

Bibliography

uch of the history published on the “Golden Age” has not been well documented. In addition, the materials are widely dispersed. Those wanting to do research on the era face a daunting task.

If you are willing to travel, most of the secondary sources can be found in three locations: The National Automotive History Collection in the Detroit Public Library, The Library of Congress and The Automobile Reference Collection in the Free Library of Philadelphia. Much can be obtained through inter-library loan programs, used bookstores and the Internet. The most incredible development in the recent past is the ability to go online and find whatever you need through various used book dealers. Many specialize in automotive books. Though this can be expensive, it at least cuts down on the time and cost of travel.

I found the best search engines to be addall.com and bookfinder.com. Some of the people you will run across have very detailed knowledge of their books, are usually interested and extremely helpful. They are Art Spindler, Christopher Briston, Dave McClure, Thomas Warth, and David Gavitt. Their phone numbers, e-mail and snail mail addresses will be in the book citations that come up as a result of the search.

Warth published a very useful catalog in 1993 on used automobile books titled *The Car Book Value Guide and Bibliography*. (Tew Press, Minnesota, 1993). As of 1993, it had most of the out of print and used books available for the dealers listed by title, author, subject and price. It also tries to summarize the periodical literature, particularly useful is the index for *Automobile Quarterly* through 1992. Fred Chaparro, the proprietor of Automotive Bookstop in Burbank, California is an ex-midget racer and very knowledgeable about racing in general. Ebay occasionally has books that are of interest but it takes a lot of surfing to find them.

The periodical literature, with the exception of *Automobile Quarterly*, is another matter. Much of the available primary source material and later reflections by participants of the period are found in such publications as *Motor West* and *Speed Age*. These are not easy to find in your local library. Some articles have been reprinted in specialty journals. For example, Peter DePaolo’s “I Drove the Boards” series that originally appeared in *Speed Age*, was reprinted in *The Bulb Horn*. Many of the articles have been photocopied and are available from individuals that you meet along the way. Most can be located in the National Automotive History Collection in Detroit.

The primary source for secondary scholarship is *Automobile Quarterly*. It has been published since 1962 by a series of owners in hardbound format. Many of the best historians have published material here, but it is no more reliable than other sources of second-hand history. Its index volumes, however, make it a good jumping-off place for serious research. Larger local libraries often have the entire run. The articles are usually well illustrated with paintings or photographs and sometimes both. It is a magnificent publication and worth having in your library. Many of the past issues are available directly from *Automobile Quarterly*, the Internet or used book dealers. Happy hunting.

One website, www.milleroffy.com, has an extensive list of books and periodical literature. The site is full of things Miller, including historic and contemporary photographs of the cars and car parts as well as sounds of the engines at 7,000 r.p.m.

Photographs are key to an understanding of the period. As historical documents, they yield much information about people, cars, car numbers, engines and give a “feel” for the period. Like the books and magazine articles, however, they are widely dispersed. The best starting place for this period is the essay by Frederick Usher in the second edition of Borgeson’s, *The Golden Age of the American Racing Car*. He

covers the various major collections and where they reside. It is important enough to reproduce in this book as **Appendix 11**. As an update to Usher; the Zagari Collection was recently sold to Matt Spitzley, an automobile enthusiast living in England. In addition to Zagari's work, roughly 130,000 glass plate negatives and color transparencies feature Testi and Branger, photographers whose work Zagari collected.

Sadly, Bruce Craig died this year. His collection, which numbered about 100,000 glass plate and film negatives, supplied many a historian with photographic raw materials. The focus is American open wheel racing from the beginnings to the 1980s. Dale Snyder, in Nazareth, Pennsylvania, now owns the collection. He can be reached at snydervideo@enter.net.

For the period 1916 to 1924 some additional sources for photographic materials not mentioned by Usher, and in no particular order, are the Corona Public Library, the Santa Monica Public Library, The National Automobile Museum in Reno, Nevada (which has over 900 Meurisse glass plate negatives), The University of Southern California, The University of California at Los Angeles, the Eastern Automobile Museum, Daytona Racing Archives, the Los Angeles Public Library, Monza Autodrome, The Automobile Club of the West at Le Mans, the Tacoma Public Library, The Washington Historical Association, the Los Angeles County Museum of Natural History (The Seaver Center) and the Ludvigsen Library in London. All of these organizations have photographs that can be accessed by the researcher. One interesting collection of early motoring can be found at the George Eastman House in Rochester, New York. The collection is comprised of 871 still photographs by Nathan Lazarnick. They are all reproduced in thumbnail size on a website (www.geh.org/ar/strip15/htmlsrc/lazar_sld00014.html) and available for purchase. Many have racing subject matter. Dale La Follette's, *Vintage Motor Photo*, is a commercial enterprise with a printed catalog and a website at www.VintageMotorphoto.com. Most of the subject matter is post World War II but there are some photos from the "Golden Age."

The largest library of photographs on historic European racing is the LAT Photographic Digital Archive in Middlesex, England. It has the photo morgue of *The Motor* and *The Autocar*, the most active of the English motor magazines for the whole period. However, many are still unsorted and not cataloged properly.

I am certain a review of historical societies and libraries near race venues would yield results. Elgin, Illinois, for example, has material on their road races and a group is putting together information on the history of each year. Sometimes it requires asking the right question or getting to the right person, but that is part of the fun and excitement of the search. You never know where or when you are going to run across something interesting or historically important.

Frederick Usher only scratched the surface in mentioning private individuals and their photographic collections. I do not feel comfortable revealing them here but dedicated research will eventually find them. I will mention one because of its historic interest and importance. It is the James Brucker Collection. All the photographs identified with Brucker as the source come from Murphy's estate. They are the photographs Murphy selected to document his career. James Brucker acquired them in the early 1980s and has preserved them in that condition. He has been generous enough to allow their use here. Many are published for the first time.

Motion picture footage of events discussed in *King of the Boards*, taken for newsreels of the day by the Pathe and Paramount Studios, is owned by the Grinberg Library and unavailable to the researcher because of cost. It is on silver nitrate film that is technically very difficult to work with. Moving pictures taken at Indianapolis are sometimes shown on television programs. There is additional footage in private collections that will be available one day as they are sold off or donated to libraries.

Oral history could have been a rich source of information, but the characters were not recorded in any systematic way. Borgeson inter-

viewed over 80 people for his book, *The Golden Age*, and it might be worthwhile to revisit his notes of those conversations, assuming they still exist. Russ Catlin interviewed Tommy Milton on tape but I have been unable to locate a copy. The DePalma and Oldfield archive is housed in the Amateur Athletic Association which received them from the Helms Foundation. All of the people that would be important to talk to are dead. The technology to record them in the 1940s, 50s and 60s was crude and cumbersome by today's standards, and it was uncommon to do so.

I have listed the books, articles and newspapers alphabetically, not by chapter or subject. I have tried to indicate how and why they are helpful and, of course, they are my opinions. It is only a starting point.

The Sources

Allen, Frederick Lewis. *Only Yesterday; An Informal History of the Nineteen-Twenties*. New York: Harper and Brothers, 1931.

An almost contemporary analysis of the decade. Popular history that is well written and informative. It is the first attempt to interpret the 1920s and starts the bootleggers, flappers and hoodlum view. Allen is discounted by recent scholarship though he occasionally has interesting insight and should not be simply dismissed.

Altoona Race Program. Altoona, Pennsylvania, September 1, 1924. Program for the second race held in June, 1924 at Altoona that has interesting biographies of the drivers and material on the first race in September of 1923.

Automotive Industries. August 23, 1923.

This article describes the Monza trip and the penalty handed out to Murphy by the AAA for going. Also speculates as to how the Millers will perform and the strength of the Fiats.

Beardsley, J. L. "The Violent Life of Jimmy Murphy," *Modern Man*, 1950's. pp.45-50.

An interesting article that briefly summarizes Murphy's racing career. Beardsley is on the "feud" side of the argument regarding Milton, and is replete with factual errors, but it nevertheless is a place to start for an understanding of Murphy's four and a half years of piloting a racecar.

Bellu, Serge. *Blue Blood: A History of Grand Prix Racing Cars in France*. New York: Frederick Warne & Co., 1979.

Tells the French Grand Prix story from 1906 through 1977 with a concentration on French manufactured cars. It is history and technical data supported with numerous photographs. The appendix summarizes each car in alphabetical order. An outstanding book well worth the effort to find in a library. It strangely is more available than other titles. Maybe the book had better marketing.

Bentley, John. *Great American Automobiles*. Englewood Cliffs, New Jersey: Prentice Hall, 1957.

A good summary of racing on the Ormond-Daytona Beach. It covers 1902 to 1929 and, in addition to the beach, covers the Vanderbilt Cup and other early racing. Interesting photographs and a well-written summary of the building of the Indianapolis Speedway.

Betts Brothers, ed. *Auto Racing Winners, 1895-1947*. Philadelphia: Betts, 1948.

In the National Automotive History Collection at the Detroit Public Library in typewritten form. Chronological race results from 1895 to 1947 of major speed classics, trials and historic races. Should be cross-referenced to the statistics in Wallen.

Beverly Hills Race Program. February 27, 1924.

Good driver biographies and gives the reader a sense of the race and track's significance.

Blazier, John E. & Rollings, Tom. *Forgotten Heroes of the Speedways: The Riding Mechanics*. Indianapolis, Indiana: Stephen R. Rettig, 1994.

A pamphlet about the riding mechanics and a listing of their names with drivers and cars. It is the only publication that I am aware of that specifically deals with the mechanics.

Bloemker, Al. "The Incomparable Milton," *Automobile Quarterly*, v.8 no.2, fall 1969. pp.160-177.

The most complete summary of Milton's life and racing career in print. It is sympathetic and written by the long time publicist of the Indianapolis Speedway who was a very good friend and associate of Milton's. It is very non-controversial in interpretation in that it follows the general prescribed outline that Milton sought to manage. It is well worth reading and contributes overall to the historical literature. Until Tommy's life can be told with access to his archive it remains the most complete summary in print.

_____. *500 Miles to Go; The Story of the Indianapolis Speedway*. New York: Coward-McCann, 1961.

Historical account of the Speedway from its beginnings to the late 1950s. Nothing particularly new by way of scholarship but a worthwhile, popularly written account.

Boardman, Fon W. *America and the Jazz Age; A History of the 1920s*. New York: H.Z. Walck, 1968.

Bochroch, Albert R. *American Auto Racing: An Illustrated History*. New York: Viking, 1974.

One of the few general accounts that tells the story of American racing from the beginnings through 1972. A listing of races and winning drivers by year is in the appendix. This feature can be compared to Betts and Wallen. It contains many interesting photographs of each period. Some of the information has been updated with subsequent scholarship. However, it is one of the standards.

Boddy, William. *The World's Land Speed Record*. London: Phoenix House, 1964.

Small volume that is not much help. It mainly discusses English record breakers and discounts both De Palma and Milton's records in that they only ran in one direction, which was all that was required by the AAA.

Borgeson, Griffith. *Bugatti: The Dynamics of Mythology*. London: Osprey, 1981.

The best book on this interesting car builder and man. Bugatti built some of the best race and passenger cars in the world.

_____. "Fresh Footnotes to the History of Miller Front Drive," *Automobile Quarterly*, v.21 no.4, fourth quarter 1983. pp. 400-417

A complete history of the Miller front-drive racecar and all its permutations. Talks about the significance of the concept to race and passenger car design. He argues that the outboard brake car is the first one designed for Murphy.

_____. "Gabriel Voisin: Archetype of Constructors," *Automobile Quarterly*, v.13 no.4, fourth quarter 1975. pp. 342-357.

A very interesting article on this interesting man and his accomplishments. There is not as much on the racing as on his life, pursuits and projects but enough to get a sense of what his racecars were about. He was way ahead of his time and Borgeson feels on a level with Frank Lloyd Wright and Le Corbusier in terms of design. His passenger cars were beautiful and as accomplished as anything being done at his time. He lived until 1973, into his 90s. He was also at the very beginning of heavier than air flight, before the Wright Brothers. Most people do not remember him, which is a shame.

_____. "Leon Duray: Just the Fastest," *Automobile Quarterly*, v.21 no.4, fourth quarter 1983. pp. 424-435.

The only lengthy work on George Stewart, AKA Leon Duray, one of the best of the early drivers. Though he didn't win much, he was fast.

_____. *Miller*. Osceola, Wisconsin: Motorbooks International, 1993.

An excellent summary of Miller's work and Borgeson's interpretations. He is still clinging to the outboard brake car as first and, I think amusingly, shows picture after picture "proving" his point. It is a very handsome book by the "dean" of American automotive historians. It should be compared to Mark Dees, *The Miller Dynasty*, the standard work on Miller.

_____. "Project Time Machine: The Chassis," *Sports Car Illustrated*, v. 6 No. 1, July 1960. pp. 48-53, 94.

An analysis of what made the Miller chassis unique and different. He recounts the care Miller poured into the cars and their fabrication. Has a tremendous cutaway illustration of a F-W-D Miller.

_____. "Project Time Machine, The Engine," *Car and Driver*, June 1961. pp. 77-81, 97-98.

An article on Miller engines and their development. It is an early essay covered again in later publications on Miller.

_____. *The Golden Age of the American Racing Car, 2nd.Ed.* Warrendale, PA: Society of Automotive Engineers, Inc., 1998.

The second edition of arguably the most influential book written on the early era of American automobile racing. It covers the period from the 1910s to the 1930s and recounts the historical development of racecar technology, courses, designers, builders, drivers and events. It was first published in 1966 when there were almost no secondary accounts. It is hard to overestimate the importance of the book. The second edition was not updated with the latest research and contains many miss labeled photos and factual errors, but it still remains the "New Testament" of automobile racing in the "Golden Age." Borgeson interviewed over 80 people that had direct contact with the era. It is probably the most enduring feature of the work. It is the place to start. You may come to different conclusions but not without digesting Borgeson.

_____. "The History of Ballot," *Automobile Quarterly*, v. 21 no.2, second quarter 1983. pp. 166-184.

Excellent article on Ballot who built innovative products after WWI but had trouble winning. He, along with Duesenberg, started the trend toward the straight eight engine. De Palma had some success in the United States with a car but Ballot won little in Europe and finally gave it up. Jimmy Murphy dominated the Ballots at the 1921 French Grand Prix.

_____. "The Racing Duesenbergs, Part I-The Walking Beam Era," *Car Life*, v. 12 No.2, March 1965. pp. 49-55.

From the beginnings to 1918. A good overview of the Duesenberg effort at building competitive racing engines and cars.

_____. "The Racing Duesenbergs, Part II-The Straight Eight Era," *Car Life*, v. 12 No.3, April 1965. pp. 82-88

Finishes the story through about 1930. Both articles were published a year before his book *The Golden Age of the American Racing Car* and contain much of the information discussed there. Borgeson had done his interviews by this time and the *Car Life* pieces are his first comprehensive attempt to record the Duesenberg story.

_____. "Pre-Conquest Millers," *Automobile Quarterly*, v. 19 no.1, first quarter 1981. pp. 88-103.

_____. "Tommy Milton and the Double Duesy," *Sports Car Illustrated*, November 1958. pp. 18-19,56,57.

Excellent introduction to the subject with a lot of quotes from Tommy Milton. Good summary description but definitely from Milton's point of view. He failed to talk with anyone else who might have been there. Harry Hartz, for example. It is also obvious that Borgeson did not review the newspaper coverage of the event. Many later historians based their interpretations partially on this article and make many of the same mistakes he does. As a result the historical record has been partially "polluted."

Bradley, William F. "Grand Prix Car Characteristics," *The Autocar*, July 16, 1921. pp. 109-112.

_____. "Grand Prix Race Drivers," *The Autocar*, July 9, 1921. pp. 67-70.

A description of each of the drivers in the upcoming French Grand Prix.

_____. *Motor Racing Memories, 1903-1921.* London: Motor Racing Publications, 1960.

Though published in 1960 Bradley was a participant. The book is a memoir by a man at the center of racing for a lot of years. He helped European car racing teams come to Indianapolis and facilitated the Duesenberg effort at Le Mans. It is a hard to find and an interesting book.

_____. "The Races He Never Won," *Sports Car Illustrated*, September 1959. pp. 66-67,80,82,84.

A very critical review of the Ballot motor racing effort. Bradley did not like Henri Ballot and took this occasion to demean his efforts.

_____. *Letter to Fred Duesenberg*, March 1, 1921.

A key document that outlines who paid for the Duesenberg entry fees to the 1921 French Grand Prix and what would be necessary in the car set up for the Le Mans course.

Bowman, Lynn. *Los Angeles: Epic of a City*. Berkeley, California: Howell-North, 1974.

Brechin, Gray. *Imperial San Francisco: Urban Power, Earthly Ruin*. Berkeley, California: U. of California Press, 1999.

An interpretation of the rise of San Francisco in the context of mining and what the author describes as the formation of an imperial city. By definition, mining added great wealth to the destruction of the surrounding environment and the subjugation of contiguous countryside necessary to support the expanding city. He claims it is characteristic of any number of great cities in history. It is an important book that goes beyond the history of San Francisco in the application of his model. In the end he is partially right but becomes farfetched in later chapters.

Bronson, William. *The Day the Earth Shook and the Sky Burned*. Garden City: Doubleday, 1959.

This is an excellent book on the San Francisco earthquake and fire of 1906.

Brown, Allan E. *The History of America's Speedways: Past and Present*. Comstock Park, Michigan, 1994.

A few short articles on types of American racing, but primarily an anthology of tracks and race courses in America. A very detailed book that lists just about everything.

Burgess, John W. "The Millers," *Super Auto Illustrated*, v.2, September 1985. pp. 78-83.

An interesting article by an artist, who painted several Miller scenes, particularly board tracks. It appears it is the condensed research Burgess did to make the paintings accurate.

Campbell, Sir Malcolm. *My Thirty Years of Speed*. London: Hutchinson & Co. 1935.

Reflections on land speed records and attempts by one of the most famous of the English drivers who held all the records at various times. Interesting photographs.

Caracciola, Rudolf. *A Racing Car Driver's World*. New York: Farrar, Straus & Cudahy, 1961.

Not exactly on point with Murphy's story but a memoir by a great driver who was racing by 1924. He talks about the atmosphere around racing and what it was like to drive a period car. Rudy was one of the most successful ever. He is mostly associated with the 1930s Mercedes Silver Arrows. An excellent read.

Carmody, Jack. *Out of the Crucible*. San Francisco, 1953.

A reprint with additional pictures and text of an article written by B.M. Ikert in *Motor Age*, July 10, 1924. The piece compares Duesenberg racecar design with the passenger car. Every component of the cars is discussed.

Carnegie, Tom. *Indy 500, More Than a Race*. New York: McGraw-Hill, 1987.

Lavishly illustrated with photographs and drawings.

Carter, Bruce. *Jimmy Murphy and the White Duesenberg*. New York: Coward-McCann, 1968.

A Children's book on the French Grand Prix of 1921. Interesting summary of the race and illustrations. It is a good read even though Carter repeats or "borrows" many observations and gets some of his facts wrong. Interestingly, he is one of the few to correctly record why Murphy had the accident in practice. No one made a mistake as is often repeated, but rather, Murphy or Inghibert was trying to avoid a horse and cart that had wandered onto the course. One of the major hazards of early racing on open roads.

Catlin, Russ. "54 Bittersweet Years of the AAA Contest Board,"

Automobile Quarterly, v. 20 no.4, fourth quarter 1982. pp. 392-417. A major article on the sanctioning body for automobile racing in the United States until USAC replaced it in the 50s. Catlin deals with the various heads of the organization and most of the controversies.

_____. "Sheepshead Bay Speedway: The Colossus of Brooklyn," *Automobile Quarterly*, v. 14 no.1, first quarter 1976. pp. 92-109.

The only full history of this important speedway. It was two miles in length and every champion through 1919 competed on it. It was located not too far from Coney Island and was hugely popular with race fans.

_____. "Speed King in a Silk Shirt: The Career of Bob Burman," *Automobile Quarterly*, v.19 no.4, 4th Q. 1981. pp. 406-416.

_____. "The Great Vail," *Automobile Quarterly*, v.15 no.4, 1st Q. 1977. pp. 392-407.

The story of Ira Vail, who was best on the dirt. He drove everywhere else but was not great. He did have a 51% top five board track finish percentage but in 25 starts never won a race.

_____. "The Wooden Wonders," *Automobile Quarterly*, v.9 no.3, spring 1971. pp. 256-265.

Catlin is generally regarded as the chief historian of the board tracks prior to Dick Wallen's book on them. This article is a good overview and starting point.

_____. "When Indianapolis Was Born," *Speed Age*, October 1951. pp.12-15,42-53

Catton, Bruce. "The Restless Decade," *American Heritage*, v.16 no.5, August 1965. pp. 5-17.

A good concise summary of the decade of the 20s that incorporates some new scholarship. Nicely illustrated.

Chudacoff, Howard P. *The Evolution of American Urban Society*. Englewood Cliffs, New Jersey: Prentice Hall, 1994. 4th Ed.

Describes the American urban scene from the 1600s to 1972. An interesting summary and interpretation.

Cimarosti, Adriano. *The Complete History of Grand Prix Motor Racing*. 1997.

A good introduction with excellent photographs and illustrations. There is some information on the 1921 French Grand Prix and 1923 at Monza. Many insights on early Grand Prix events, cars and drivers.

Clarke, R.M. *The Land Speed Record, 1920-1929*. Surrey, England: Brooklands Books, 1999.

A compilation of contemporary articles from *The Motor* on land speed attempts. Has some coverage of Milton though primarily about British drivers.

Clutton, Cecil, et.al. *The Racing Car: Development and Design*. London: Batsford, 1956.

It is written with Cyril Posthumus and Dennis Jenkinson. Each author covers a different chronological period. Posthumus does 1919 to 1933. It is a very interesting history of the most significant racing cars of each era including Fiat, Miller, Frontenac and more. The illustrations are by George A. Oliver.

Clymer, Joseph Floyd. *Floyd Clymer's Indianapolis 500 Mile Race History*. Los Angeles: Clymer, 1946.

A standard reference work on the Indianapolis 500. Rather than a history, it is a collection of contemporary periodical literature for each race through 1941. It has interesting sidebars in addition to race results.

Considine, Tim. *American Grand Prix Racing: A Century of Cars and Drivers*. Osceola, WI: Motorbooks International, 1997.

The standard work on American efforts at Grand Prix. Gets some things wrong in the sections on Murphy but is a good effort and nicely illustrated.

Conaway, T.W. "Remember the Boards," *Speed Age*, December 1947 to February 1949.

One page summaries of each board track and its history. Not as deep and rich as the DePaolo series "I Drove the Boards" in the same publication at a later date.

Court, William E. *Power and Glory: A History of Grand Prix Motor Racing, 1906-1951*.

London: Macdonald & Co., 1966.

This book is the central reference on the subject. Wonderful history and great illustrations.

Cuneo, Terence. "Racing with Sunbeam," *Automobile Quarterly*, v. 3 no.2, second quarter 1964. pp. 217-228.

A series of paintings by Terence Cuneo on various Sunbeam racing cars.

Cutter, Robert and Fendell, Bob. *Encyclopedia of Auto Racing Greats*. Englewood Cliffs: Prentice Hall, 1973.

A big book, full of interesting personalities and information. Some serious historical omissions of people, however, and not all their "facts" are correct, at least for Murphy. The book could use some editing based on recent scholarship. A good starting point for those wanting to know about the drivers.

Daniels, Ted E., Ed. *75 Years of the Indianapolis 500*. Indianapolis: Indianapolis Star, 1986.

A year by year history of the race that presents nothing new or different from Fox or Popely mentioned later.

Danzig, Allison & Brandwein, Peter. *Sports Golden Age*. New York: Harper & Bros., 1948.

An interesting book that is a compilation of newspaper columns by contemporary sportswriters. It covers everything from football to six-day bicycle racing with sections on such national pastimes as billiards, rowing and yachting. There is no mention of automobile racing. It does give a flavor for the times and its fascination with sports.

Davidson, James West. *After the Fact: The Art of Historical Detection*. New York: Knopf, 1982.

A good book on historical method with great chapters on the use of paintings and photographs.

Davis, H.C.S. *A Racing Motorist: His Adventures at the Wheel in Peace and War*. London: Iliffe, 1949.

Davis was an editor of *The Autocar* for many years and raced Bentleys at Le Mans. He rode as mechanic with Count Louis Zborowski in the 1924 French Grand Prix in the Miller road car he had purchased the year before in America. It contains an interesting description of what it was like to be a mechanic in an important road race.

_____. *The Endless Quest for Speed*. London: Iliffe, 1932

A collection of colored plates by Gordon Crosby that were originally published in *The Autocar*. Davis was the editor at the time these were produced. There are two volumes.

The Daytona Daily News. April 25, 1920.

Primary source material for the records set by Milton.

The Daytona Morning Journal. April 17 to 29, 1920.

The most complete coverage of any of the papers on the events at Daytona.

Dees, Mark L. *The Miller Dynasty*, 2nd ed. Moorpark, California: Hippodrome Publishing Co., 1994.

The best book on Harry Miller. Great photographs. Dees updated the first edition as new scholarship became available, something not everyone does. It is an in-depth look at Miller, his cars and the people around him. Also interesting sidebars on such things as fuels. Dees was tragically killed in an automobile accident in the early 1990s. The book is as interesting to car restorers as it is to historians.

_____. "Miller's Magic, *Circle Track*, v. 2 No.4, April 1983.

Mainly worth looking at for a book review of Dees' book, *The Miller Dynasty*. Interestingly, the reviewer, Joe Scalzo, compliments Dees on the

effort and the beauty of the book but says he needed an editor and describes the effort as ponderous. He also has a few biting comments about Miller, the man, whom he apparently has less respect for than most people who regard Harry as the patron saint of racecar design and fabrication.

Demand, Carlo. *Motor Racing Sketchbook*. London: Foulis, 1956
The charcoal sketches of Demand that are also in *The Big Race*. Primarily on European racing there are some that apply to Murphy's career.

DePaolo, Peter. "I Drove the Boards," *Speed Age*, various dates from 1951 to 1953.
The best series of articles on board track racing written by a participant. He has been the only driver/mechanic to share his impressions in any kind of systematic way. The focus is on Los Angeles but he also talks about other venues, shares his philosophy on car preparation, driving, "Uncle" Ralph DePalma and all the other drivers.

_____. *Wall Smacker; The Saga of the Speedway*.
Cleveland: Thompson Products, 1935.
On of the few autobiographies published by a participant in the events of the era. He is always interesting even if his facts and recollections are a bit rusty. The book contains many descriptions of what it was like to be in the car and what went on in the world of big time auto racing. It should be a starting point for anyone interested in researching the board track era.

Derks, Scott, 2nd ed. *The Value of a Dollar: Prices and Incomes in the United States, 1860-1999*. Lakeville, CT: Grey House, 1999.

Dezell, Maureen. *Irish America, Coming Into Clover*. New York: Doubleday, 2000.
An interesting interpretation of the Irish experience in American and some of the supporting beliefs, attitudes and accomplishments that have molded and reflect the development of this important minority.

Doyle, Gary D. "Art and the French Grand Prix, 1921," *Automotive Fine Art*, v. 12 no.26, August 2000. pp.36-45.
A historical account of the race and the artwork that has been done from 1921 to the present.

Duesenberg, Fred. "Thoughts," *The Auburn Magazine*, July 1929.
A sympathetic recollection by Fred Duesenberg on the personality and racing career of Jimmy Murphy.

Dumas, Paul. "Miller Front Wheel Drive Racing Car," *Motor Age*, December 11, 1924.
This article sent Griffith Borgeson off on his intellectual wild goose chase trying to prove the outboard brake car was Murphy's. He uses one sentence in the article to "prove" his point while Dumas uses the entire three page article to describe the creation and building of the in-board brake car for Murphy. Borgeson's "proof" was that there was a reference to the fact Murphy's estate had race cars for sale including, presumably, the front-drive car. By December Durant was already testing the in-board brake racer at Culver City...so this can't be Murphy's car, according to Borgeson.

Dumenil, Lynn. *The Modern Temper: American Culture and Society in the 1920s*. New York: Hill and Wang, 1995.
One of the more recent books written on the 1920s that synthesizes existing scholarship and interpretations. The best place to start a serious study of the decade. The exhaustive bibliography is worth the price of admission. A fresh seminal interpretation of the era. She makes the overall point that our fascination with the 20s is because we recognize so much of it...it is the first "modern" decade.

Egloff, Fred. "The Elgin National Road Races," *Vintage Racer*, summer 1992. pp.42-49.
The only comprehensive article that I am aware of on this road race.

Elbert, J. L. *Duesenberg, The Mightiest American Motor Car*. Arcadia, Ca.: Post-Era Books, 1951.
A reprint of one of the earliest attempts to record the history of Duesenberg. Elbert serves as an editor for others writing about the Company and its projects. The most controversial recollection was by William Beckman, Duesenbergs principal engineer. He claims Murphy drove the land speed car 159 mph and that the car needed to be tested in Daytona because of an adjustable front end they had built on the rig. They did not have time to experiment before running the monster on the beach.

Ema, Randy. "Duesenberg: The Man Behind the Machines," *Automobile Quarterly*, v. 30 #4, summer 1992. pp. 4-13.

A good article on Fred. Randy Ema is the principal Duesenberg restorer on the West Coast and has assembled a large archive of things Duesenberg, including photographs, books and original drawings.

Engel, Lyle Kenyon. *The Indianapolis 500*. New York: The Four Winds Press, 1972.

A statistical summary of each race from 1911 through 1971. It contains most everything but the car colors. One text chapter deals with 1911-1962 then one chapter for each year to 1972. An interesting listing not in other accounts is a summary of relief drivers. It turns out Jimmy Murphy finished fourth in relief for Eddie Miller in 1921. That would mean he never finished worse than fourth in the five years at Indy as a driver. Donald Davidson, the Speedway historian, compiled the statistics.

Eyston, G.E.T. *Fastest on Earth*. London: John Miles, 1939.

A small good book on land speed attempts dealing primarily with British drivers. Good photographs. Some but not a great deal of material on Milton's effort in 1920.

Faroux, Charles, "Le Grand Prix de l'A.C.F.," *Englebert Magazine*. No further citation.

Article in French that appeared in a contemporary magazine published as a supplement to the sale of automobile tires. It has a summary of the 1921 race and an interview with Murphy.

Fenster, J.M. "Indy," *American Heritage*, May-June 1992. pp. 66-81. As much about American automobile racing from the beginnings to the 1970s than about Indianapolis. Popularly written and non-technical.

Fisher, Jane. *Fabulous Hoosier*. New York: McBride, 1947

A biography of Carl Fisher, the founder of the Indianapolis Motor Speedway, by his wife. It can be considered a primary source on Fisher. Jane was there at most of the business decisions and comments on them. Carl was difficult to live with and they finally divorced but it is obvious from the book that she always loved him and had respect for his accomplishments. There was a large age difference between the two.

Flink, James J. *America Adopts the Automobile*. Cambridge, Mass.: MIT Press, 1970.

This is one of three works by Flink that are scholarly attempts to place the automobile in historical context. There is not much on racing but they are very informative on automobiles, the business and the people involved. They are thoroughly researched and the best books in print on the impact of the car on American society.

_____. *The Car Culture*. Cambridge, Mass.: MIT Press, 1975

This volume is more about the sociology and economics of the car than its technical progress.

_____. *The Automobile Age*. Cambridge, Mass.: MIT Press, 1988

Fox, Charles. *Great Racing Cars and Drivers*. New York: Grosset and Dunlap, 1972

A selective summary of cars and drivers beginning in 1914. He has good coverage on some and is light on others. He does talk quite a bit on the Miller front-drive car and is on the Riley Brett side as to whose idea it was. Fox claims Riley suggested the idea to Murphy.

Fox, Jack C. *The Illustrated History of the Indianapolis 500*. Speedway, Indiana: Hungness, 1967, revised, 1975, 1984 and 1994. The standard reference work on the 500. It has the starting lineup in pictures of each race from 1911 to its publication date. Also included are car colors and scheme, car numbers, engine displacement, entrant and how they finished. Some of the pictures are not totally accurate but that does not detract from the overall importance of the book. It is helpful in identifying other photographs. Has some interesting narrative on each race. It has been updated in subsequent editions.

Freeman, Joseph S. & O'Keefe, James G. "Duesenberg; Out of the Crucible, A Racing History," *Automobile Quarterly*, v. 30 no.4, summer 1992. pp. 80-99.

The best overview in print of the Duesenberg racing effort. It is one article

in a series published in this issue of *Automobile Quarterly* that traces the history of Duesenberg from the beginnings to the glory days. The authors describe cars, races, personalities, motivation and factors for success.

Freeman, Joseph S. "In the Wake of the White Squadron; Harry Stutz's Remarkable Racers," *Automobile Quarterly* v.28 no.2, second quarter 1988. pp. 149-165.
Early American racing up to 1915.

_____. "Prodigal Son: The Whirlwind Career of Russell Clifford Durant," *Automobile Quarterly*, v. 40 no.4, Fourth quarter 2000. pp. 46-61.

An excellent article on a fabulous character who was central to the "Golden Age" of motor racing. Cliff Durant was the son of William Durant, the founder of General Motors. He had enough money to pursue a career of making more, racing cars, and buying airplanes, yachts, estates and hanging out with beautiful women. He was a Renaissance man in many respects. He had good taste, was smart, artistic, generous, personable and was a good businessman.

_____. "The Odd Saga of the Weightman Special," *Vintage Motor Sport*, March/April 1992. pp. 51-57.

The best and only account, that I am aware of, dealing with the colorful personality that was William Weightman.

Garnier, Peter. *The Art of Gordon Crosby*. London: Hamlyn, 1978.

A magnificent book on the art of this important English automotive artist written by the editor of *The Autocar* for whom a lot of Crosby's work was done. It talks about his life as well as having examples of his well-known paintings.

Gebby, Jerry. "Duesenberg at the Brickyard, Parts 1 & 2," *Auburn, Cord, Duesenberg Newsletter*; May and October 1960.

A summary of Duesenberg racing machines at Indianapolis. The article covers the entire history with photographs and text. It is not exhaustive but a good place to start to get a feel for the subject. Gebby had a substantial photograph collection that was sold off to various collectors.

Gianturco, Michael. "The Infinite Straightaway," *Invention and Technology*, fall 1992. pp. 34-41.

Covers the history of the significant word "saucers" and relates car advancements to racing on them. A good article.

Goldberg, David J. *Discontented America: The United States in the 1920s*. Baltimore: John Hopkins, 1999.

"Grand Prix-The Latest News," *The Motor*, July 13, 1921.

Green, Harvey. *The Uncertainty of Everyday Life, 1915-1945*. New York: Harper Collins, 1992.

Grgurich, Richard. "Altoona Speedway," *Antique Automobile*, November/December 1976. pp.33-38.

A workmanlike introduction to the Altoona track. It was the product of a summers internship by a graduate student and covers the construction and history of the place with interesting photographs from the Junior Palmer Collection which currently resides in the Eastern Museum of Automotive History. Altoona had one of the more interesting histories.

Harding, Anthony. *The Guinness Book of the Car*. Enfield: Guinness Superlatives, 1987.

Records and statistics dealing with the history, drivers, racing and social aspects of the car.

_____. *Car Facts and Feats*. New York: Doubleday, 1971.

Book of benchmarks. Covers production and racing statistics. Interesting lists and some artwork. Became the basis for *The Guinness Book of the Car*.

Helck, Peter. *The Checkered Flag*. New York: Scribner, 1961.

A history of early American car racing written and illustrated by the most famous American automotive artist. He covers up to the end of the Vanderbilt and Grand Prix races. Well written and superbly illustrated.

_____. *Great Auto Races*. New York: Abrams, 1975.

One of the most interesting books published on auto racing. While not the best history, it is wonderfully illustrated with Helck's sketches and paintings. The book serves as a road map to understanding auto racing in America and some Europe to about 1970. Like Borgeson's *Golden Age* and Wallen's *Board Track* this should be in a researcher's library.

_____. "In Pursuit of Speed and National Honor: 1906-1925," *Automobile Quarterly*, v. 21 no.1, first quarter 1983. pp. 30-53.

Not much artwork but many photographs of drivers and cars at the French Grand Prix for these dates. Not much on 1921.

_____. "Twenty Four Hours to Go," *Automobile Quarterly*, v. 5 no.1, first quarter 1967. pp. 54-67.

Hodges, David. *French Grand Prix: 1906-1966*. London: Temple, 1967.

A nice little book that covers each grand Prix race from 1906 through 1966 with text and many photographs.

_____. *Classic Racing Cars: Grand Prix and Indy*. London: Chelsea House, 1998.

Holthusen, Peter. *The Fastest Men on Earth: 100 Years of the Land Speed Record*. Thrupp: Sutton, 1999.

Chronicles the attempts on the World Land Speed Record from the beginnings at Ormond Beach to the breaking of the sound barrier in Utah. Many photographs and illustrations.

Horsley, Fred. *World's Fastest Cars*. New York: Citadel Press, 1955.

Decent history of the land speed attempts up to 1955. Some discussion of the DePalma and Milton records though he spends more time with the British efforts which were more numerous during the 1920s and 1930s.

Hough, Richard & Frostick, Michael. *A History of the World's Racing Cars*. New York: Harper and Row, 1965.

Has much detail on the development of racing cars through the decades. They talk about Indianapolis as well as Europe. A lot of pictures of cars and engines. A good source book.

_____. *First and Fastest: A Collection of Accounts of the World's Greatest Auto Races*. New York: Harper and Row, 1964.

Huntington, Roger. *Design and Development of the Indy Car*. Tucson: H.P. Books, 1981.

A technical account of how the Indy car developed in such areas as chassis materials, weight and power ratios etc.

Indianapolis News. The month of May, 1919 through 1925.

Along with the *Star* the primary newspaper coverage of the Indianapolis 500. It normally started the first week of May as the cars and drivers began to arrive and ended the day after the running of the race. They covered all the hard news as well as speculation and sidebar stories to the race.

Indianapolis Star. The month of May, 1919-1925.

Kennerdall, Richard. "The Grand Prix is Ours," *Motor*, v. 36, September 1921. pp. 39,84.

A description of the Duesenberg victory in France written by the head of the AAA Contest Board. It is interesting and unusual for him to write this race re-cap and would support the belief that the AAA had an economic involvement with the trip to Le Mans. The usual story is that Albert Champion funded the trip while there is some contemporary comment that Duesenberg provided the cars and the AAA paid for the team to go to France. The Bradley letter outlines who paid the entry fee...General Motors and the French driver Inghibert. It would appear that there was a lot of support coming from different sources.

"L'Americain Jim Murphy Gagne Le Grand Prix Automobile Sur Le Circuit De La Sarthe," *Le Miroir Des Sport*, no.56, July 28, 1921.

Pictures and text of the race and an interview with Murphy. The issue also has coverage of the Tour De France run during the month of July. Interestingly, it has four pages of stage coverage of the bicycle race versus the Grand Prix's two pages.

“Lesson of the Grand Prix, *The Autocar*, August 6, 1921. pp. 253-258.

An analysis of the race, cars and drivers. The big advantage for Duesenberg was the hydraulic brakes.

“Lessons of the Great Race,” *The Motor*, August 3, 1921. pp. 30-32. The same kind of analysis and insight as *The Autocar*.

Libby, Bill. *Champions of the Indianapolis 500*. New York: Dodd, Mead, 1976.

Popular history about the men who have won the race more than once. A source for things relating to Tommy Milton.

_____. *Great American Race Drivers*. New York: Cowles Book Co., 1970.

Murphy, Milton and others are included in a popular history. Some of the facts on Murphy are incomplete and in error.

Literary Digest, v. 74, July 29, 1922. pp. 44,46.

Coverage of the 1922 Indianapolis 500. A lot of discussion regarding chassis materials and how the cars were not up to the performance of the engines.

Los Angeles Times. Various dates.

Stories in the *Times* are solid primary source materials for racing at such places as Ascot, Santa Monica, Corona and Beverly Hills. Along with the *Examiner*, *The Times* coverage began with the usual pre-race buildup through the actual event. Many of the stories are illustrated with photographs of the cars and drivers. Chandler Sprague was the *Examiner's* writer and Harry Williams wrote for *The Times*. Williams, in my opinion, was the best sportswriter of the era in Los Angeles and maybe the country. The papers are available on microfilm through inter-library loan or at the main library in downtown Los Angeles. That is a convenient location to access over one million photographs in their collection. They do have some things on racing but the majority from the Murphy period are “lost.” None of the photographs from the papers are available before 1927 or at least no one knows where they are.

Lowenthal, Leo. *Literature, Popular Culture, and Society*. Englewood Cliffs: Prentice-Hall, 1961.

Scholarly work that relates popular culture to the changes in society. Information on 1920s sports heroes and their role in value formation. Most of the other sociologists that have recently interpreted the role of the sports hero refer to this book.

Lozier, Herbert. *Auto Racing, Old and New*. Greenwich, Conn.: Fawcett Publications, 1953.

Good coverage of early Grand Prix races through 1914 and Indianapolis until 1952. Other venues include Daytona, Savannah, Santa Monica and Long Island.

Ludvigsen, Karl. “Grand Prix Car of the Twenties,” *Automobile Quarterly*, v. 38 no.3, December 1998. pp. 82-99.

Excellent article on the development of racecars in the 1920s. Covers all the major manufacturers and races that their cars were in. More on the technical features of the cars than the history. Great illustrations. Ludvigsen, though American by birth, has a commercial library in England that houses a fairly good-sized photography collection of European racing and individual photos are available for purchase. Look for them on the Internet.

_____. *Classic Grand Prix Cars: The Front-Engined Era, 1906-1960*. London: Sutton, 2000.

It is well researched and has great photographs from the Ludvigsen Library. The book discusses each decade, engines as well as design. It has numerous illustrations and photographs of the engines, drivers and cars. The book is an outgrowth of Ludvigsen's articles on these subjects that have appeared in *Automobile Quarterly* and elsewhere.

Lurani, Giovanni. *History of the Racing Car*. New York: Thomas Crowell, 1972.

A good overall summary from early to modern racing machines with an emphasis on the post 1950s. Lurani is one of the best automotive historians having written several books including one on Nuvolari and the best publication on the Mille Miglia.

Moore, George. "They Always Called him Augie," *Automobile Quarterly*, v. 30 no.4, summer 1992. pp. 14-23.

Focuses on the younger Duesenberg brother, August, who was the implementor of Fred's ideas. Some insight into the 1920s and the story continues to his death in the 1950s. This article appears in the issue of *Automobile Quarterly* that is devoted to Duesenberg.

_____. "The Mightiest Duesey," photocopied, no citation or pagination.

History of the Duesenberg efforts at Le Mans in 1921.

Mathison, Richard R. *Three Cars in Every Garage; A Motorists History of the Automobile and The Automobile Club in Southern California*. Garden City, N.Y.: Doubleday, 1968.

Some racing but mainly the history of the AAA in Southern California and the development of car culture in Los Angeles.

Mathieson, T.A.S.O. *Grand Prix Racing. 1906-1914*. Stockholm, 1965.

The best book on the history of the races run by the L'Automobile Club de France from the beginnings through 1914. Mathieson's work is important to an understanding of what preceded 1921 and just how significant this event was in European motor racing. All the photographs come from Mathieson's collection and are spectacular. Most were taken by Meurisse and the other race photographers in the employ of the British auto magazines of the day. The negatives, which are all glass plate, have been dispersed to many private and public collections.

_____. *A Pictorial Survey of Racing Cars between the Years 1919 and 1939*. London: Motor Racing Publications, 1963.

McDonald, David J. *Fifty Years with the Speed Kings*. London: Paul, 1961.

A history of the Land Speed Record attempts at all locations with the emphasis on the British attempts.

McGuinness, Marci Lynn. *Yesteryear at the Uniontown Speedway*. Ohio, Pa.: Backwoods Book Publishing, 1996.

Soup to nuts regarding the Uniontown Raceway. Covers all the races with text and pictures. Uniontown had one of the longest histories of any board track. No other track has been accorded the same attention. Wayne Herstad is preparing a book on the Tacoma Speedway, which should prove to be the template for the study of one track. It had a long history and Wayne has assembled over 600 photographs of just Tacoma and an impressive array of memorabilia.

Miller, Kerby and Wagner, Paul. *Out of Ireland: The Story of Irish Emigration to America*. Washington D.C.: Elliott and Clark, 1995.

An excellent overview of the mass migration of the Irish to America. Over 50% of the population of Ireland emigrated to the rest of the world from 1820 to 1910. Most came to the United States.

"Milton Smashes More World Marks," *Motor Age*, v.38, April 29, 1920. p.25

Monkhouse, George. *Grand Prix Racing; Facts and Figures*. London: Foulis, 1950.

An Early account that concentrates on the pre-war era unlike most of the publications since 1960. One of the standard works.

Montagna, Paola, ed. *The Legendary Italian Grand Prix*. Enimont: AC Promotion, 1989.

A coffee table sized book on the history of the Italian Grand Prix from the building of the Monza track to the 1989 race. A wonderful collection of text and photos, many unpublished before this work. Sufficient coverage of the early years and Montagna publishes almost all of the wonderful posters done for the race over the years.

Motor West. March 1, 1920.

An article on the opening of the Los Angeles Speedway in Beverly Hills. Has the starting lineup, the position of the cars during the race, statistics on the building of the facility and the prices charged for admission.

Motor West. May 15, 1922.

Describes the two sprint races at Cotati California held May 7, 1922. Pietro Bordino won the 50-mile event on Fiat and Murphy the 100 miler with his new Miller engine in the Duesenberg French Grand Prix car. Harry Miller was in Murphy's pit.

Murphy, James Anthony. "Over the Wire with the Winner," *Illustrated World*, v. 37, July 1922. pp. 669-672.

Jimmy's comments and observations about his winning the Indianapolis 500. He talks about the strain of the 5+ hour race, car preparation and his driving style. It is the only reasonably lengthy observations Jimmy shared outside of press interviews. It actually reveals quite a bit about his racing style, car preparation and attitude.

Nash, Roderick W. *The Nervous Generation: American Thought, 1917-1930*. Chicago: Rand McNally, 1970.

When this book was written it broke new ground in interpretation and challenged the Frederick Lewis Allen view of the decade. Most subsequent studies use Nash as a starting point to analyze the 1920s.

Neal, Robert. *Packards at Speed*. Aero-Marine History Publishing Co.: Kent Washington, 1995.

Everything about Packard racing before World War II.

Nicholson, T.R. *Racing Cars and Record Breakers: 1898-1921*. New York: Macmillan and Co., 1971.

Interesting little book with color illustrations and history of significant racing cars.

Nolan, William F. *Barney Oldfield; The Life and Times of America's Legendary Speed King*. New York: Putnam, 1961.

What it says, a biography of Barney Oldfield and his times. Not well documented but a well-written story about the most famous race driver in American history.

_____. *Carnival of Speed; True Adventures in Motor Racing*. New York: Putnam, 1973.

_____. *Men of Thunder; Fabled Daredevils of Motor Sport*. New York: Putnam, 1964.

Milton, Murphy and the times.

_____. "Ralph DePalma," *Automobile Quarterly*, v. 2 no.3, fall 1962. pp. 264-271.

Amazingly, one of the few stories written about one of the greatest drivers in history. Ralph won more events on more surfaces than anyone. He was a master behind the wheel and maybe even a better representative of the sport after retirement.

Nye, Peter. *Hearts of Lions: The Story of American Bicycle Racing*. New York: W.W. Norton, 1989.

The history of American bicycle racing. Very well written and informative regarding a subject that Americans know very little about. Until the 1920s professional cycling outdrew all other sports except car racing.

Olson, Ernie. "Ernie Olson Reminisces," *Duesenberg Club News*, October, 1970.

Murphy's principal mechanic from 1920 through 1923 tells his story in racing.

"One Eyed Tommy and Gentle Jimmy," *Motor Sport*, June 1994.

Worth reading to see how bad history can be when it is written with clichés and a lack of research. The article is highly uncomplimentary to Murphy and the reverse for Milton. It is so outrageous, however, it does not present a balanced view.

Osmer, Harold. *Where They Raced: Lap 2: Auto Racing Venues in Southern California, 1900-2000*. Chatsworth, CA.: Harold Osmer, 2000.

A history of race tracks in Southern California. Interesting photographs.

Osmer, Harold and Harms, Phil. *Real Road Racing: The Santa Monica Road Races*. Chatsworth, CA.: Harold Osmer, 1999.

The only full length account of these significant early races in Southern California. Well written and great photographs from various sources.

O'Sullivan, Patrick, ed. *Patterns of Migration*. Leicester, England: Leicester University Press, 1992.

One of the standard accounts of Irish migration.

Pomeroy, Laurence. *Historic Racing Cars: 1907-1960*. London: Hugh Evelyn, 1963.

_____. *The Grand Prix Car: 1906-1939*. London: Motor Racing Publications, 1954.

The seminal book on the technical aspects of Grand Prix cars of the pre-war era.

_____. "The 1921 French Grand Prix," *The Motor*, June 26, 1940. pp. 512-513.

A brief article that is more technical than historical. Talks about all the cars, their engines and brakes. Has a race re-cap and a great sketch by Nevin. *The Motor* reprised historic races during the war years when there was nothing else going on.

Popely, Rick with Riggs, Spencer. *Indianapolis 500 Chronicle*. Lincolnwood, IL.: International Publications, 1998.

The best update of the Fox book on this race. Similar in format to Fox with pictures of the cars that started each race and some narrative. Most of the interesting facts are supplied by Riggs.

Posthumus, Cyril. *Classic Racing Cars*. Chicago: Rand McNally, 1977

_____. "1921 French Grand Prix; Historic Victory," *Road and Track*, June 1971. pp. 63-66.

A good article on this important race by a recognized serious car historian. Well written and covers the basic points of the Duesenberg effort and then some.

_____. *Land Speed Record; A complete History of the Record-Breaking Cars from 39 to 600+ mph*. Reading: Osprey, 1971.

_____. *Sir Henry Segrave*. London: Batsford, 1961.

The only biography of Segrave, a significant British driver of the 1920s. He held the Land Speed Record in the late 1920s and was a regular participant in the French Grand Prix. He won in 1923 and drove in the 1921 race. The biography covers this race in some detail.

_____. *The Roaring Twenties: An Album of Early Motor Racing*. Dorset: Blandford Press, 1980.

All of the usual races are discussed in some detail. Good photographs. European as well as American racing is covered.

Printz, John. "Tommy Milton," *Indy Car Racing*, March and April 1986. pp. 22-26, 36-40.

This article covers both Milton and Murphy. It talks about such topics as the Land Speed Record, the Duesenbergs, the Miller engine and their competition. Claims Murphy made repeated attempts to get Fred Duesenberg to update his engine before switching to Miller in 1922.

Pritchard, Anthony. *A Century of Grand Prix Motor Racing*. Croydon: Motor racing Publications, 1998.

1895 to the present with an emphasis on post World War II. Not all that much on the early racing.

Proche, Charles G. "Ernie Olson Made Them Go," *Car Life*, March 1962. pp. 31-35.

One of the few articles written about Ernie Olson and his career. It contains a lot of useful and detailed information about his life in the cockpit and pit. Olson was probably the best mechanic of the era and was partly responsible for Murphy's success.

Punnett, Dick. *Racing on the Rim*. Ormond Beach, Fla.: Tomoka Press, 1997.

Description of the early races at Ormond-Daytona. Revises previous historical accounts on the basis of more recent research.

Rader, Benjamin S. "Compensatory Sports Heroes: Ruth, Grange and Dempsey," *Journal of Popular Culture*. v.16, spring 1983. pp. 11-22.

This article was the first to suggest that sports heroes of the 1920s were popular as Americans sought to identify with frontier type personalities to relieve the stress of urbanization. Sports heroes became role models for the previous cultural tenants of Victorian America, which Americans still held dear, in a period of rapid change following World War I.

Read, Simon. *The Illustrated Evolution of the Grand Prix and F1 Car*. Dorchester: Veloce, 1997.

A great overview of the history of Grand Prix racing from the perspective of automotive design. Detailed illustrations and photographs abound.

Rendall, Ivan. *The Power and the Glory: A Century of Motor Racing*. London: BBC Books, 1991.

Published to accompany a British television series on motor racing. A good summary that is nicely illustrated.

Ritchie, Andrew. *Major Taylor: The Extraordinary Career of a Champion Bicycle Racer*. San Francisco: Bicycle Books, 1988.

The incredible story of early bike racing through the life of its biggest star, a black man, Marshall Taylor.

Rickenbacker, Eddie. *Rickenbacker*. Englewood Cliffs, N.J.: Prentice-Hall, 1967.

One of the few autobiographies by a contemporary car pilot. He was a very good early driver who became even more famous as America's ace of aces as a fighter pilot in World War I. Owner of the Indianapolis Motor Speedway when he purchased it from Carl Fisher. He was also President of Eastern Airlines. He had a fabulous career and long life. Murphy may have ridden with him a couple of times as mechanic. They certainly knew each other.

Riggs, L. Spencer. "Carl Fisher: Indiana's Best Kept Secret," *Automobile Quarterly*, v.35 no.2, May 1996. pp. 67-81.

The most recent study of this central figure. It updates Fishers wife's book about him. Talks about all of his projects.

_____. "Pullin' for Junior: The First Front-Wheel Drive Miller," *Automobile Quarterly*, v. 40 no.4, fourth quarter 2000. pp. 62-71.

Riggs settles once and for all, I think, as to what front-drive car came first. The inboard brake car was the first and was the one built for Murphy and sold to Durant and ran with Dave Lewis as driver at the 1925 Indy 500.

_____. "The Epic Life of C.W. Van Ranst," *Automobile Quarterly*, v.29 no.4, August 1991. pp. 16-35.

Van Ranst was a central figure in early automobile racing. He worked at one time or another for Chevrolet, Duesenberg and Miller. His most famous association was the design of the four cylinder Frontenac engine that won the 1920 Indianapolis 500. He also designed the straight eight Frontenac power plant that won again in 1921 with Tommy Milton.

_____. "The Milton vs. Murphy Feud," *Open Wheel*, June, 1982. pp. 20-22,67.

Probably the classic outline of the "feud" theory that I believe to be overstated. The article should be read as a starting point to understand the key elements used by some historians to sculpt the Murphy vs. Milton view.

Rae, John B. *The American Automobile: A Brief History*. Chicago: University of Chicago Press, 1965.

Along with Flink, the best attempt to study the cars impact on American society and the particulars of its historical development.

Roe, Fred. *Duesenberg, The Pursuit of Perfection*. London: D. Watson, 1982.

A difficult book to find and expensive on the Internet. It is the most complete history of the Duesenberg brand in print. The chapter on racing is one of the best in the book. Roe's running commentary on pictures of the era is an interesting approach. It is a must read for Duesenberg racing efforts.

Rosemann, Ernst & Carlo Demand. *La Grande Course: L'Histoire Des Grands Prix Automobiles*. Frankfurt: Nest Verlag, 1955.

A French version of *The Big Race* a summary of auto racing to 1955 illustrated by Carlo Demand. One of the more popular art books on early racing with Demand's charcoals.

Russo, Bob. "The 1920 Championship," *Indy Car Racing*, January 1987. pp. 43-45.

Describes the revision made to AAA records in 1951 to give Milton the 1920 driving championship with Murphy second and Gaston Chevrolet third.

Saul, Eric. *The Great San Francisco Earthquake and Fire, 1906*. Millbrae, Ca.: Celestial Arts, 1981.

Maybe the best book on the subject. Could be updated with recent research on the number of deaths and particulars of the fight to save the city.

Schrier, Arnold. *Ireland and the American Emigration, 1850-1900*. Chester Springs, PA.: Dufour, 1997.

Setright, LJK. *The Grand Prix, 1906-1972*. New York: W.W. Norton, 1973.

A very thorough review of the cars and engines by each decade. One of the central books on the subject.

Shaw, Wilbur. *Gentlemen Start Your Engines*. New York: Coward-McAnn, 1955.

A history of the Brickyard by a successful driver.

Smith, Robert. *Babe Ruth's America: A Warm and Rollicking Portrait of the Babe and His Times*. New York: Crowell, 1974.

"Speed, Light and Sound: The Racing Photography of Henri Meurisse," *Mercedes Magazine*, v. XXVI, 1985. pp. 10-17.

An excellent review of Meurisse's talents. He was the principal photographer of the French Grand Prix, 1921, and most of the images in the Grand Prix chapter are by his studio. I have found nothing else in print on his work. 975 of his glass plate negatives are in the National Museum of the Automobile in Reno, Nevada. Unfortunately, there are no images of the 1914 or 1921 races.

Starr, Kevin. *America and the California Dream, 1850-1915*. New York: Oxford University Press, 1973.

Steinwedel, Louis. "1921 French Grand Prix: Where American Racing Turned the Corner," *Car Collector*, December 1979. pp. 18-22, 56-58.

The best overview of the Grand Prix and covers most of the territory with only a few of the common factual errors.

_____. *The Duesenberg*. New York: W.W. Norton, 1982. Not as complete or as informative as Roe. Has all the same coverage.

Sweeney, Leonard. "Back When the West Was Won," *Car Life*, v. 10 no.9, October 1963. pp. 56-60.

An early effort to discuss board tracks in the west. It also includes material on dirt tracks. The board track section is not very accurate.

_____. "Jimmy Murphy, America's First Grand Prix Champion," *Car Life*, v.8 No. 12, January 1962. pp. 41-45

A brief overview of the highlights of Murphy's career.

"Take Your Partners," *Motor Sport*, May 2001. pp. 58-62.

An account of the duties, trials and tribulations of the riding mechanics. One of the few accounts to focus on the squire.

"Taking the Turns at Tacoma," *Old Car Illustrated*, v. 5 No.6, November 1979. pp. 68-71.

Fairly standard short summary of the Tacoma Speedway. Shows some interesting memorabilia and indicates the source of the Boland photos. Also has an interesting drawing of the speedway's unusual shape. It was not an oval.

Taylor, Rich. *Indy: Seventy-Five Years of Racing's Greatest Spectacle*. New York: St. Martin's Press, 1991.

A good overview containing interesting facts and each year's race results. The author tries to highlight what is unique to each Indianapolis 500.

“The Grand Prix,” *The Autocar*, July 30, 1921. pp. 218-228.

A complete analysis of the race with pictures and commentary. The best primary source on the 1921 Grand Prix.

“The Grand Prix – Duesenberg Wins,” *The Motor*, July 27, 1921. pp.1072-1077.

The Motor's race recap with pictures and commentary. Second only to the above article.

“The Grand Prix of Europe,” *The Motor*, v. 44 no.1, September 18, 1923. pp. 278-279.

Contemporary coverage of the Italian/European Grand Prix of 1923.

“The European Grand Prix,” *The Autocar*, September 14, 1923. pp. 473-476

The English publication's description of the Italian Grand Prix of 1923. A primary document done at the time of the race.

Tomerlin, John. “Gentle Jimmy,” *Sports Car Graphic*, v.2 No.8, December 1962. pp. 54-57, 76.

A good, brief summary of Murphy's life and career. He gets more right than wrong...unusual.

Tompkins, Eric S. *Speed Camera; Amateur Photography of Motor Racing*. London: Foulis, 1946.

Composition, cameras, color all with specific illustrations and advice. Good volume to use with the historic photographs.

Tubbs, D.B. *Art and the Automobile*. Secaucus, N.J.: Chartwell Books, 1989.

Classic study of the subject and perhaps the best book on the subject. He discusses all the major automobile artists at the time of its publication.

_____. “Jimmy Murphy's French Grand Prix,” *Duesenberg Club Newsletter*, November/December 1969. pp. 20-21.

More of the same with nothing particularly new.

Tuthill, William R. *Speed on Sand*. Ormond Beach, Fla.: Birthplace of Speed Association, 1969.

The original book that summarized all the efforts at the beach. Has been challenged by subsequent research.

Ulmann, Alec. “Ettore Bugatti: Saint or Devil?” *The Bulb Horn*, v. XLIII no.2, April-June 1982.

A very interesting article on how badly the 1923 Bugatti's were prepared by the factory for racing at high speed on an oval. They were totally unsuited for Indianapolis and were basically Strasbourg cars re-skinned. Hardly what DeAlzaga and Zborowski thought they purchased.

Usher, Frederick. “Andre Dubonnet: As Supple as a Cat,” *Automobile Quarterly*, v. 24 no.3, third quarter 1986.

The only serious study of the man to drive the fourth Duesenberg at Le Mans in 1921...that I am aware of.

_____. “Conquering Le Mans and Indy,” *Automobile Quarterly*, v.25 no.1, first quarter 1987. pp. 42-53.

A major review of Jimmy Murphy's career. One of the few serious studies done on Murphy. He gets some of the facts wrong, but, on balance, a splendid article.

_____. “Life and Death on the Boards,” *Historic Motor Racing*, v.1 no.4, February/March 2001.

Primarily the story of Beverly Hills Speedway and some of the tragic accidents at that track.

Wagner, Fred J. *The Saga of the Roaring Road*. Boston: Meador Publishing, 1938.

Memoir by the AAA official starter at most of the board track events. He was an integral part of the travelling show that was big time auto racing. His writing style is dated and over the top at points but he was a first hand participant and one of the few to leave us anything. He had much to say about Jimmy and was a friend as well as business associate. One of the must read books for research on this period of auto racing.

Wallen, Dick. *Board Track: Guts, Gold and Glory*. Phoenix: Dick Wallen, 1990.

The standard history of the board track era edited by Dick Wallen. Each chapter is about a separate track or related story such as filmmaking, transporting the cars and the like by a historian familiar with the subject. The statistics, compiled by Phil Harms, are very comprehensive. The photographs are truly outstanding. This is the starting point for any serious study of the board tracks. It is one of the three big books on the subject; Borgeson, Dees and Wallen. Maybe De Paolo and Wagner as primary sources as well. Wallen's general approach has influenced the format and layout of *King of the Boards*.

Ward, H.O. "Race Drivers are Born Not Made," *The Auburn, Cord Magazine*, v. 1 no.2, July 1929. pp. 9-11.

"Daddy" Duesenberg talking about the career of Jimmy Murphy. Murphy probably had a unique relationship with Fred and Augie. Many people say the Jimmy was closer to them than many of the drivers who passed through the Duesenberg race program. Fred certainly speaks that way.

Weaver, John D. *Los Angeles: The Enormous Village, 1781-1981*. Santa Barbara: Capra Press, 1981.

White, Gordon. *Offenhauser*. Osceola, Wis.: Motor Books International, 1996.

The book on the engine that had its origins in the genius of Harry Miller and dominated Indianapolis for so many years. Some interesting information on the early Miller engines.

Wittke, Carl. *The Irish in America*. Baton Rouge: Louisiana State University Press, 1956.

One of the first scholarly attempts to interpret the Irish in America and it remains the best and most comprehensive.

Wolff, Raymond. "Duesenberg: It's a Grand Old Name," *Automobile Quarterly*, v. 4 no.4, 1967. pp. 348-373.

Yates, Brock. "Duesenberg," *American Heritage*, July/August 1994.

_____. *Famous Indianapolis Cars and Drivers*. New York: Harper Bros., 1960.

Among the stories are ones on the 1922 Murphy Special and the 1924-25 front-drive Miller.

_____. *The Indianapolis 500: The Story of the Motor Speedway*. New York: Harper and Bros., 1956.

A small book that thematically covers the history of the track. Besides eras Brock talks about race day, time trials, engines, the pits and so on. Excellent short read that gives an interesting overview.

Zolomij, John. *The Motor Car in Art*. Kutztown, PA.: Automobile Quarterly, 1990.

A rich book of automobile art and memorabilia. Not exactly on point but worth looking at to get a sense and feel for how the era was depicted in the visual arts.