

and regularly attended the historic meetings at Phillip Island.

He loved the Australian country and it was my privilege to take Jack on weekly drives around the Gold Coast and Northern NSW, mainly on what I referred to as 'Targa Tasmania' roads.

His impact on motor racing was immense, with his technical mind looking continuously at different solutions to making cars perform and handle better. In his understated way he changed the world and was so proud that he was able to show the rest of the world what Australians could do. Her Majesty the Queen honoured Jack with a Knighthood in recognition for his service to motor racing, the first driver to receive such an honour after the second World War.

Grahame Ward

AGM

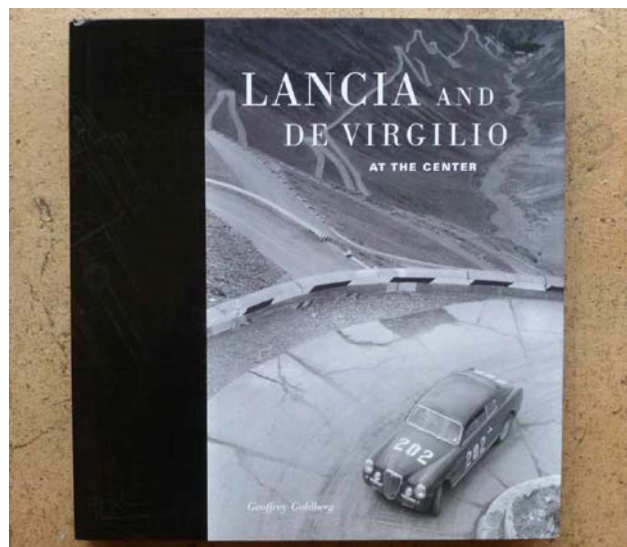
Notice of the Annual General Meeting on Sunday, 24th August is included at the end of this newsletter together with the nomination form for office holders and a proxy form.

BOOK REVIEW

Lancia and DeVirgilio : At the Center by Geoffrey Goldberg

David Bull Publishing USA 2014 330 pp.
Hard Cover Illustrated ISBN 978 1 935007 25
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This volume examines in detail the life and work of Francesco De Virgilio, an engineer perhaps best known as the designer of the world's first production V6 engine. Just as importantly, the book covers with great clarity the history of the Lancia Company between 1939 and 1975.



Geoffrey Goldberg is a Chicago architect with a long and deep attachment to Lancia. His recent book, "Lancia and De Virgilio : At the Center" is an important contribution to the Lancia literature.

De Virgilio's role at this turbulent time in the company's history placed him firmly "at the centre" of developments and in close contact with both Gianni Lancia, head of the firm, and Vittorio Jano, already recognised as one of Italy's finest automotive engineers. Other senior figures such as Battista Falchetto and Giuseppe Sola were influential in introducing De Virgilio, as a young engineering graduate, to the Lancia culture of quality and careful design.

His early tasks involved an analysis of Lancia production vehicles and collaboration with Luigi "Vigin" Gismondi on improvements to the Aprilia and Ardea suspension. In 1943 he began engine design work at Lancia's temporary Padua premises, and it was here that he first developed his solutions to the problems posed by the V6 engine, a design which had previously been rejected because of seemingly insoluble balance difficulties.

Returning to Turin, he became the junior member of a powerful trio which was to drive Lancia & C. into a new phase of development. With Gianni as the emerging company chief, Jano as the very experienced head of engineering and De Virgilio as the hands-on

project engineer, they applied De Virgilio's recent V6 balancing success to a new project which was to become the Aurelia.

On August 2nd, 1947, Francesco De Virgilio married Margherita (Rita) Lancia, daughter of Giovanni and niece of Vincenzo. Marrying into the Lancia family was to change De Virgilio's life, but it did not ensure his rapid promotion or an inevitable position as a senior manager.

Documenting De Virgilio's pioneering work on the V6 development and the consequent success of the Aurelia programme would alone have ensured the significance of this book, but it offers much more. The excitement and disappointments of the racing programme; the gathering clouds of financial problems; the Fessia years and attempts to revive the ailing production; the broader view of life in post-war Italy; the sale of the company and the ultimate end of the Lancia family interests – all these are explored, assisted in great measure by the author's access to the De Virgilio family and their extensive archives.



This charming photograph of the De Virgilio family is on the frontis piece

Included in the useful collection of Appendices is an important contribution to the understanding of De Virgilio's work on balancing. Titled "The V6 Solution" it is an essay by English engineer and Aurelia owner John Cundy, and it provides a detailed technical analysis of De Virgilio's breakthrough. It is a complex subject, but Cundy's article and the accompanying illustrations make it understandable, even for those who might

regard themselves as mathematically challenged.

In short, this is a book to be recommended. The writing style is fluent; the research is careful and detailed; the illustrations are abundant and well-chosen; the index is comprehensive. Of course, every Aurelia owner should have a copy, but it is equally attractive to all those with an interest in the Lancia story.

Bill Jamieson

The Register has a small number of copies available to members at the reduced price of \$100.00 + postage. Contact Rob.Bienvenu at r.bienvenu@kneelerdesign.com.au if you wish to take advantage of this offer.

BOOKS FOR SALE

LANCIA. 70 Years of Trailblazing
By Bruce Lindsay

We still have copies of this monumental book at the discounted price of \$100 + postage.

55 Years of Dirty Hands
By Clive Beattie

This book is again available following a third print run. \$25 + postage.

For either of these books contact Robert Bienvenu at R.Bienvenu@kneelerdesign.com.au.