bunty's son, Humphrey Scott-Moncrieff.

216 pages, 6 X 8.5 inches, softbound, new. List \$ 32.50, our price \$ 20.

# Bucciali

by Christian Huet

350 pages, hardbound in dust jacket \$ 475

This is a Limited Edition of 2500 copies privately published by the author, the renowned motoring historian, Christian Huet. This is the only book on the subject of these luxurious French cars which were produced between the wars.

The book is beautifully produced and illustrated by Bernard Brule, together with high quality color and black and white archival photography. Text is in English and French. Over 6.6 pounds !

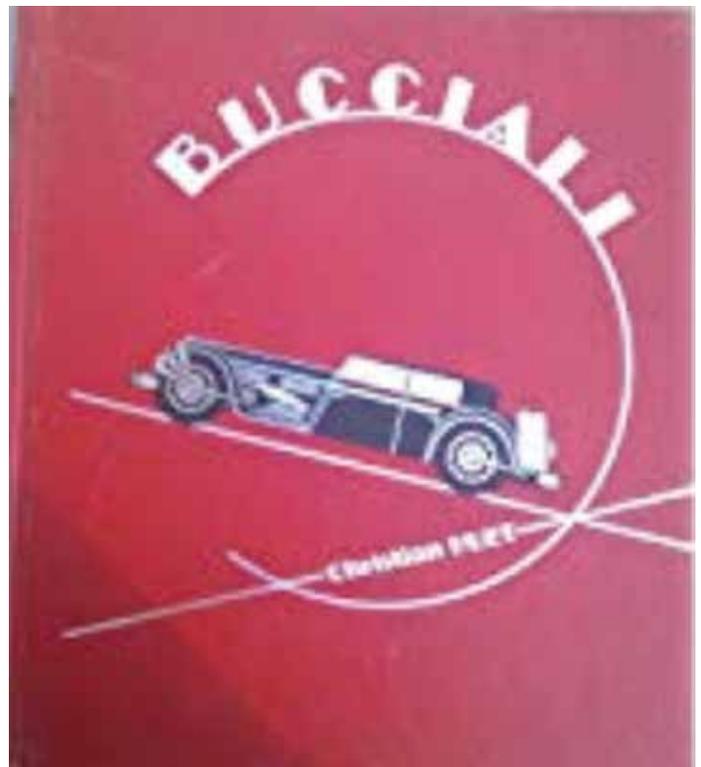
This is one of my top all-time favorites. Not only is the subject fascinating but the presentation is as luxurious as the cars. Just acquired, one copy with which to part.

Most of the few on the market average over \$ 700 with prices going over \$ 2500.

\* Although not a "new release", 2004, this copy is brand new in publisher's carton.



Dust Jacket



Book - Leatherette cover

# GRAND PRIX SUMMUM

**THE MARVELOUS LOGBOOK OF A GRAND PRIX DRIVER**, a rare work of art.

For the first time in the history of World Motor Sport, a Grand Prix driver amassed all the documents concerning his participations on a daily basis race after race. These archives have reached us intact surviving moves, the war and the ravages of time.

## **The inside story of yesteryear's GPs:**

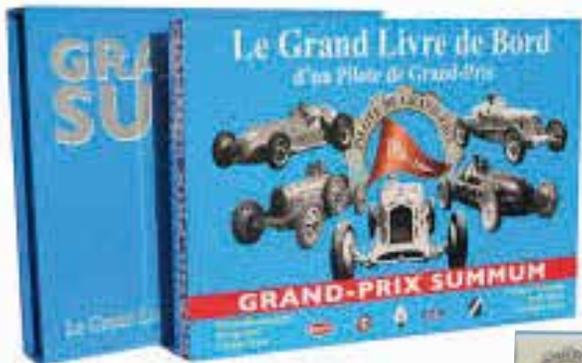
- An incredible number of photos of exceptional quality, 870 in all, most of which have never been published before. They present the circuits, races, drivers and cars. Revealing exchanges of letters with Ettore Bugatti, Enzo Ferrari and Maserati, and also with the organizers and Automobile Clubs (Monaco, Rheims, RAC, BARC, etc.)
- Unbelievable anecdotes, such as the first Monaco GP (1929), the tragic Deauville GP (1936), the first GP driver's strike at Dieppe GP (1933), and many more...

## **Fascinating historical eyewitness accounts:**

- The book takes the form of a race by race (total 170!) diary with copious illustrations and memorabilia beautifully laid out
- No fewer than 98 maps of legendary and/or forgotten circuits (Antibes, Tripoli)
- The social atmosphere of yesteryear lyrically described by famous journalists from L'Auto, The Motor, Autocar or L'Intra
- Iconic GP racing drivers like Ascari, Nuvolari, Varzi, Caracciola, Fagioli, Farina, Fangio, etc, and top cars Bugatti, Alfa Romeo, Maserati, Delage, Lago Talbot
- Each race has different items of Memorabilia, such as race notes, programme covers, telegrams, regulations, Automobile Club badges, ... 1790 in all !!!

## **Sumptuous drawings:**

- 79 illustrations, caricatures by Geo Ham, magnificent paintings by Michael Turner, Nicholas Watts and Rob Roy
- Superb reproductions of Memorabilia (e.g. The Gala Menu of the first Monaco GP illustrated in water color).



**A book for collectors:**

Because so much use is made of graphics, an ability to read the French text is not essential or even necessary. Nonetheless an additional booklet containing the English translation of relevant text is included.

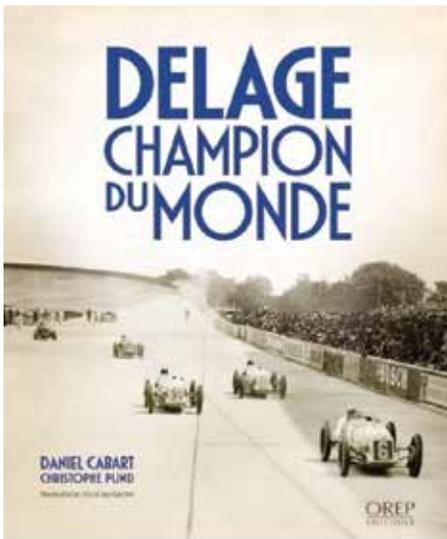
- Luxury production giving added value to the 1790 documents, thanks to the huge art landscape format (42 x 30 cm or 16.75 x 12.9 inches), which comes in a slipcase

This marvelous logbook is the first book ever devoted to the career of a pre and post-war GP driver in chronological order, Philippe « Phi-Phi » Etancelin. But the book is NOT a biography ; it is a superb and very rare insight into the Golden Age of Grand Prix racing.

- Luxury production giving added value to the 1790 documents, thanks to the huge art landscape format (42 x 30 cm or 16.75 x 12.9 inches), which comes in a slipcase.

- Destined for a special place in the bookcase of collectors of rare editions. Only 500 numbered copies will be printed, so the run will soon be out of print.

Was \$ 550 , now reduced by publisher to only \$ 395! Just one left!



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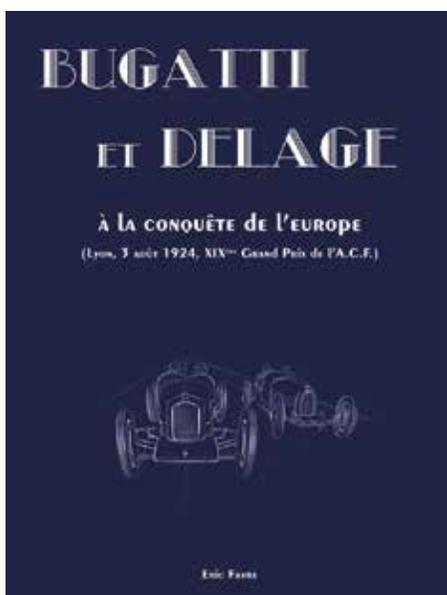
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*by Eric Favre*

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Includes Bugatti competition history between 1909 and 1924.

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Dear Fellow Enthusiast :

Enclosed you will find the results of an idea that I have been nursing for several decades. Having collected copies of *L'Illustration's* "Automobile et Tourisme" issues over many years and enamored of the covers done by major illustrators of the day, I had always thought that it would be nice to share these automotive art works with others who would appreciate them, such as yourself.

The "thumbnail" images represent the covers and some inside pages that are now immediately available. All of these can be furnished in any size desired from poster on down. The 14 X 11 inch format closely approximates the original magazine size and in an Itoya art folio makes a great coffee table book. For your library, consider a folio of 11 X 8.5 inch prints. Each folio contains 24 plastic sleeves which permit up to 48 views. All prints are on heavy, 80 pound cover stock for quality and ease of framing if desired.

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Looking forward to your kind response,

Yours,

Don

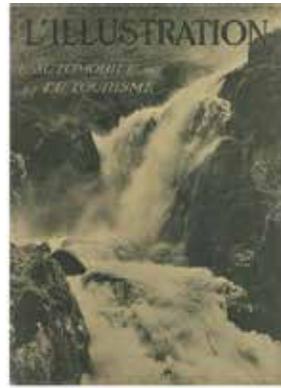
# L'Illustration L'Automobile et Le Tourisme



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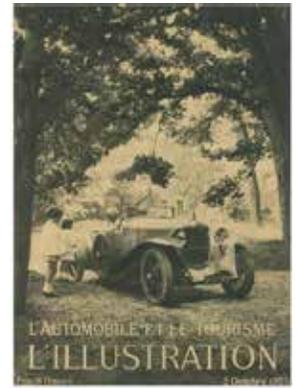
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1923



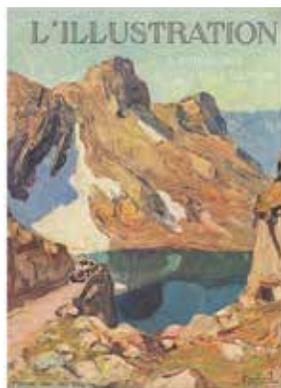
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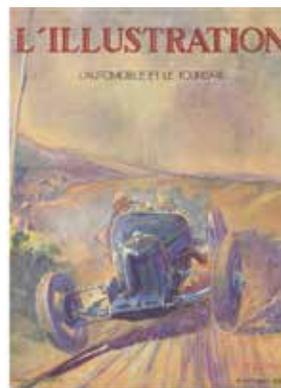
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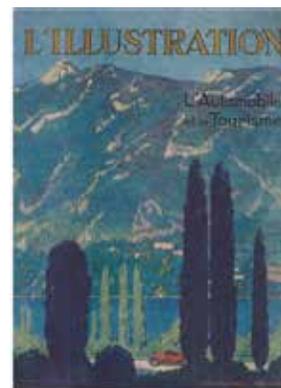
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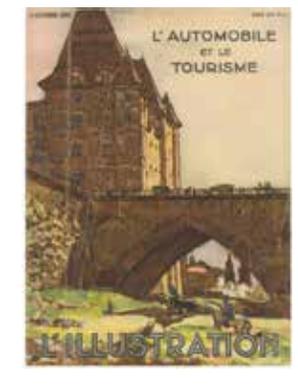
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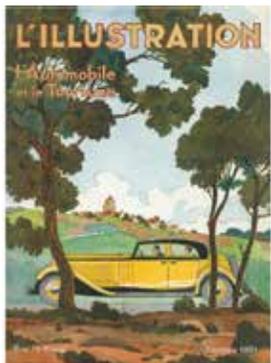
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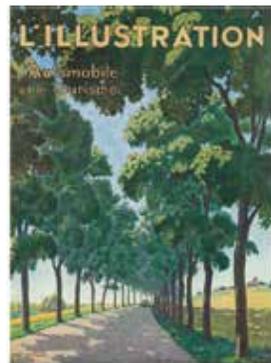
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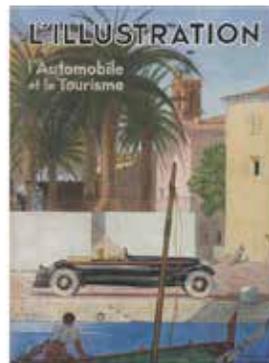
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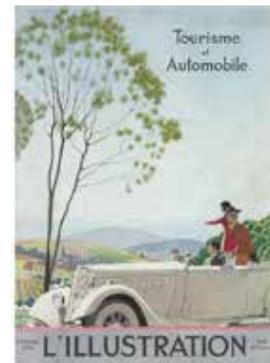
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1932



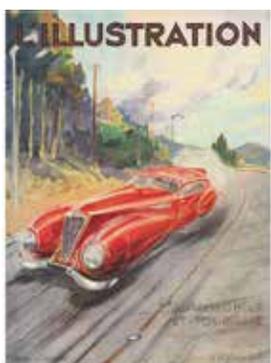
1933



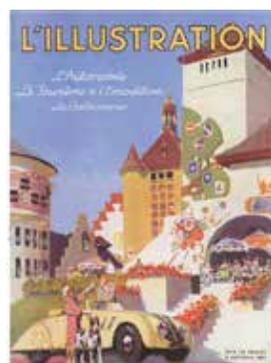
1934



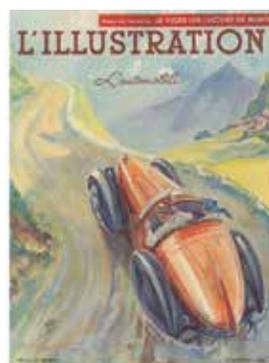
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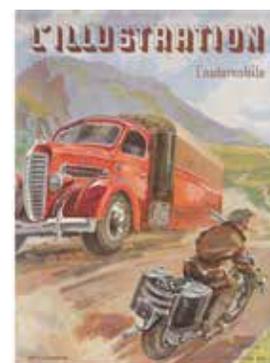
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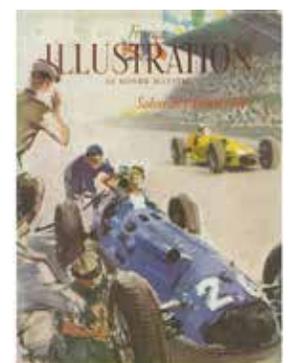
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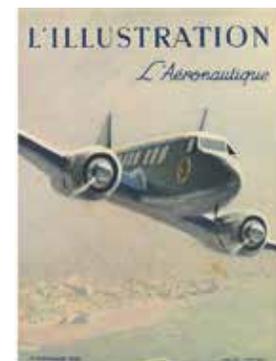
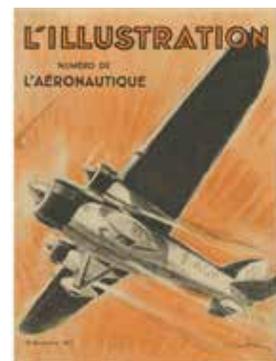
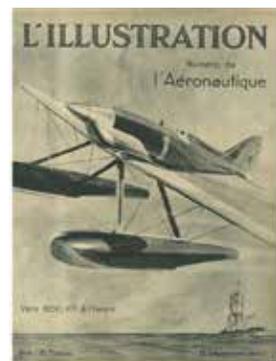
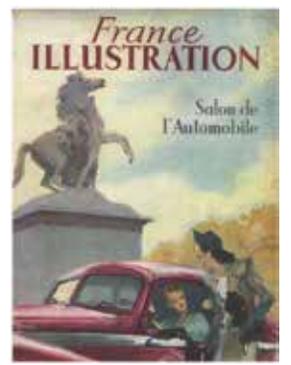
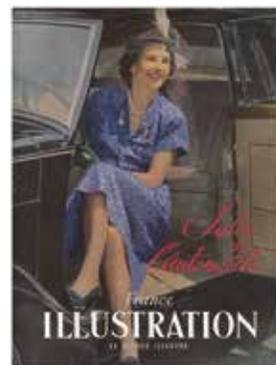
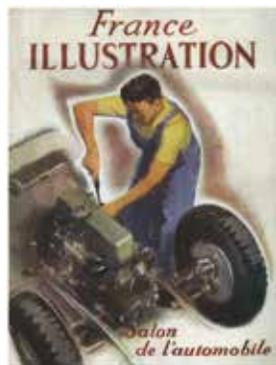
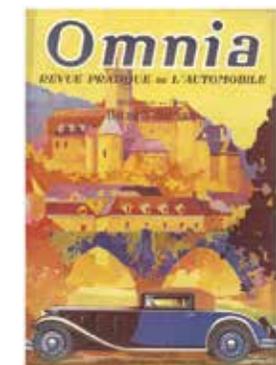
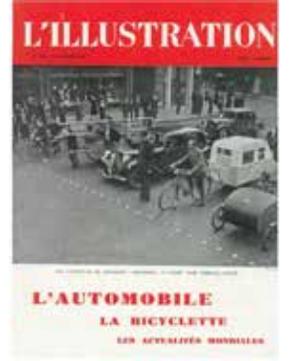
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1941



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