



# Rear View Mirror

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*"Pity the poor Historian!" – Denis Jenkinson*

*H. Donald Capps*

## Connecting the Dots

*Or, Mamas, Don't Let Your Babies Grow Up To Be Historians....*

### ***The Curious Case of the 1946 Season: An Inconvenient Championship***

It is practically impossible to kill a myth of this kind once it has become widespread and perhaps reprinted in other books all over the world.

L.A. Jackets 1

Inspector Gregory: "Is there any point to which you wish to draw my attention?"

Sherlock Holmes: "To the curious incident of the dog in the night-time."

Inspector Gregory: "The dog did nothing in the night-time."

Sherlock Holmes: "That was the curious incident."<sup>2</sup>

*The 1946 season of the American Automobile Association's National Championship is something of "a riddle, wrapped in a mystery, inside an enigma" as Winston Churchill remarked about Russia in 1939. What follows are some thoughts regarding that curious, inconvenient season and its fate in the hands of the revisionists.*

The curious incident regarding the 1946 season is that the national championship season as it was actually conducted that year seems to have vanished and has been replaced with something that is something of exercise in both semantics and rationalization. In 1946, the Contest Board of the American Automobile Association (AAA or Three-A) sanctioned six events which were run to the Contest Rules for national championship events: a minimum race distance of one hundred miles using a track at least one mile in length and for a specified minimum purse, a new requirement beginning with the 1946 season. Those six events were:

30 May: Indianapolis, Indianapolis Motor Speedway (500 miles)

30 June: Langhorne Speedway (100 miles)

2 September: Atlanta, Lakewood Speedway (100 miles)

15 September: Indianapolis, Indiana State Fair Park (100 miles)

22 September: Milwaukee, West Allis, Wisconsin State Fairgrounds (100 miles)  
6 October: Goshen Good Time Track (100 miles)

Therefore, it would seem quite reasonable to assume that these six events comprised the 1946 national championship season. Indeed, this is the assumption that most with an interest in such matters have held for many years. Any listing of the championship events for the 1946 season will inevitably list these six events and just these six events.

The reality is somewhat different, of course. Rather than just the six events already mentioned, there were an additional seventy-one other events that counted towards the national championship that year, making a total of seventy-seven events in that season's national championship. Where the problem begins is with the thought that while all seventy-seven events counted towards the season's championship, only the six mentioned were run using the Contest Rules for national championship events, the other events being run for what are now referred to as "Sprint Cars," but which known at the time as "Big Car" events.

The "Big Cars" in 1946 included those cars which could compete in national championship event and those which could compete in the regional or non-national championship events.

NATIONAL CHAMPIONSHIP SPECIFICATIONS: <sup>3</sup>

In view of prevailing conditions and circumstances resulting from the war, such as shortage of certain materials and manpower, it was decided that the National Championship specifications would remain the same as they were in 1941/ Maximum displacement limits for 1946 will, therefore, be 183 cu. in. for entries that are equipped with superchargers and 274.59 cu. in. for those that are non-supercharged. Weight restrictions and other general rules and regulations remain unchanged. Cars conforming to National Championship specification will be permitted to participate in Non-Championship sprint races on tracks one mile or more in length.

NON-CHAMPIONSHIP SPECIFICATIONS: <sup>4</sup>

Displacement limits for Non-Championship cars were increased from the 1941 maximum of 205 cu. in. to 210 cu. in. maximum. An opportunity to overhaul and repair of present equipment is hereby provided for. Also, this may possibly make available a number of engines now in existence that heretofore have been slightly oversize. Cars falling in this specification will be permitted to participate as in the past in sprint races on all tracks one mile or less in length.

From the item in the Contest Board's December 1946 *Bulletin*, one can begin to surmise the rationale as to why the 1946 National Championship was basically a Big Car championship: there was legitimate question as to how many owners, drivers, promoters, and cars that would be available that season.

Below is a listing of what I think are the Big Car events that I think comprised the 1946 National Championship. It is based upon a listing of 1946 events that was developed by Buzz Rose. <sup>5</sup> Other information for this listing was generated by Michael Ferner, whose efforts to do so deserve the highest praise. Given that a listing of the events as issued by the Contest Board has yet to be found, there are inevitably errors regarding this list, one being that there are more Big Car races than anticipated.

However, it is as good as one that can be created at the moment. The winner of the feature race is listed since that was, of course, the main event of the meeting. The Lakewood Speedway event held on 31 March did not count towards the national championship. It was an invitational event and served as the opening of the 1946 season. Whenever possible the Contest Board sanction number is provided.

31 March / Atlanta, Lakewood Speedway (Sanction No. 3961), Mike Benton Sweepstakes, 20 miles.

Jimmie Wilburn, (Jimmie Wilburn) Morgan Offenhauser  
This was an invitational event and did not count towards the national championship.

14 April / Mechanicsburg, Williams Grove Speedway (Sanction No. 3962), 15 miles  
Walt Ader, (Ted Horn Enterprises) Schrader Offenhauser

28 April / Mechanicsburg, Williams Grove Speedway (Sanction No. 3963), 15 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

5 May / Trenton, New Jersey State Fairgrounds (Sanction No. 3964), 20 miles  
Joie Chitwood, (Fred Peters) Peters Offenhauser

5 May / Dayton, Dayton Speedway (Sanction No. 3965)  
Initially postponed to 9 June due to track construction delays and then cancelled.

12 May / Winchester, Funk's Speedway  
Rain, not held.

19 May / Mechanicsburg, Williams Grove Speedway (Sanction No. 3967), 15 miles  
Joie Chitwood, (Fred Peters) Peters Offenhauser

26 May / Reading, Reading Fairgrounds (Sanction No. 3966), 12.5 miles  
Walt Ader, (Ted Horn Enterprises) Schrader Offenhauser

26 May / Winchester, Funk's Speedway (Sanction No. 3968), 15 miles  
Bus Wilbert, (Charles Engle) Engle Offenhauser

26 May / Langhorne, Babcock's Langhorne Speedway (Sanction No. 3969)  
Canceled

30 May / Indianapolis, Indianapolis Motor Speedway, International 500 Mile Sweepstakes (Sanction No. 3960)  
George Robson, (Thorne Engineering) Thorne Sparks

30 May / Trenton, New Jersey State Fairgrounds (Sanction No. 3970), 20 miles  
Johnny Shackelford, (Ted Nyquist) Peters Offenhauser

30 May / Altamont, Tri-County Fairgrounds (Sanction No. 3971), 15 miles  
Bumpy Bumpus, (Bumpy Bumpus) Bagley Hal

2 June / Atlanta, Lakewood Speedway (Sanction No. 3973), 25 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

9 June / Mechanicsburg, Williams Grove Speedway (Sanction No. 3974), 15 miles  
Joie Chitwood, (Ted Nyquist) Peters Offenhauser

9 June / Thompson, Thompson Speedway (Sanction No. 3972), 15 miles  
Oscar Ridion, (Oscar Ridion)  
This event moved from its original 2 June date to 9 June.

16 June / Flemington, Hunterdon County Fairgrounds (Sanction No. 3975), 12.5 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

16 June / Indianapolis, Indiana State Fairgrounds (Sanction No. 3976)  
Cancelled

23 June / Greensboro, Central Carolina Fairgrounds, 12.5 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

23 June / Thompson, Thompson Speedway (Sanction No. 3977), 12.5 miles  
Oscar Ridion

23 June / Dayton, Dayton Speedway, 15 miles  
Elbert Booker, (Lawrence Jewell) Jewell Hal

29 June / Dayton, Dayton Speedway, 10 miles  
Bus Wilbert, (Charley Engle) Engle Offenhauser

30 June / Langhorne, Babcock's Langhorne Speedway (Sanction No. 3979), 100 miles  
Rex Mays, (Bowes Racing) Bowes/Stevens Bowes/Winfield

30 June / Thompson, Thompson Speedway (Sanction No. 4046), 12.5 miles  
Joe Verebley

30 June / Columbus, Powell Speedway (Sanction No. 3978), 7.5 miles  
Joie Chitwood, (Ted Nyquist) Peters Offenhauser

4 July / Atlanta, Lakewood Speedway (Sanction No. 3981), 20 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

4 July / Allentown, Allentown Fairgrounds (Sanction No. 3980)  
Cancelled

7 July / Mechanicsburg, Williams Grove Speedway (Sanction No. 3982), 15 miles  
Johnny Shackelford, (Ted Nyquist) Peters Offenhauser

7 July / Atlanta, Lakewood Speedway, 50 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

14 July / Reading, Reading Fairgrounds, 15 miles  
Joie Chitwood, (Ted Nyquist) Peters Offenhauser

20 July / Selinsgrove, Selinsgrove Speedway, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

20 July / DuBois, Gateway Fairgrounds, 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

21 July / Langhorne, Babcock's Langhorne Speedway, 20 miles  
George Robson, (Paul Weirick) Sparks/Weirick Offenhauser

21 July / Dayton, Dayton Speedway, 10 miles  
George Connor, (Norm Olson) Olson

22 July / Selinsgrove, Selinsgrove Speedway, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

27 July / Harrington, Kent-Sussex County Fairgrounds, 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

28 July / Mechanicsburg, Williams Grove Speedway, 15 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

3 August / Washington, Washington County Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

4 August / Columbus, Powell speedway, 7.5 miles  
George Robson, (Paul Weirick) Sparks/Weirick Offenhauser

10 August / Bedford, Bedford County Fairgrounds (Sanction No. 3992), 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

11 August / Batavia, Genesee County Fairgrounds (Sanction No. 3994), 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

11 August / Langhorne, Babcock's Langhorne Speedway, 20 miles  
George Robson, (Paul Weirick) Sparks/Weirick Offenhauser

11 August / Winchester, Funk's Speedway, 10 miles  
Elbert Booker, (Lawrence Jewell) Jewell Hal

18 August / Mechanicsburg, Williams Grove Speedway, 15 miles  
George Robson, (Paul Weirick) Sparks/Weirick Offenhauser

18 August / Skowhegan, Skowhegan Fairgrounds, 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

24 August / Hamburg, Erie County Fairgrounds, 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

25 August / Hopwood, Uniontown Speedway, 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

25 August / Dayton, Powell Speedway, 10 miles  
George Robson, (Paul Weirick) Sparks/Weirick Offenhauser

30 August / Essex Junction, Champaign Valley Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

31 August / Flemington, Hunterdon County Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

- 31 August / Altamont, Tri-County Fairgrounds, 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser
- 31 August / Hamburg, Erie County Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser
- 1 September / Flemington, Hunterdon County Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser
- 1 September / Winchester, Funk's Speedway, 10 miles  
Charles van Acker
- 1 *September* / Richmond, Strawberry Hill Raceway, Atlantic Rural Expositions Grounds  
Cancelled
- 2 September / Atlanta, Lakewood Speedway, 100 (97) miles  
George Connor, (Ed Walsh) Walsh/Moore/Kurtis Offenhauser
- 2 September / Flemington, Hunterdon County Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser
- 2 *September* / Richmond, Virginia State Fairgrounds  
Cancelled
- 6 September / Rutland, Vermont State Fairgrounds, 10 miles  
Lee Wallard, (Ted Nyquist) Peters Offenhauser
- 7 September / Port Royal, Juniata County Fairgrounds, 8 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser
- 8 September / Mechanicsburg, Williams Grove Speedway, 15 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser
- 15 September / Reading, Reading Fairgrounds, 12.5 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser
- 15 September / Indianapolis, Indiana State Fairgrounds (Sanction No. 4014), 100 miles  
Rex Mays, (Bowes Racing) Bowes/Stevens Bowes/Winfield
- 22 September / Milwaukee/ West Allis, Wisconsin State Fairgrounds, 100 miles  
Rex Mays, (Bowes Racing) Bowes/Stevens Bowes/Winfield
- 22 September / Great Barrington, Great Barrington Horse Track, 4 miles  
Joie Chitwood, (Ted Nyquist) Peters Offenhauser
- 22 *September* / Trenton, New Jersey State Fairgrounds  
Cancelled
- 22 September / Dayton, Powell Speedway, 5 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

23 September / Allentown, Allentown Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

28 September / Bloomsburg, Columbia County Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

28 September / Shelby, Cleveland County Fairgrounds, 10 miles  
Walt Ader, (Ted Horn Enterprises) Schrader Offenhauser

28 September / Atlanta, Lakewood Speedway, 20 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

29 September / Trenton, New Jersey State Fairgrounds, 20 miles  
Joie Chitwood, (Ted Nyquist) Peters Offenhauser

4 October / Frederick, Frederick Fairgrounds  
Cancelled

5 October / Winston-Salem, Forsythe County Fairgrounds, 10 miles  
Hank Rogers or Tommy Hinnershitz

5 October / Atlanta, Lakewood Speedway, 20 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

6 October / Goshen, Good Time Track, 100 miles  
Tony Bettenhausen, (Bill Corley) Petillo Offenhauser

6 October / Mechanicsburg, Williams Grove Speedway, 15 miles  
Lucky Lux

6 October / Greensboro, Central Carolina Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

6 October / Dayton, Powell Speedway, 25 miles  
Hal Robson, (Paul Weirick) Sparks/Weirick Offenhauser

12 October / Richmond, Strawberry Hill Raceway, Atlantic Rural Expositions Grounds, 10 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

12 October / Charlotte, Southern State Fairgrounds, 10 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

12 October / Spartanburg, Piedmont Interstate Fairgrounds  
Cancelled

13 October / Greensboro, Central Carolina Fairgrounds, 7.5 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

19 October / Raleigh, North Carolina State Fairgrounds, 10 miles  
Walt Ader, (Ted Horn Enterprises) Schrader Offenhauser

26 October / Charlotte, Southern State Fairgrounds, 15 miles  
Hank Rogers, (Ted Nyquist) Peters Offenhauser

27 October / Mechanicsburg, Williams Grove Speedway, 25 miles  
Bill Holland, (Ralph Malamud) Malamud Offenhauser

27 October / Greensboro, Central Carolina Fairgrounds  
Cancelled

9 November / Shelby, Cleveland County Fairgrounds, 15 miles  
Ted Horn, (Ted Horn Enterprises) THE Offenhauser

10 November / Richmond, Strawberry Hill Raceway, Atlantic Rural Expositions Grounds, 12.5 miles  
Tommy Hinnershitz, (Ted Horn Enterprises) Garnett Offenhauser

There is much missing from this listing of what are thought to be or could or should be the 1946 national championship events. At some point the sanction sheets for the events and the payout sheets that were submitted to the Contest will need to be cross-referenced. Then there is the minor problem of tracking down the contemporary reports for each event, using primarily *National Speed Sport News* and *Illustrated Speedway News* as well the reports that appeared in the various newspapers at the time. To a limited extent I attempted to do this, utilizing the AAA records that are on microfilm and available from Gordon White.

In addition to these items, there are several other things that are interesting and should be recorded as well, the driver, car, and mechanic registrations being one of them. These are recorded on the payout sheets that were returned to the Contest Board. Here is the list for the International 500 Mile Sweepstakes race at the Indianapolis Motor Speedway on 30 May:

#### Registrations

##### Drivers

No. 1402 – Free, Roland R.  
No. 1408 – Miller, Chet  
No. 1417 – Brisko, Frank  
No. 1421 – McCoy, Delbert E.  
No. 1431 – McQuinn, Harry T.  
No. 1439 – Barringer, George  
No. 1443 – Lenki, Joe  
No. 1450 – Bettenhausen, Tony  
No. 1460 – Rose, Mauri  
No. 1465 – Romevich, Pete  
No. 1469 – Wilburn, Jimmie  
No. 1475 – Durant, Lewis  
No. 1477 – Brunmeir, Arvul  
No. 1479 – Mays, Rex  
No. 1485 – Wilbert, Edward "Bus"  
No. 1492 – Miller, Al  
No. 1494 – Banks, Henry  
No. 1496 – Mitchell, Henry Walter  
No. 1498 – Webb, Spider  
No. 1510 – Andres, Emil  
No. 1512 – Tomei, Louis  
No. 1515 – Crawford, Charles L.  
No. 1517 – Snowberger, Russell  
No. 1522 – Bardowski, Zenon (Bud)



No. 1545 – Booker, Elbert  
No. 1551 – Phillips, Overton A.  
No. 1565 – McGurk, Frank J.  
No. 1568 – Richards, Ray  
No. 1570 – DeVore, Billy  
No. 1581 – VanAcker, Charles E.  
No. 1594 – Hansen, Mel  
No. 1598 – Cantlon, William (Shorty)  
No. 1606 – Sheffler, Bayard (Bill)  
No. 1612 – Thorne, Joe  
No. 1615 – Meyer, Louis  
No. 1625 – Hepburn, Ralph  
No. 1629 – Fohr, Myron  
No. 1656 – Williams, Merrill Doc  
No. 1659 – Wearne, Frank  
No. 1667 – Ardinger, Herbert  
No. 1679 – Winnai, Freddie  
No. 1682 – Ulbrich, Louis  
No. 1698 – Caracciola, Rudolf  
No. 2096 – Davis, Floyd E.  
No. 2121 – Houser, Thane  
No. 2139 – Arnold, Billy  
No. 2150 – Schell, Harry O'Reilly  
No. 2353 – Brubaker, James O.  
No. 1415 – Jackson, Jimmy

#### Cars

No. 1404 – McManus, Robert J.  
No. 1418 – Brisko, Frank  
No. 1422 – Nowiak, Ted  
No. 1434 – Henning, H.C.  
No. 1436 – Jackson, James M.  
No. 1441 – Barringer, George  
No. 1447 – Lenki, Joe  
No. 1448 – Lenki, Joe  
No. 1452 – Miller, Chet  
No. 1454 – Van Emmerick, Richard  
No. 1472 – Wolfe, Ervin  
No. 1482 – Brisko, Frank  
No. 1486 – Mitchell Corp., Inc.  
No. 1501 – Arbuthnot, R.M.  
No. 1508 – Dixon, Jack  
No. 1519 – Cott, R.C.  
No. 1526 – Chai, Jimmy  
No. 1529 – Kuehn, George L.  
No. 1534 – Fageol, L.J.  
No. 1537 – Marchese, Carl  
No. 1542 – Rasse, Louis  
No. 1549 – Phillips, Querton A.  
No. 1553 – White, Bill  
No. 1558 – Flavell, Robert J.  
No. 1572 – Bardowski, Zenon "Bud"  
No. 1586 – Schroeder, Gordon  
No. 1590 – Winfield Eng. Corp.  
No. 1601 – Don Lee, Inc.  
No. 1608 – Sheffler, Bayard "Bill"  
No. 1616 – Thorne Engineering Corp.  
No. 1617 – Thorne Engineering Corp.  
No. 1622 – D.T. Greene & I.W. Holland  
No. 1654 – Hughes Bros.  
No. 2083 – Page, Rose  
No. 2088 – George Robson & Chet Holland

No. 2113 – Z. Arkus-Duntov  
No. 2124 – L. Jewell

Mechanics

No. 1401 – Moyer, Fred  
No. 1406 – Tremp, Wm. P., Jr.  
No. 1410 – Clidinst, Robert  
No. 1411 – Moore, Lou  
No. 1413 – Metzler, Edwin A.  
No. 1414 – Hansding, Robert W.  
No. 1424 – Nowiak, Ted  
No. 1425 – Tschan, Cleon  
No. 1426 – Eastridge, Robert C.  
No. 1428 – Pollak, Mike  
No. 1429 – Wall, Larry  
No. 1430 – Jackson, Robert T.  
No. 1433 – Henning, H.C.  
No. 1438 – Dunning, Roscoe  
No. 1449 – Burns, Wm. P.  
No. 1455 – Taylor, James  
No. 1458 – Lewis, Marble O.  
No. 1459 – Lemons, Ralph M.  
No. 1460 – Caldwell, Jack  
No. 1464 – Sage, Harlan  
No. 1468 – Wimmer, Harry M.  
No. 1471 – Rostan, Theodore  
No. 1474 – Sims, Arthur M.  
No. 1476 – Hill, James R.  
No. 1478 – Boyd, Thornton  
No. 1481 – Brisko, Gerald H.  
No. 1484 – Triplett, James W.  
No. 1488 – Walsh, Ed  
No. 1490 – Hosso, Joseph  
No. 1505 – Mosley, William Edward  
No. 1516 – Clark, Pete  
No. 1521 – Lynch, George A.  
No. 1523 – Cox, George Russell  
No. 1524 – Myers, Walter  
No. 1525 – Garnant, Russel  
No. 1527 – Chai, Jimmy  
No. 1532 – Holland, Chet  
No. 1539 – Marchese, Carl  
No. 1541 – Marchese, Tudy  
No. 1544 – Rassey, Louis  
No. 1547 – Groue, Edward B.  
No. 1555 – Marcenac, Jean  
No. 1560 – Benefiel, Bennie G.W.  
No. 1561 – Terry, Clyde C.  
No. 1567 – Ward, Harvey V.  
No. 1577 – Copple, Arla E.  
No. 1588 – Johnson, Ted  
No. 1589 – Mansfield, Owen V.  
No. 1592 – Winfield, W.C.  
No. 1603 – Ord, M.L.  
No. 1610 – Bromme, Louis  
No. 1620 – Offutt, Eddie  
No. 1621 – Thorne, Joe  
No. 1624 – Holland, Ivan W.  
No. 1631 – Mayhew, Arthur  
No. 1658 – Powlen, L.J.  
No. 1663 – Campbell, Don  
No. 1670 – Gauss, Herman N.

No. 1671 – Genard, Gene  
No. 1681 – Buffo, John J.  
No. 1687 – Rae, John H.  
No. 1691 – Huss, George  
No. 1700 – Reinhardt, George A.  
No. 2077 – Willit, Robert  
No. 2085 – DeRosa, Frank J.  
No. 2090 – Mann, Alfred  
No. 2099 – Chappell, James B.  
No. 2102 – Kennington, Tony  
No. 2107 – France, Bill  
No. 2108 – Hood, Albert A.  
No. 2109 – Tilly, Thomas A.  
No. 2116 – Chinetti, Luigi  
No. 2118 – Harrison, Harry L.  
No. 2120 – Mangold, Freddie  
No. 2126 – Taylor, W.  
No. 2130 – Ruggeri, Emilio  
No. 2131 – Bertocchi, Guarino  
No. 2137 – Hanson, Robert W.  
No. 2141 – O'Brien, William  
No. 2142 – Unversaw, Martin L.  
No. 2351 – Helmka, G.L.  
No. 2360 – Franzzini, Carmie  
No. 2365 – Schmitt, Harold J.  
No. 2367 – Krueger, Otsie  
No. 2372 – Binelli, A.  
No. 2373 – Salmon, R.

Then there is the sorting out of each individual event, that is the track information, heats, prize money, and so forth such as the promoter and the sanctioning fee and other related data. Here is information from the payout sheet for Sanction No. 3970 which was held at Trenton on 30 May:

Event No. 1 -- Time Trials

Event No. 2 -- 8 mile Heat //

Starters: Cars qualifying 1st, 4th, 7th, 10th, 13th, and 16th in time trials, starting in inverted order. Cars finishing 1st, 2nd & 3rd qualify for Event 7. Cars finishing 4th, 5th, & 6th, start Event 5.

Event No. 3 -- 8 mile Heat //

Starters: Cars qualifying 2nd, 5th, 8th, 11th, 14th, and 17th in time trials, starting in inverted order. Cars finishing 1st, 2nd, & 3rd qualify for Event 7. Car finishing 4th, 5th, & 6th, start in Event 5.

Event No. 4 -- 8 mile Heat //

Starters: Cars qualifying 3rd, 6th, 9th, 12th, 15th, & 18th in time trials, starting in inverted order. Cars finishing 1st, 2nd, & 3rd qualify for Event 7. Car finishing 4th, 5th, & 6th, start in Event 5.

Event No. 5 -- Consolation Race, 8 miles //

Starters: non-winners in Events 2, 3, & 4 and remainder of field from time trials up to a limit of 16 starters in inverted order. Cars finishing 1st, 2nd, 3rd, 4th, 5th, 6th, & 7th start in Event 7.

Event No. 6 -- Special Match Race : Starters and distance to be announced.

Event No, 7 -- Feature Race - 20 miles //

Starters: cars finishing 1st, 2nd, & 3rd in Events 2, 3, & 4, and 1st, 2nd, 3rd, 4th, 5th, 6th, & 7th in Event 5 starting in conventional order. Cars will start according to qualifying time. Fastest car on pole.

Prize Money was as follows:

Event no. 2 // 1st, \$40; 2nd, \$30; 3rd, \$25

Event no. 3 // 1st, \$30; 2nd, \$25; 3rd, \$20

Event no. 4 // 1st, \$25; 2nd, \$20; 3rd, \$15

Event no. 5 // 1st, \$45; 2nd, \$34; 3rd, \$20; 4th, \$19; 5th, \$18; 6th, \$17; 7th, \$16; 8th, \$15; 9th, \$14; 10th, \$14

Event no. 6 // \$75

Event no. 7 // 1st, \$450; 2nd, \$300; 3rd, \$200; 4th, \$150; 5th, \$100; 6th, \$80; 7th, \$60; 8th, \$50; 9th, \$40; 10th, \$30; 11th, \$23

Here are the pay-outs per event -- this is all hand-written so not easy to make out at times:

Event no. 2 // Wilbert, \$40; Cooney, \$30; Chronister, \$25

Event no. 3 // Holland, \$30; Zubuski, \$25; Verbely,\$20

Event no. 4 // Ader, \$25; Light, \$20; Hinnershitz, \$15

Event no. 5 // Stableford, \$45; Bailey, \$34; Frick, \$20; Stine, \$19; Johns, \$18; Koenig, \$17; Jones, \$16; Hoffman, \$15

Event no 6 // Schackleford, \$75

Event no. 7 // Schackleford, \$450; Holland, \$300; Ader, \$200; Wilbert, \$150; Zalucki, \$100; Bailey, \$80; Verbely, \$60; Stine, \$50; Cooney, \$40; Johns, \$30; Chronister, \$23

This should provide some idea of the amount of work that is involved in doing the nudge work necessary to unearth and then provide the raw material needed to begin the "real" work of first sorting it out and then making sense of it all.

There is one item from the Three-A Contest Board which does establish that there was what was essentially a "Big Car" national championship for the 1946 season:

POINT SYSTEM <sup>6</sup>

In view of the fact that the payment of appearance deals according to point standing was discontinued in 1946, it was the consensus of opinion that the combined point standing is no longer necessary nor desirable. The Board, therefore, voted to revert to the point system used prior to the war which provides for Sectional Championship as well as National Championship. Points earned in all National Championship programs appear in the National Championship point standing only, etc.

This is the points schedule for the 1946 season that Michael Ferner believes was in use:

Miles	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th
1	2	1.6	1.2	-	-	-	-	-	-	-	-	-
2	4	3	2	-	-	-	-	-	-	-	-	-
3	6	5	3.5	2	-	-	-	-	-	-	-	-
4	8	6	4	3	-	-	-	-	-	-	-	-
5	10	8	6	4	-	-	-	-	-	-	-	-
6	12	10	7	5	-	-	-	-	-	-	-	-
7	14	11	8	5.5	-	-	-	-	-	-	-	-
8	16	13	10	6	-	-	-	-	-	-	-	-
10	20	16	12	8	4	2	-	-	-	-	-	-
12.5	25	20	15	10	5	2.5	-	-	-	-	-	-
15	30	24	18	12	6	3	-	-	-	-	-	-
20	40	32	24	16	12	8	-	-	-	-	-	-
25	50	40	30	25	20	10	5	-	-	-	-	-

30	60	48	42	36	30	24	18	12	6	-	-	-
35	70	56	49	42	35	28	21	14	7	-	-	-
40	80	64	56	48	40	32	24	16	8	-	-	-
45	90	72	63	54	45	36	27	18	9	-	-	-
50	100	80	70	60	50	40	30	20	10	5	-	-
75	150	120	105	90	75	60	45	37.5	30	22.5	-	-
100	200	160	140	120	100	80	60	50	40	30	20	10
150	300	240	210	180	150	120	90	75	60	45	30	15
300	600	480	420	360	300	240	180	150	120	90	60	30
500	1000	800	700	600	500	400	300	250	200	150	100	50

Then, there is this interesting little bit of information from *Speed Age*:

"It's a Fact" <sup>7</sup>

Q -- *I wish to obtain some data concerning AAA Championship races. I would like to know the first five finishers for every race in 1949 (sic, 1946).* -- Juan A. Buschiazzo, Buenos Aires, Argentina

A: The results are as follows:

Indianapolis

Robson  
Jackson  
Horn  
Andres  
Chitwood

Langhorne

Mays  
Robson  
Horn  
Andres  
Devore

Milwaukee

Mays  
Horn  
Andres  
Dinsmore  
Rogers

Atlanta

Connor  
Truchan  
Andres  
Dardowski  
Langley

Indianapolis Fairgrounds

Mays  
Rose  
Andres  
Horn  
Bettenhausen

Goshen

Bettenhausen  
Horn  
Dinsmore  
Andres  
Rogers

This is such an obvious signal that what was assumed and what happened were at odds that missing its significance is still an embarrassment:

**By Their Numbers You Shall Know Them**<sup>8</sup>

Numbers have been assigned the big-car drivers on the basis of their standing in the AAA national championship list.

Several numbers are among the missing. The old jinx No. 13 is out for obvious reasons. The contest board rules specify that this number shall never be used on a race car.

The board also withholds numbers 11, 20, 30, 40, 50, 60, 70, 80, 90 and 100 to avoid confusion among officials timing and checking races. If the observer, in calling the numbers to the checkers, should say "Twenty" and follow it by the number of the next car such as "Six," the checker would probably wind up with number 26. At least that's the way the contest board figures it.

Numbers 2 and 72 will not be issued this year. They are to be reserved in memory of George Robson, 1946 Indianapolis winner, and George Barringer. Both were fatally injured last Labor Day at Atlanta, Ga. The numbers assigned for the 1947 season are:

- 1 Ted Horn
- 2 \*George Robson
- 3 Emil Andres
- 4 Bill Holland
- 5 T. Hinnershitz
- 6 Walter Ader
- 7 Jimmy Jackson
- 8 Joie Chitwood
- 9 Rex Mays
- 10 Duke Dinsmore
- 12 Louis Durant
- 14 George Connors
- 15 Henry Rodgers
- 16 Tony Bettenhausen
- 17 Earl Johns
- 18 Gigi Villolosi
- 19 J. Shackleford
- 21 Lee Wallard
- 22 Red Byron
- 23 T. Mattson
- 24 Elbert Booker
- 25 E. Zalucki
- 26 Frank Warne
- 27 Al Fleming
- 28 Mauri Rose
- 29 Ottis Stine
- 31 E. Zimmerman
- 32 Danny Goss
- 33 Charlie Rogers
- 34 Walt Brown
- 35 Warren Bates
- 36 Spider Webb
- 37 Buddie Rusch
- 38 Bud Bardowski
- 39 Steve Truchan
- 41 Billy DeVore
- 42 E. Casterline
- 43 Buddy Schuman
- 44 Charles Van Acker
- 45 Lucky Lux
- 46 Joe Langley
- 47 Larry (Fred) Smith

48 George Culp  
 49 Robert Cooney  
 51 James Gibbons  
 52 Joe Verebly  
 53 Milt Frankhouser  
 54 Hal Robson  
 55 Red Redmond  
 56 George Metzler  
 57 Mark Light  
 58 Oscar Ridlon  
 59 O. Epperly  
 61 Floyd Davis  
 62 John Carpenter  
 63 Earl Horn  
 64 Duke Nalon  
 65 Carl Ott  
 66 John Matera  
 67 Bob Chronister  
 68 Bus Warke  
 69 N. Houser  
 71 E. Terry  
 72 Al Miller  
 73 \*George Barringer  
 74 Herman Owens  
 75 Clay Corbett  
 76 George Rutty  
 77 Stan Jones  
 78 Lenn Koenig  
 79 J. Etheridge  
 81 James Fearick  
 82 V. D. Morelock  
 83 Mike Bailey  
 84 Charlie Breslin  
 85 J. Holland  
 86 Jim Brubaker  
 87 P. Becker  
 88 Joe Martin  
 89 D. Russell  
 91 Mark Sooy  
 92 C. Smith  
 93 Bob Simpson  
 94 B. Johnson  
 95 Charles Miller  
 96 Speed McFee  
 97 Arthur York  
 98 H. Steiger  
 99 William Randall

Then there is also this, which was quite a surprise to me:

DISTRIBUTION OF NATIONAL PRIZE FUND FOR 1946 TO THE DRIVERS AND CAR OWNERS HOLDING TEN HIGHEST PLACES IN NATIONAL POINT STANDING<sup>9</sup>

<u>Pos</u>	<u>Driver</u>	<u>Amount</u>	<u>Car Owner</u>	<u>Car No</u>	<u>Amount</u>
1	Ted Horn	\$490.00	Ralph Malamud	# 29	\$490.00
2	George Robson	\$350.00	Ted Horn	# 5	\$350.00
3	Emil Andres	\$245.00	Joe Thorne	# 15	\$245.00
4	Bill Holland	\$157.50	Ted Horn	# 16	\$157.50
5	Tommy Hinnershitz	\$122.50	Ted Nyquist	# 6	\$122.50
6	Walt Ader	\$105.00	Ted Horn	# 4	\$105.00
7	Jimmy Jackson	\$70.00	Jimmy Jackson	# 61	\$70.00
8	Joie Chitwood	\$70.00	Fred Peters	# 24	\$70.00

9	Rex Mays	\$70.00	Boyle Racing Team	# 29	\$70.00
10	Duke Dinsmore	<u>\$70.00</u>	Frank Brisko	# 18	<u>\$70.00</u>
		\$1,750.00			\$1,750.00
Grand Total - \$3,500.00					
Contributors to 1946 National Prize Fund:					
	R.M. Hollingshead Corporation	\$2,500.00			
	J.H. Mehan	<u>\$1,000.00</u>			
		\$3,500.00			

So, then, what does all this mean, if anything? John Glenn Printz suggests that this is really as much as exercise in semantics as it is in history. When more car owners and drivers showed with more cars than the Contest Board expected as the season wore on, by the end of the season there must have been some second-guessing that took place. Given that the national champion was Ted Horn regardless of how the points were calculated, it was probably more a situation of “no harm, no foul” and the events not run to the Contest Rules for national championship events were ignored and then basically forgotten.

Much work remains to be done on this and I hope, some day, to get around to being able to finally have something that some smart young historian can use and provide us a better idea of the story of this season.

More to follow at some point in the future. At any rate, until then here are some dots that could be connected to get at least some idea about the season.

## Mentioned In Dispatches

### *Are the British “Into Nostalgia”?*

In his review of **The Decline and Fall of the British Empire, 1781-1997**, by Piers Brendon in the *New York Review of Books*<sup>10</sup>, Roderick MacFarquhar used “nostalgia” as his theme in discussing the book. In his opening sentence of the review, MacFarquhar writes, “Piers Brendon has written a splendid popular history of the British Empire, illustrating once again the continuing nostalgia for and ambivalence about the glory days of the United Kingdom, when it ruled a quarter of the globe: fifty-eight countries, four hundred million people, fourteen million square miles.”

MacFarquhar continues in the vein several paragraphs later: “Notwithstanding this list of failures, the popularity of books like Brendon’s confirms that the British want to cling to the glories of their past. They are into nostalgia. Films about World War II or TV costume classics for onward dispatch to PBS can be sure of good audiences. And there’s always James Bond, punching above Britain’s weight. Maybe nostalgia conveniently cloaks a continuing inability to find a role between the Channel and the Atlantic.”

Later, MacFarquhar writes, “The benefit of nostalgia is that the Commonwealth can flash back into Empire, past can trump present.”

As I read the review, I kept coming back to this opening theme that MacFarquhar used, nostalgia. While MacFarquhar certainly did not have automobile racing in mind as he wrote his review, the thought that what he did write just might have something to consider regarding that



realm did enter my mind. As I spent a few days mulling it over, my various thoughts about what MacFarquhar wrote about the British and nostalgia seemed to coalesce to the point that I found myself largely in agreement with him.

Certainly, this a generalization and like all generalizations it only goes so far, not necessarily applying in any number of individual cases, of course. However, it does seem that this just might be one explanation for the preponderance of Britons on something such as The Nostalgia Forum or the Ten-Tenths Motorsport History Forum.

## Endnotes

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<sup>1</sup> Former chief historian to the Air Ministry, as quoted in Richard J. Evans, **Lying About Hitler: History, Holocaust, and the David Irving Trial**, New York: Basic Books, 2001, p. 169.

<sup>2</sup> A. Conan Doyle, "The Adventure of Silver Blaze."

<sup>3</sup> Official Bulletin AAA Contest Board, 20 November 1945, p. 2.

<sup>4</sup> Ibid.

<sup>5</sup> Buzz Rose, **The Eastern Bull Rings: The History of the Eastern Big Car Championships 1945-1960**, Glendale, Arizona: Rose Racing Publications, 2005, pp. 34-35.

<sup>6</sup> Official Bulletin AAA Contest Board, 18 December 1946, p. 3.

<sup>7</sup> "It's a Fact," *Speed Age*, June 1953.

<sup>8</sup> "By Their Numbers You Shall Know Them," *Speed Age*, May 1947, Vol. 1 No. 1, p. 30.

<sup>9</sup> "Distribution of National Prize Fund for 1946 to the Drivers and Car Owners Holding Ten Highest Places in the National Point Standing," part of Gordon White Collection of AAA Contest Board records on microfilm; taken from what appears to be either a folder or a scrapbook section entitled "AAA records resume," no date or publisher or other indications of origin. The numbers "37957" are in the lower left-hand corner.

<sup>10</sup> Roderick MacFarquhar, "The Pride of Empire," *The New York Review of Books*, Vol. 56 No. 14, 24 September 2009. MacFarquhar is the Leroy B. Williams Professor of History and Political Science at Harvard University.