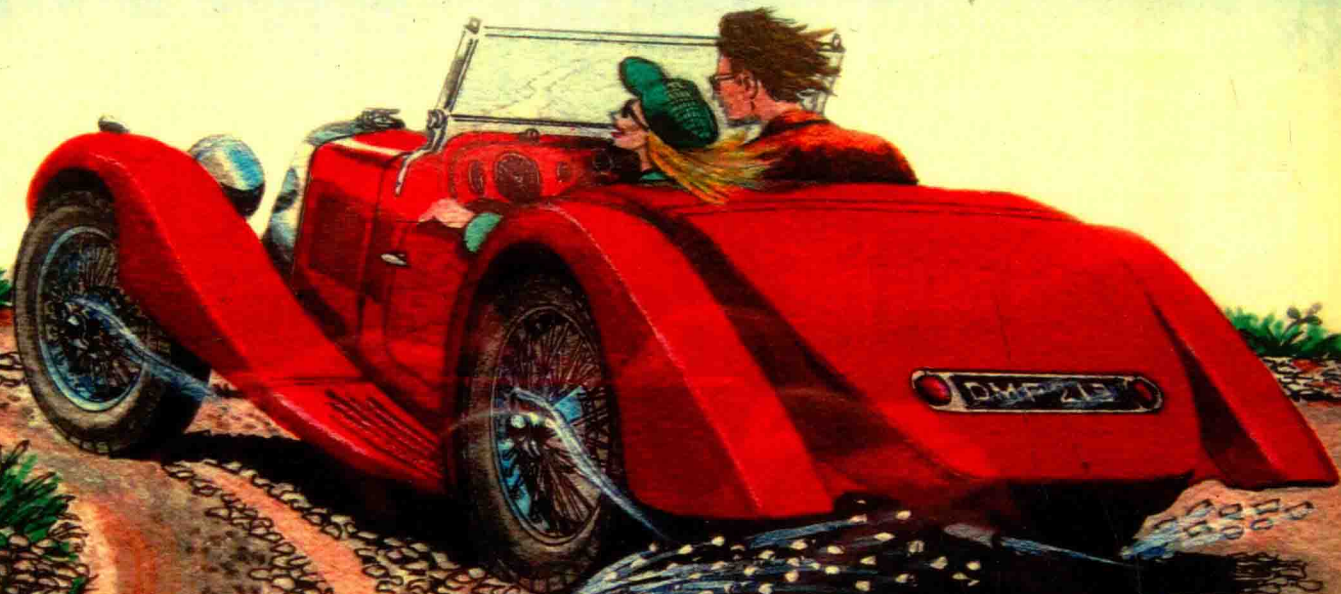


Drawn to Speed

The Automotive Art of John Lander



John Lander

Foreword by Larry Crane

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McFarland & Company, Inc., Publishers
Jefferson, North Carolina, and London

LIBRARY OF CONGRESS CATALOGUING-IN-PUBLICATION DATA

Lander, John, 1935– author.

Drawn to speed : the automotive art of John Lander /
John Lander ; foreword by Larry Crane.

p. cm.

Includes index.

ISBN 978-0-7864-9785-0 (softcover : acid free paper)

ISBN 978-1-4766-1950-7 (ebook)

1. Lander, John, 1935– —Themes, motives. 2. Automobiles in art—Private collections.
3. Automobiles—History—Pictorial works. I. Title.

NC139.L34A4 2015

741.973—dc23

2015013947

BRITISH LIBRARY CATALOGUING DATA ARE AVAILABLE

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Front cover: A Squire DMP219 in the United States while owned by
Charles Davidson, © John Lander; back cover: John Lander in front of the
J.S. Inskip auto dealership in 1965, after an all-night drive with Charlie Turner
in a gold Aston Martin DB Mark III towing a 1933 Aston Le Mans.

Printed in the United States of America



McFarland & Company, Inc., Publishers
Box 611, Jefferson, North Carolina 28640
www.mcfarlandpub.com

Drawn to Speed

To my children,
and the three people
who suggested I do this book:
Jim, Mary and Larry

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Foreword

John Lander made a startling arrival in my consciousness when one of his prints arrived on my desk at *Automobile* magazine. It depicted a chopped and channeled white '46 Ford convertible with a sports car face and a pair of blue stripes. It could only be "El Mirage," the car Peter Brock created and a photo of which hung on the inside of my garage door for the five years I rented Peter's house above Turn Nine at Riverside Raceway.

I was instantly on the phone with John. "This is a brilliant representation of a moment in time outside Ernie McAfee's shop, but how do you know of this car?"

As the story unfolded, our shared experiences expanded and a friendship developed. I have published John's illustrations in two magazines and am always intrigued by his depth of knowledge of automotive history, but more in admiration of his ability to include the important personalities in a specific moment in time—a rare gift.

FOREWORD BY LARRY CRANE

Think of this volume as a history of the fascinating characters who created some of the most important sports and racing automobiles in the past century, depicted with the machines they created. I am glad John went to the effort to include a brief text of the moment he has illustrated, so we can be aware of the time and place, not just admire an impressive piece of art. The story is always the launch pad for John's pencil.

John has enriched my life by sharing his work with me for the past 20-plus years—to say nothing of the hours of knowledgeable conversation that they ignited. Here is John's volume of illustrated history; enjoy your time with it. I have.

Larry Crane
Los Angeles, 2015

Larry Crane has spent a lifetime in the automotive periodical publishing arena, winning awards as designer, editor and writer. His CV includes Motor Trend, Road & Track and Automobile, as well as Vintage Racer and AUTO Aficionado, two titles he created from a blank sheet of paper.

Introduction

This past Thanksgiving, I spent a week in Los Angeles with part of my family. Over lunch one day, a friend suggested that I put together a book telling some of the stories of cars and people that fueled my passion for automobiles. This passion led to my doing the illustrations that make up a large portion of what follows.

My father had a Dodge dealership in Atlanta from 1942 through 1964. Beginning at age 12 I started working summers in the parts department and the shop. I was already saving money for my first car when I turned 16. Pleased that I wanted to work and save my money, my father offered to match whatever I saved. I'm sure he thought I would want a Dodge convertible.

After the end of World War II, there was great interest and demand for new cars. *Fortune* magazine ran a feature article with lots of photos on the first New York automobile show after the war. I was fascinated by the British and European cars that I had never

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heard of at this point. I was especially drawn to the MG-TC. I began to seek more information and found there was a small auto dealership called Import Motors close to my Dad's place of business.

I began to spend time at Import Motors hoping an affordable used sports car would turn up. In 1951, just in time for my 16th birthday, a used 1948 MG-TC was on the lot at Import Motors. I reminded my dad about his offer to match my savings, and to his dismay, bought the MG-TC instead of a Dodge. From that point on, my interest in cars and racing never ceased. Over the years since, I have managed to own eight MGs (six TCs, one TD and a 1935 PB), three XK-120 Jaguars, a 1932 Aston Martin Le Mans, an Alfa Romeo Roadster, a four-passenger Singer and a Bantam Roadster with a Ford V-8 engine and transmission.

Along with my interest in cars, I have been drawing pictures from the time I could hold a pencil. My father always hoped that I would become interested in business and follow in his footsteps. After high school, I actually tried a semester at Oglethorpe University, but dropped out after that.

In the spring of 1955, I went to Los Angeles and spent a year at the Art Center School and followed that with a year at the Atlanta Art Institute. After the Art Institute, I worked in a department store advertising department, and then for a small commercial art studio. I got to a point where I really wasn't making good money or progressing as an artist.

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I went to work for the family business (Lander Motors) until it shut down in 1964 and stayed in the automotive field until 1972.

In 1972, I landed a job as a project manager for Custom Creations, a design company in Atlanta. I was able to work into a position as a designer and stayed in the exhibit design field until retirement. I was fortunate to do design work for national and international corporations.

Upon retirement, my love of cars, and drawing them, took over. I began to have my work published in several car magazines and started doing commission work for individual clients.

Some of the artists whose work has influenced my style of drawing are Leslie Saalburg, Gordon Crosby, Melbourne Brindle and Robert Fawcett.

What follows are examples of my work, along with commentary on the cars and people involved. I hope you enjoy both.



CHAPTER 1

The Racing Cars

These are some of the racing cars that I read about and dreamed about as a teenager and young adult. The cars presented here range from open wheeled 1930s Gran Prix cars, to sports racing cars of the early 1950s.

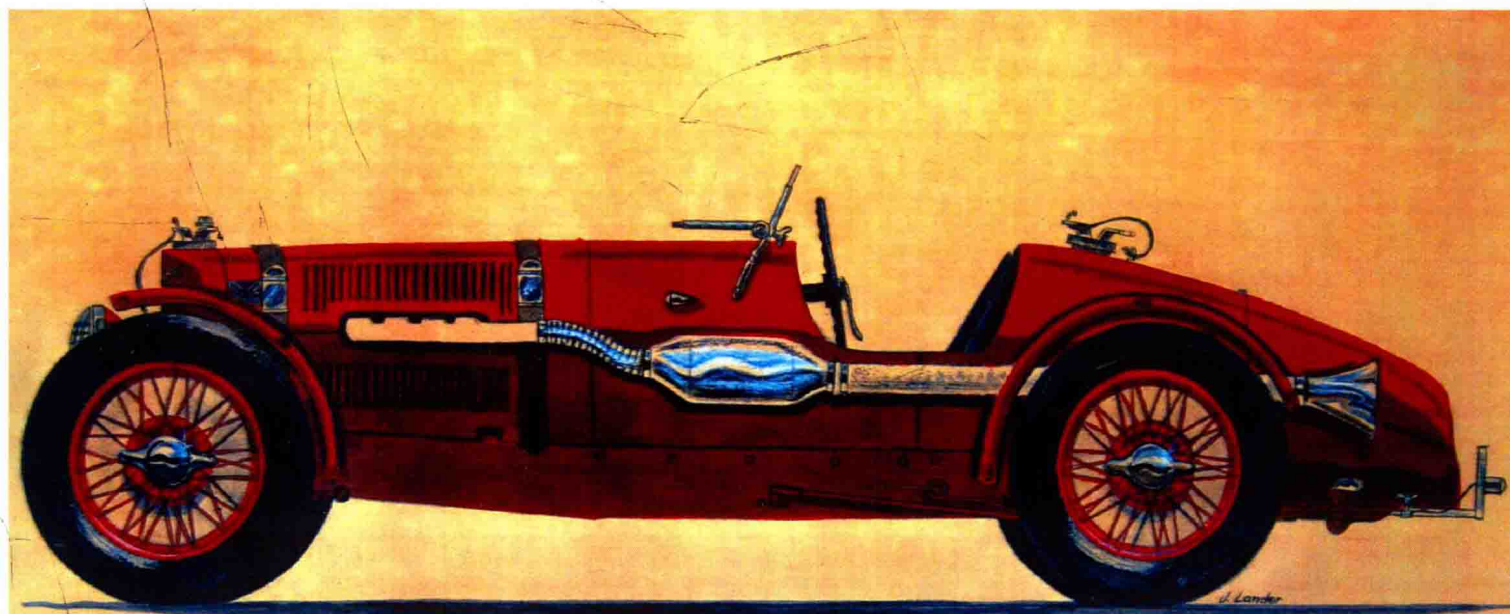
1. THE RACING CARS

“LM 20”

LM 20 is the chassis number of the Aston Martin Ulster that finished 3rd at LeMans in 1935. In May 1962, a “For Sale” appeared in *Road & Track* magazine: “1935 Aston Martin Ulster Works team car, LeMans class winner, Alan Puckett, N.S.W. Australia.”

Rex Hardy, West Coast Chairman of the Aston Owners Club, bought the car. My late friend, Charlie Turner, later bought the car from Rex. In 1964, we made one of those “live fast, die young” trips to pick it up—driving from Atlanta to San Francisco and back with the Ulster in a week. This included a day in San Francisco, having a tow bar made, and a stop at Harrah’s auto collection in Reno on the way back, towing the Ulster. Charlie owned the car for the next 22 years and I got to drive it often, which was great fun.

In the early 1970s, I was storing the LM20 in my basement because Charlie had run out of garage space. One day, I got a call from Charlie. He wanted to know if he could bring an English Aston Club member to my house to see the car. He went on to say that the fellow was a musician. I said sure, thinking this would be someone with the London Philharmonic. Charlie then arrived with Nick Mason, the drummer for Pink Floyd. Nick owned LM 18, one of the other factory Ulsters. Pink Floyd was playing at the Omni in Atlanta, and Nick gave us some tickets to the concert. The seats were excellent and they put on a great show.



ULSTER



LM 20

1. THE RACING CARS

“Lucy Blue”

Irish-American Lucy O'Reilly Schell and her husband, Laury, are best remembered for their association with the French Delahaye firm. However, in 1939 they purchased two of the three 8CTF Maseratis being raced by the factory. The third car, owned by Chicago-based Mike Boyle, had won the 1939 Indianapolis 500, with Wilbur Shaw as its driver. The Schells intended to enter their cars in the 1940 500.

In October of 1939, the Schells were in a highway accident and Laury was killed. Lucy, although badly injured, went ahead with plans for the 500. World War II had already begun in Europe but she managed to get the cars and her two drivers to Indianapolis. One of her drivers, René le Bègue, finished a creditable 10th. Lucy's second driver, René Dreyfus, stayed in America and later opened his famous New York restaurant, Le Chanteclair. Wilbur Shaw went on to win in Mike Boyle's Maserati, making it two wins in a row.

Even though Lucy's cars were Italian, she had them painted her distinctive French Racing Blue.