

Charles Marant
1906-1991



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BILLY WINN—Duesenberg Special,
eight cylinders, rear-drive.

CHARLES MARANT, riding mechanic.

Winn is twenty-six years old, not married and lives in Kansas City. Winn is a driving fool over on the Atlantic seaboard, his stamping ground. He won thirty firsts out of his starts in 1930 on dirt and the short board tracks. He drove a Hoosier Pete Special in the 1931 race. He drove his car an hour to break it in—sixty or seventy miles an hour. It was taken to the garage and the front springs made stiffer by the addition of two leaves. Two Hartford shocks were added to the rear springs. He then drove it four laps and qualified it at 105.405 miles an hour. He went out of the race at 139 laps. This year he was slated to drive the Hoosier Pete, but on the first qualification he switched over to the Fred Frame Duesenberg which won second place in the 1931 race.

The car carries No. 2. 5/28/1932

Qualifying average, 111.801 miles
an hour.

LOU MOORE—Foreman Axle Special, four cylinders, rear drive.

CHARLES MARANT, riding mechanic.

5/29/1934

Moore is thirty years old, married and lives in Los Angeles. Moore made his bow to the Indianapolis track in 1928, when he came here a rank unknown from the dirt tracks of the west and finished second to Louis Meyer. In 1929 he was running in first place, when his car, in the hands of a relief driver, threw a connecting rod and did not finish. In 1930 he drove a Coleman Special, but got mixed up in the six-car smash on the north turn and his car jumped up on the cement safety wall and hung there.

In 1931 he won the Altoona race July 4; Syracuse a month later and a fall race at Langhorne. Lou drove a Boyle Valve rear drive in the 1931 race, but was put out with a broken rear axle at 262 miles.

In 1932 he drove his 1931 car but went out in the eightieth lap with timing gear trouble. In 1933 he qualified his Foreman Axle Shaft Special for first place in the second row, and when the race was over he was in third place.

He returned Saturday from participation in a race in Tripoli, North Africa, about a month ago. He finished seventh at an average of 107.8 miles an hour. The race was 328 miles long over a road course, and the crack drivers of Europe took part. He is driving the same car in the race this year.

The car carries No. 2.

Qualifying average, 113.442 miles an hour.

Former New Salem Resident Rides As Mechanic For Moore; Finished Third at Indianapolis In Memorial Day Race

6/12/1934

BY FRANCIS SHIMSHOCK
Herald-Genius Correspondent

It was just another example of a home-town boy making good in the big city when Charles Marant, formerly of New Salem, spent the night in the old home town with the racing automobile of Lou Moore, third place winner in the recent Indianapolis race. Charlie rode the entire race as Moore's mechanic and had to repeat his story over and over again to the anxious sportsmen of the town.

Always an automobile enthusiast, Marant, as a boy, rebuilt old automobiles into racers which were the envious objects of his friends. After the family left New Salem, Marant got into the ranks of the minor racers, and once started gradually rose until his present position with one of the best race drivers in the country.

The four-cylinder racer is an assembled job costing \$10,000 with a Miller motor and the Foreman Special axles, large hollow, metallic tubes. The auto is very light and built low to the road. In the

Indianapolis race, the car was equipped with Firestone's Special tires one-eighth of an inch in rubber thickness which lasted the entire grind. The car used only 34 gallons of its allotted 45 gallons of gasoline. The motor is capable of 8,000 revolutions per mile and has a high speed of 155 miles per hour.

Charlie's job was to transport the racer to Langhorne, Pennsylvania where he and Lou Moore competed in a 100 mile dirt track race, Saturday, June 9, 1934. The car is transported on a big truck which is equipped with all necessities for the "tuning up" process before the races.

On the completion of the present racing season Marant will return to the coast with Moore where they will rebuild the racer in preparation for the next season. The racing tires used but once are shipped to California Racing Incorporated and will be used for practice spins in the spring.

Early in the morning town folks were up looking at the racing car "which **Charlie Marant** rode in and came in third."

Allentown Messenger.

THURSDAY, JANUARY 15, 1948.

AROUND HOME.

Miss Marian Van Neste, of Trenton, spent Sunday with Mr. and Mrs. John C. Hendrickson

Mrs. **Charles Marant** underwent a major operation in Dr. Farmer's Hospital on Tuesday.

YATES

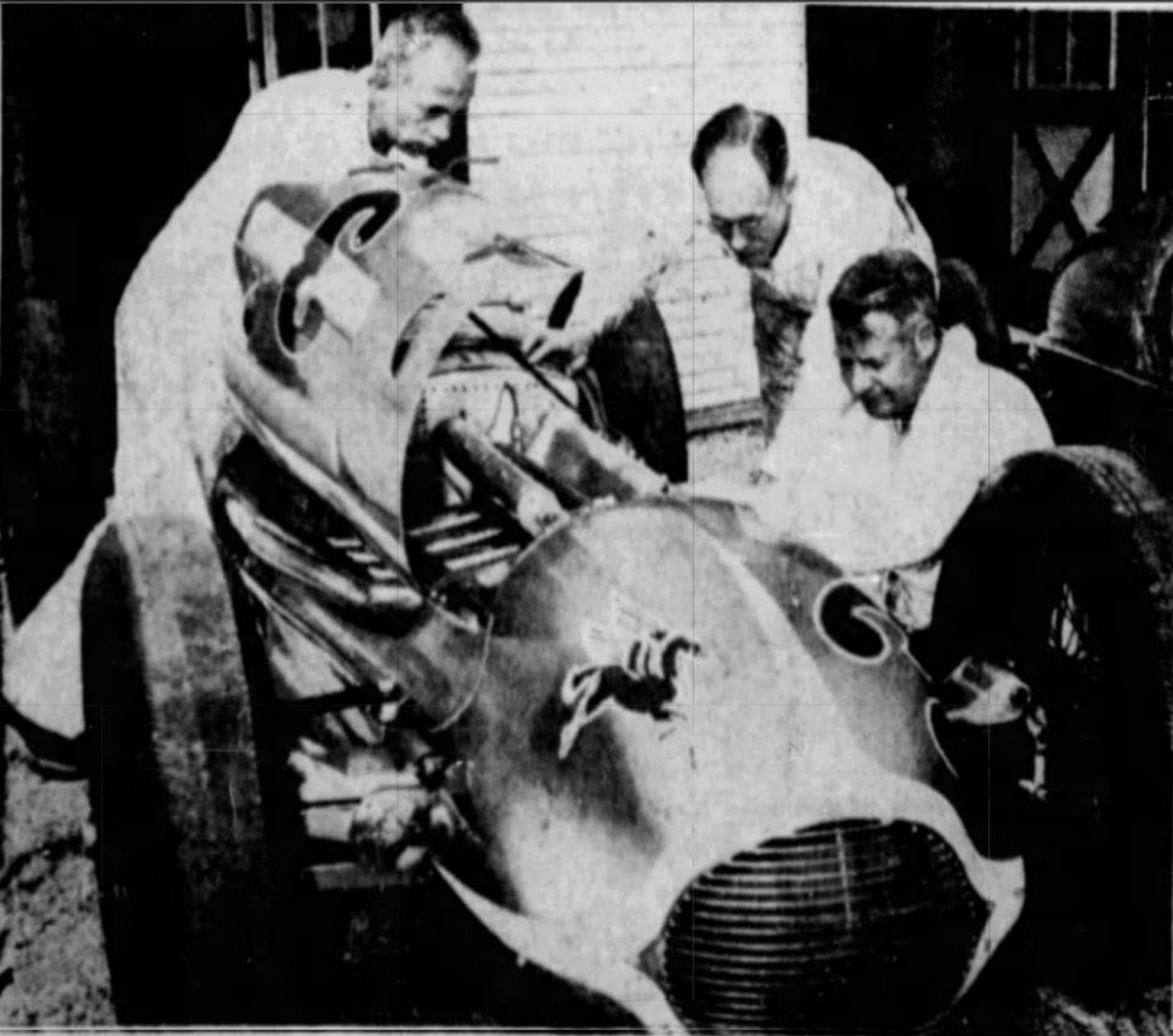
AUTO



Above pictures Clarence Yates, owner of Yates Auto Service, 325 S. Person Street, with the powerful \$15,000 Offenhauser to be driven in the State Fair race today by Hank Rogers. Reading from left to right are: Joseph Scopa, car owner; Clarence Yates, sponsor; Charles Marant, mechanic.

"WE PULL FOR RALEIGH"

10/23/1948



The Blue Crown Spark Plug Special in which Mauri Rose has won the last two 500-Mile Races has been stored most of the winter at the Speedway. When Lou Moore, its owner, arrived yesterday from

the West coast he wasted no time in having a look at the engine. The other two observers are Mechanics Charles Marant (left) and Roscoe Ford.—The News Photo, William Myers.

Moore drove in from California with his two mechanics, Roscoe Ford and Charles Marant, towing trailers carrying Holland's car and the baby Blue Crown that has a huskier 270-cubic-inch Offenhauser under its hood this season. Rose's car wintered in Gasoline Alley after Moore displayed it at an automotive accessory show in Chicago.

4/21/1949

Lou Moore Sells Two Of His Auto Racers

Indianapolis, Ind., June 7 —(INS)—
Lou Moore, the winningest car owner
in the history of the Indianapolis
Motor Speedway, has sold two of
his speedy creations.

Moore announced sale to Lindsey
Hopkins, of Miami, Fla., of the No.
8 racer which Lee Wallard placed
sixth in the 1950 500-mile race, and
the one which George Connor drove
to eighth place was bought by
Charlie Marant, a mechanic in the
Moore crew.

6/7/1950

Lou Moore Sells Two of 'Crowns'

1950

Indianapolis, June 7—(AP)—Lou Moore today sold two of the four Blue Crown cars that have brought him success at the Indianapolis Motor speedway.

The car in which Lee Wallard, Altamont, N. Y., placed sixth this year was sold to Lindsey Hopkins, Miami, Fla. The car that George Connor, Los Angeles, drove to eighth place was sold to Charles Marant, a veteran mechanic in Moore's garage.

The car bought by Hopkins is being tuned for entry in the 100-mile championship race at Milwaukee next Sunday. It will be driven by Henry Banks, Compton, Calif.

Marant plans to keep his car here and will race it exclusively at the Indianapolis Speedway.

Both the cars sold are rear-drives. Moore kept his two front drive cars, one that Mauri Rose drove to victory in the 500-mile races in 1947 and 1949, and the one in which Bill Holland won the 1949 race.

Lou Moore Plans To Keep Two of His Famous Race Cars

1950

INDIANAPOLIS, June 7—(UP)—His famed stable cut in half, West-coast Race Car Designer Lou Moore said today he might keep two of his famed Blue Crown racers.

Moore announced yesterday the sale of the two smaller rear-drive creations. The newest of the two, driven to sixth place by Lee Wal-lard in this year's abbreviated 500-mile speedway race, went to Lindsey Hopkins, Miami, Fla.

Charles Marant, one of Moore's mechanics, bought the car driven by George Connor to third place last year and to eighth this time.

This still left Moore with the bigger front-drives in which Mauri Rose and Bill Holland captured three successive Memorial Day classics. He said he had no plans to sell those, too, and "might like to keep them."

Before the race Moore said all four cars were for sale.

Banks to Sit

3/20/1951

in Blue Crown

Henry Banks, of Compton, Cal., American Automobile Association big car racing champion for 1950, will drive one of the highly successful Blue Crown Specials in the 500-Mile Race at Indianapolis Motor Speedway May 30.

Lou Moore, of North Hollywood, Cal., and Indianapolis, whose Blue Crown team won three of the last four "500's," has sold the cars.

Lindsey Hopkins, Jr., of Miami, Fla., owns the four-cylinder job Banks will drive. Lee Wal-lard took sixth place with it in the rain-shortened 1950 race.

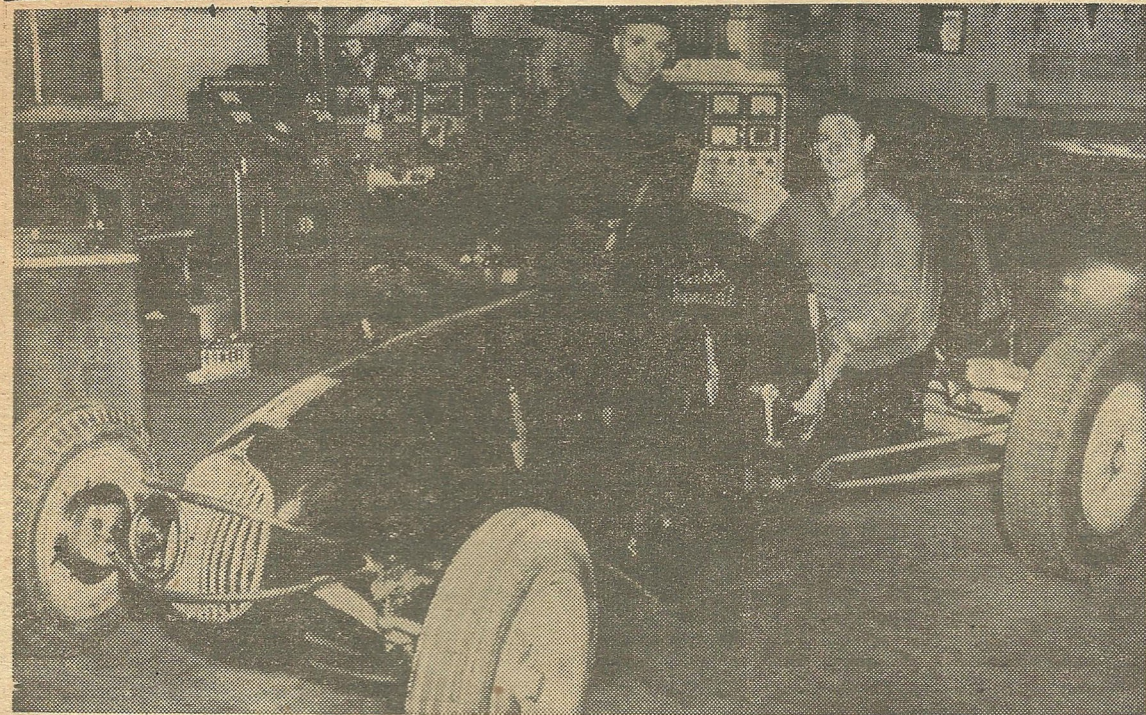
Charles Marant, of Trenton, N. J., bought another of the Blue Crowns and today nominated George Connor, of Los Angeles, to drive it in the Memorial Day event. Connor drove the same car to third place in 1949 and eighth place last year. This will be his 13th start.

Four Jersey Cars Eligible for Big Race

Final entry list for the 500-mile auto race May 30 at the big Indianapolis Speedway shows that four of the 68 eligible cars have been entered by Jerseyans. The 68th and final entry for the 35th annual grind was made by Joseph J. Barzda of New Brunswick and was the second made by the Middlesex County man who intends to drive one of the cars. Other cars entered by Jerseyans are owned by Joseph P. Scopa of Princeton and **Charlie Marant** of Trenton. Marant's car is one of the famed Blue Crown Spark Plug Specials built by Lou Moore and George Connor has been named as the driver. Scopa's car is unnamed while one of Barzda's cars was built by Bud Sennett of Los Angeles and the other is of Barzda's own design.

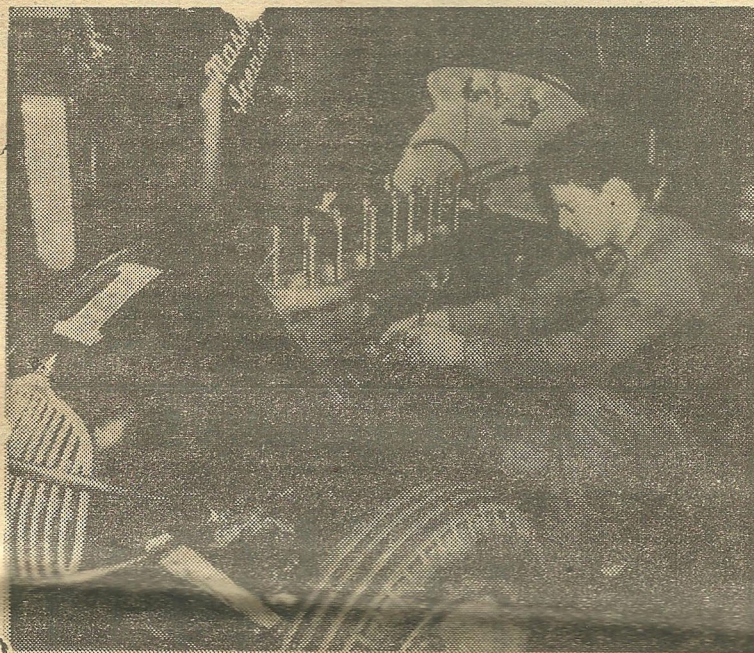
Yesterday's arrivals in Gasoline Alley were two of last year's money-winners. **Charlie Marant** towed in the little Blue Crown Spark Plug Special that was formerly in the Lou Moore Stable, and H. A. Chapman arrived in custody of the Chapman Special. George Connor again will drive the little Blue Crown in which he placed eighth last year, and Bill Schindler will be the chauffeur for the Chapman Special. It took fifth money in 1950 as the Wolfe Special, with Jolie Chitwood and Tony Bettenhausen doing the driving.

5/1/1951



Early Bird

Here are pictures of the first NASCAR Speedway Division car to be completed and it will be driven by Wally Campbell of Trenton, N. J. Other NASCAR drivers are working on their Speedway cars and the division will see first competition in 1952. Number 1 has been assigned to Campbell's car for being the first one to report his car ready. In the upper picture Campbell (in car) and Charles Moron look proud of their work. In the lower photo Campbell, the 1951 Modified Division champion, is at work on the Nash motor. First public appearance of the Speedway Division cars will be during NASCAR's annual Speed Week to be held in Daytona Beach, Fla., Feb. 3-10. The cars will compete against time in speed tests over the measured mile on the beach with the fastest Speedway Division car being awarded a \$1,000 prize. In general, the new Speedway Division will be made up of cars with Indianapolis type bodies with stock American passenger car motors with modifications. (Photos snapped in Trenton, N. J. by Norman Oakley.)



§ Eddie Johnson Cuyahoga Falls, O.	Pete Salemi, Cleveland, O.	Central Excavating Special	4	268
Rodger Ward, Chicago, Ill.	Vincent Granatelli & Bruce Bromme, L.A., Cal.	Unnamed	4	270
Unnamed.	Charlie Marant. Trenton, N.J.	Blue Crown Spark Plug Special	4	270
§ Jim Riesby, Inglewood, Cal.	Bob Estes, Inglewood, Cal.	Bob Estes Special	4	270

4/15/1952

POPULATION IN Gasoline Alley at the Indianapolis Motor Speedway reached 17 cars yesterday with the arrival of three more entrants.

The Sarafoff Special, to be driven by Cliff Griffith of Indianapolis; **Charlie Marant's** car with no driver listed as yet, and the Bowes Seal Fast Special owned by Ray Brady and with Carl Scarbrough of Detroit as the pilot, were the new arrivals.

Johnny Tolan had his Blue Crown Spark Plug Special out for a run and convinced Observer Paul Johnson he is fully qualified to switch from a rear to front drive. Johnson also approved the change for Leroy Warriner, who'll drive the other Blue Crown.

5/5/1952

Others awaiting their turns if the weather ever cleared were Joe Barzda in the Jim Robbins car, a second Blue Crown Spark Plug front-drive to be handled by Tony Bettenhausen; **Charlie Marant's** four-cylinder, rear-drive Blue Crown, the McNamara Special and the Brown Motor Company Special of Richmond with Gene Force as the driver.

5/26/1952

CUFF NOTES 5/28/1952

Stuff and guff off the cuff: Frank Meunier, genial boss man of the General Petroleum praise department, arrived here today from Los Angeles and immediately went into a huddle with Jack Leener, who can't understand why the speedway frowns on his idea of using a flying red horse instead of a car to set the pace . . .

Bill Taylor of Temple City qualified as the tough-luck kid . . . **Charlie Marant** finally found why the car wasn't handling well (the two back snocks were dry) . . . With half an hour left to qualify, Taylor took a couple of test laps at better than 134

68 Entered in Memorial Day Race

4/15/1953

INDIANAPOLIS —(U.P.)—Five more cars joined the lineup for the 37th annual 500-mile Indianapolis motor speedway race today, with the deadline for entries.

As of now, 68 cars will compete for the 33 starting positions. Forty-nine drivers already have been announced.

Speedway President Wilbur Shaw said today's entries take up all remaining garage space at the track. They were from John McDaniel, Phoenix, Ariz., **Charles Marant**, Trenton, N. J., Emmett Malloy, Inglewood, Cal.,

A. E. Dean, Los Angeles, and Verlin Brown, Richmond, Ind.

Drivers for the five new entries, in order as listed, are Jim Bryan, Phoenix, Bill Taylor, Temple City, Cal., Bill Bantrell, Anaheim, Cal., Allen Heath, Northridge, Cal., and John Fitch

McGRATH FIRST

GARDENA, — (U.P.) — Jack McGrath of South Pasadena was the first official entry listed today for the 100-mile AAA national championship stock car race at Carrell speedway April 26.

Unnamed	Peter Schmidt	Peter Schmidt Special	4	270
Unnamed	Peter Schmidt	Peter Schmidt Special	4	270
Unnamed	Rouge Motors, Inc.	Unnamed	4	263
Jim Bryan	John L. McDaniel	Blakely Oil Special	4	270
Bill Taylor	...Charles Marant	Unnamed	4	270
Bill Cantrell	Emmett J. Malloy	Malloy Special	4	270
Allen Heath	A. E. Dean	Dean Van Lines Special	4	270
		Brown Motor Special	4	270

4/16/1953

FIVE ROOKIE DRIVERS SIGN UP FOR "500"

3/9/1954

INDIANAPOLIS, March 9.—(AP)—Five rookies today entered the 38th annual 500 mile auto race at the Indianapolis Speedway May 31.

The entries, bringing the official list to 22 cars and drivers, were from Frank Mundy, Atlanta, Ga.; Danny Oakes, Los Angeles; Wally Campbell, Trenton, N. J.; Les Duncan, Philadelphia, Pa., and Frank Armi, Hanford, Calif.

All five of the newcomers will be at the heels of rear-drive cars with four-cylinder engines.

Mundy, AAA national stock car champion in 1953, will drive for John L. McDaniel of Phoenix, Ariz. Both Mundy and Campbell, who will pilot the entry of **Charles Marant** of Trenton, have never driven a practice lap on the Indianapolis Speedway and must pass driver tests.

Armi qualified in 1951 at over

130 m.p.h. but was crowded from the lineup by faster cars. He will drive this year for Thomas and Thayer Martin of Bessemer, Pa.

Oakes, who has qualified in two Indianapolis qualification attempts, will pilot the John C. Balch entry from Los Angeles. Duncan, crowded out of the 1953 qualification at 133.487 m.p.h., will drive for Ray Brady of Morristown, Pa.

FIRST ROOKIE cleared to take the driver's test is Wally Campbell, assigned to the unnamed **Charles Marant** car.

5/4/1954

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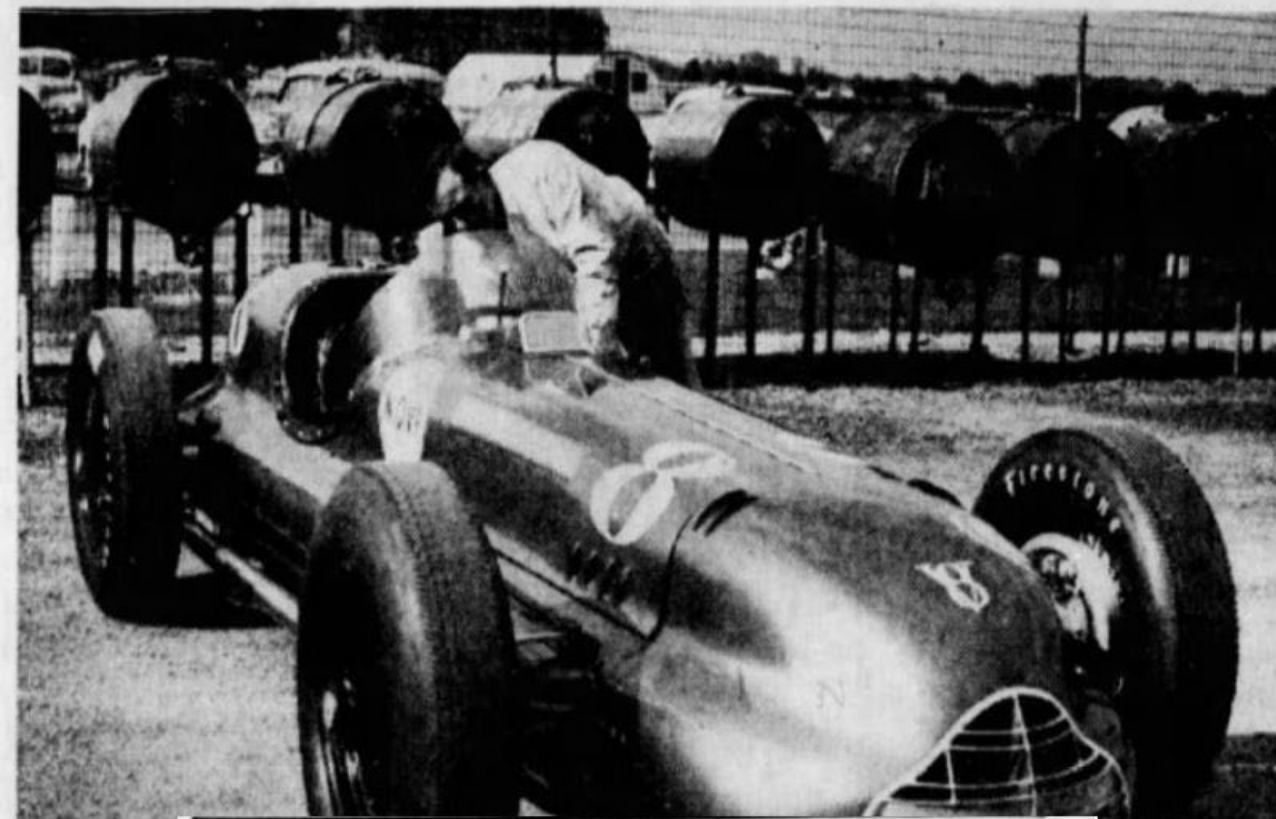
None of the rookies at the track has started familiarization runs (formerly driver's tests). A year ago yesterday there were three new drivers going through the AAA tests. 5/6/1954

Wally Campbell, the East coast sprint hotshot, was the first rookie on the track. He took several laps about 103 mph, but his No. 66 racer, entered by **Charles Marant**, developed oil-line trouble on the northwest turn and had to be pushed in.

Campbell was not trying to start his test. He was just taking a look at the track prior to commencing the trial runs.

* * *

First Sad '500' Note Sounded as Marant Car Burns Out Engine



By ANGELO ANGELOPOLOUS

There's more than an urge for alliteration that prompts many an observer at the Indianapolis Motor Speedway to call it Heart-break Highway.

The first sad note—as a case in point—has been struck for the 1954 500-Mile Race at the 43-year-old race track where the risks are calculated and bad luck comes just the way the cars are supposed to go—in a hurry.

Charlie Marant took a look yesterday at the innards of his automobile (the little Blue Crown that George Connor drove three years) to see what made it

not run when Wally Campbell had had to bring it in the day before—and discovered it was pretty well burned out. Crankshaft,

rods, etc. A sudden oil leak that came too quickly for Campbell to catch it drained the engine of that precious lubricant and scorched it even though Wally was traveling only about 103 mph.

That wouldn't throw some owners out of the race with this much time (three weeks) before the race, but money, not time, is of the essence with Charlie Marant is one of the fellows at the Speedway with more adventure than lucre. He doesn't have enough of the latter to buy the parts necessary to put his engine back together.

"It'll take from \$1,500 to \$2,000," says Charlie, with no moan, and adds: "This is a risky business. That's the breaks. I'm afraid I'd sell pretty cheap right now."

CHARLIE, WALLY
ARE NEIGHBORS

Then, in response to a query about Campbell, a rookie who was having his first look at the track when the mishap occurred, he says: "I don't blame Wally at all. I'm sorry for him that I can't do anything for him. He's a good driver. He was busy enough his first time on the track getting familiar with it."

Marant and Campbell are Trenton (N.J.) neighbors and Charlie was happy to get the Eastern dirt-track sensation this year after seeing the Marant car fail to make the Speedway field the last two years. In 1949 Connor finished third in it and in 1950 he was eighth.

Charlie has one slim hope—any friend or stranger who learns of Charlie's bad luck and who also has a sense of adventure—and a crankshaft.

Marant and Campbell have company in the first-injured-engine department. They've been joined by the Martin Bros. Special with Frank Armi—though only temporarily. Armi, who has been mighty tickled the way his flamingo beauty has been running, learned yesterday he had some scored pistons. Looking for an oil leak, the crew spotted smoke during a fire-up—and off went the switch.

For them, there will be a slight pause of a few days now.

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Angelopolous

Speedway Entry List

5/7/1954

CAR NO. DRIVER	DRIVER'S HOME TOWN	CAR NAME
1 Sam Hanks	Burbank, Cal.	Bardahl Sp.
2 Jack McGrath	Glendale, Cal.	Hinkle Sp.
3 M. Teague	Daytona Bch., Fla.	Fullerton Sp.
5 Paul Russo	Hammond, Ind.	Ansted Rtry. Egr. Sp.
6 Art Cross	Laporte, Ind.	Springfield Wldg. Sp.
7 D. Freeland	Englewood, Cal.	Bob Estes Sp.
8 Duke Nalon	Indianapolis	Novi Sp.
9 J. Bryan	Phoenix, Ariz.	Dean Van Lines Sp.
10 T. Bettenhausen	Finley Pk., Ill.	Mel Wiggers, owner
12 Rodger Ward	Los Angeles	Dr. Sabourin Sp.
14 Bill Vukovich	Fresno, Cal.	Fuel Injection Sp.
15 J. Parsons	Van Nuys, Cal.	Bld. Equa-Flow Ex. Sp.
16 Duane Carter	Speedway City	Auto. Shippers Sp.
17 Bob Sweikert	Hayward, Cal.	Lutes Sp.
18 Ernie McCoy	Reading, Pa.	Ray Brady Sp.
19 J. Daywalt	Wabash, Ind.	Sumar Sp.
21 Bob Scott	Gardena, Cal.	Travelon Sp.
22 C. Griffith	Indianapolis	Tom Sarafoff Sp.
23 Jerry Hoyt	Indianapolis	Sumar Sp.
24 Cal Nigay	Pacoima, Cal.	Jim Robinson Sp.
25 Jimmy Reece	Oklahoma City	Malloy Sp.
26 Henry Fanks	Compton, Cal.	Hopkins Sp.
27 G. Connor	Los Angeles	Chapman Sp.
28 L. Crockett	Columbus, Ind.	Fed. Engr. Detroit Sp.
31 G. Hartley	Roanoke, Ind.	John Zink Sp.
32 R. Crawford	Pasadena, Cal.	Crawford Sp.
33 Len Duncan	Germantown, Pa.	Ray Brady Sp.
34 T. Ruttman	Lynwood, Cal.	Auto. Shippers Sp.
35 Pat O'Connor	North Vernon, Ind.	Hopkins Sp.
36 Al Herman	Emmons, Pa.	Ed Stone Sp.
37 Eddie Russo	Chicago	Fed. Engr. Detroit Sp.
38 Bill Holland	Indianapolis	Bardahl Sp.
39 (No driver)		Shouse Mtrs. & Chet Herbert Sp.
41 F. Mundy	Atlanta, Ga.	John McDaniels, owner
42 (No driver)		Central Excavating Sp.
43 J. Thomson	Springfield, Mass.	Chapman Sp.
44 W. Faulkner	Long Beach, Cal.	Schmidt Sp.
45 Joe Sostillo	East Natick, Mass.	Bardahl Sp.
46 Bill Boyd		Edward Gdula Sp.
47 (No driver)		Ferrari
48 (No driver)		Sumar Sp.
49 Danny Oakes	Los Angeles, Cal.	John Balch Sp.
51 (No driver)		Cars, Inc. Sp.
52 C. Weyant	Springfield, Ill.	Parks Motor Co. Sp.
53 J. Davies	Pacoima, Cal.	Pat Clancy Sp.
54 (No driver)		Marion Engr. Sp.
59 J. Rathmann	Miami, Fla.	Elgin Piston Pin Sp.
62 D. Dinsmore	Dayton, O.	Com. Mtr. Freight Sp.
65 (No driver)		Advance Muffler Sp.
66 W. Campbell	Trenton, N.J.	Charles Marant Sp.
67 (No driver)		D-A Lubricants Sp.
68 Ed Elisean		Pete Wales Sp.
69 J. Tolan	Denver, Colo.	W.P.T. Sp.
71 Frank Armi	Hanford, Cal.	Martin Brothers Sp.
73 Mike Nazaruk	North Bellmore, N.Y.	McNamara Sp.
74 Andy Linden	Redondo, Cal.	Brown Motor Co. Sp.
76 (No driver)		Leitenberger Sp.
77 F. Agabashian	Albany, Cal.	Merz Engineering Sp.
83 Eddie Johnson		McNamara Sp.
88 M. Ayulo	Burbank, Cal.	Schmidt Sp.
89 J. Fedricks	Royal Oak, Mich.	Dunn Engineering Sp.
93 Billy DeVore		Roy McKay Sp.
97 Lee Wallard	Altamont, N.Y.	Belanger Sp.
98 C. Stevenson	Garden Grove, Cal.	Agajanian Sp.
99 (No driver)		Belanger Sp.

Rookie Wally Campbell, Eastern hot-shot, is looking around for another possible ride. An engine in the car owned by Charles Marant burnt out Wednesday during a practice run and Marant may not be able to replace it.

5/8/1954

* * *

Rookie Wally Campbell has moved into the Central Excavating Special. He was originally assigned to the car owned by **Charlie Marant**, but which burned out its engine on a shakedown ride by Campbell. Report has it that Marant may sell the car.

5/10/1954

Art Cross, still pushing a dirt-track engine in his Springfield Welding mount, was high man yesterday with a lap of 135.3. . . . Bob Christie, Grants Pass, Ore., has bought the **Charlie Marrant** car, whose engine burned out, and will attempt to drive it . . . The 190-mph backstretch

5/12/1954

* * *

Bob Christie's No. 48, recently purchased from Charles Marant, has been repaired and is ready to go. Christie bought the car after the engine blew up during a practice run with Campbell at the wheel. Christie himself will attempt to pass a driver's test and qualify the car.

5/13/1954

* * *



7/1/1929

WORLD WIDE PHOTO

THE EASTERN 100-MILE AUTO CHAMPION

WOODBIDGE, N.J. LOU MOORE, FROM
LOS ANGELES, WHO WON THE TITLE AT
THE WOODBRIDGE N.J. TRACK IN THE
RECORD TIME OF 1 HOUR, 20 MINUTES
AND 4-5 SECONDS

7-1-29

NOTICE

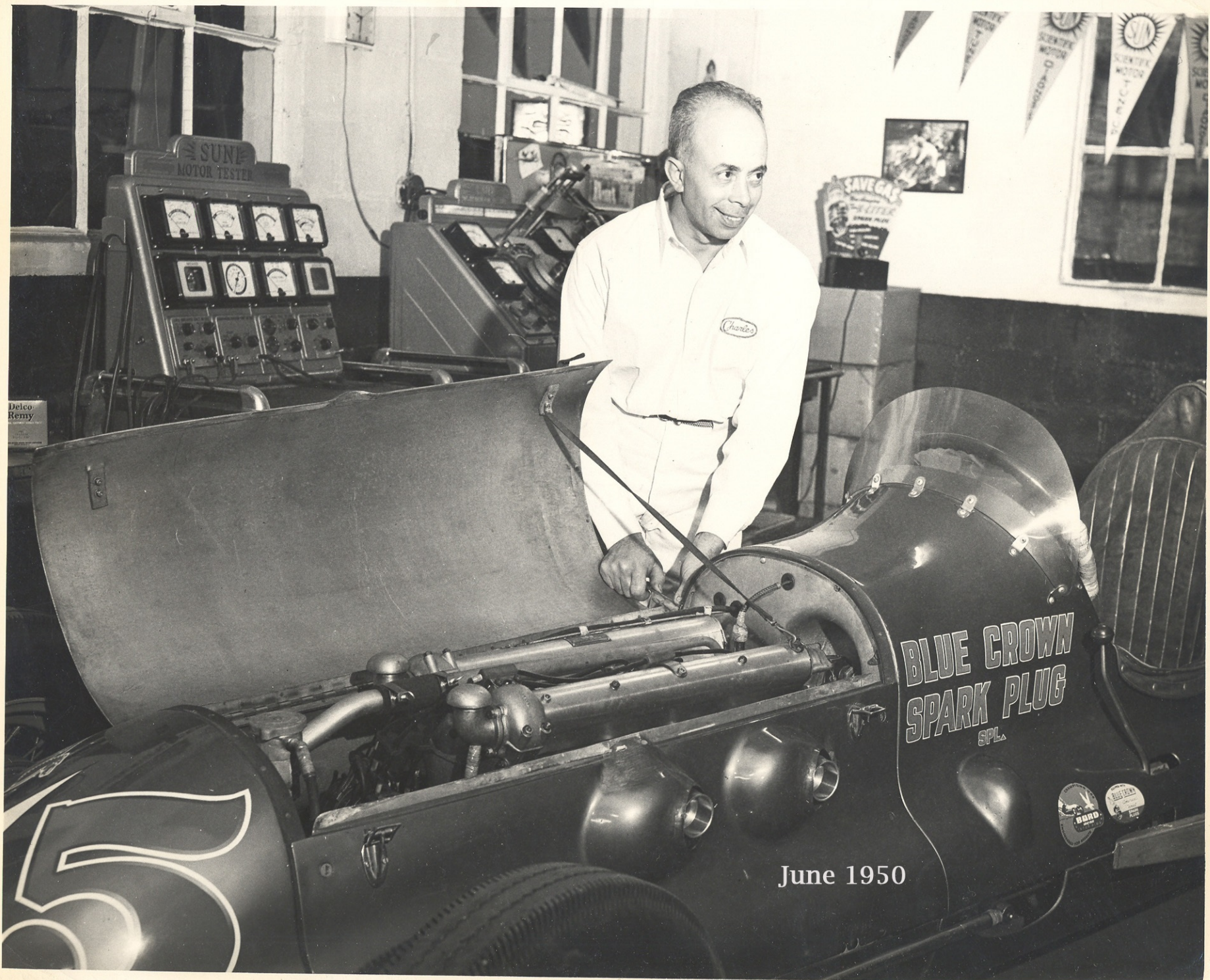
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THE EASTERN 100-mile AUTO CHAMPION

WOODBIDGE, N.J...Lou Moore, from Los Angeles,
who won the title at the Woodbridge, N.J. track
in the record time of 1 hour, 20-minutes and
4-5 seconds.

7-1-29



Delco
Remy

SUN
MOTOR TESTER

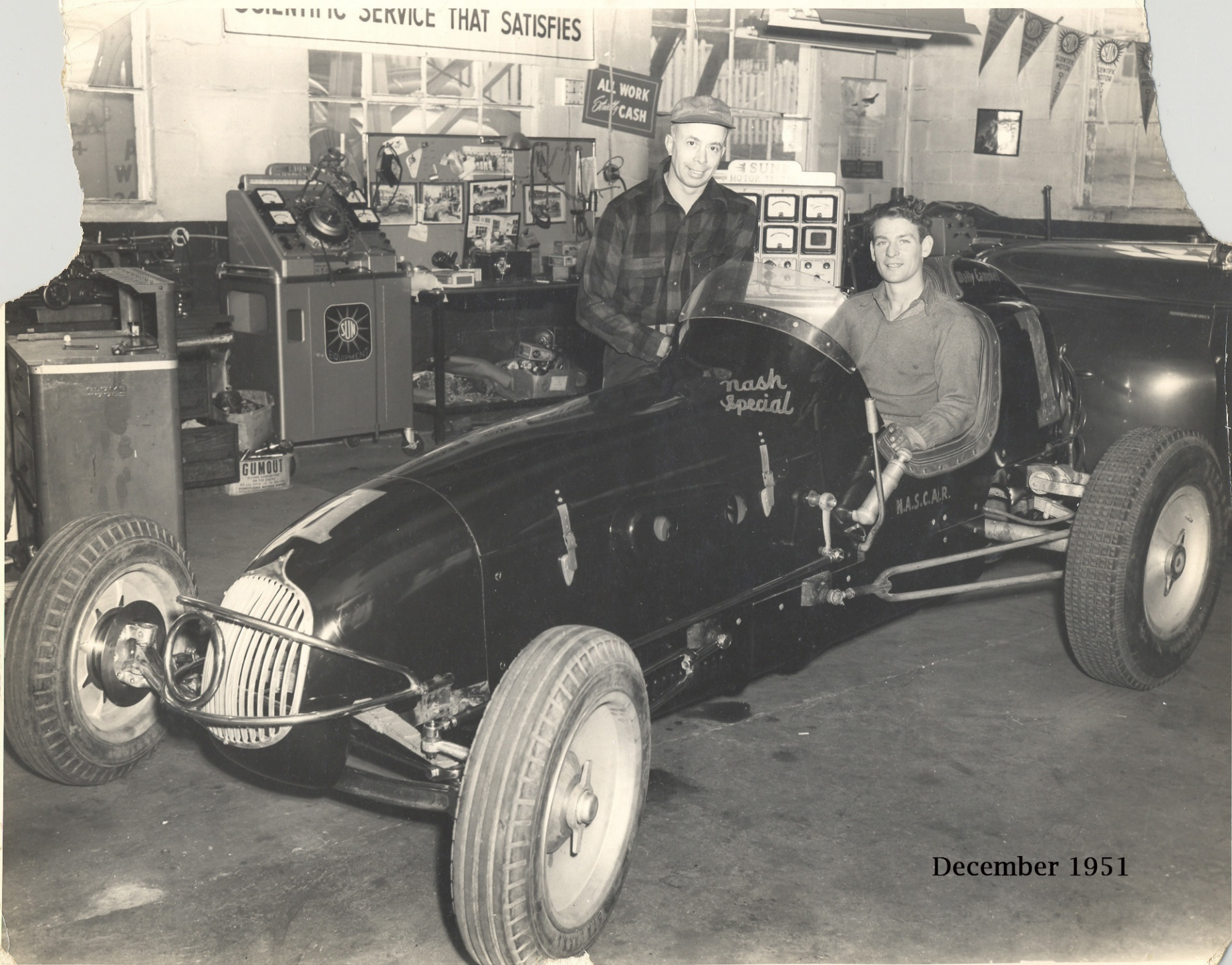
SAVE GAS
THE LITTLE
THAT DOES A LOT

BLUE CROWN
SPARK PLUG
SPL

June 1950

SCIENTIFIC SERVICE THAT SATISFIES

ALL WORK
Paid CASH



December 1951