

the Bullfrog Bugle



left the car to go and call the garage on the opposite side of the road which it later went over, leaving the girl in the car.

I tried for about 15 min. to find a house in which the occupants had not retired. A street car passed by at this time (11.15 p.m.), and knowing that undoubtedly our garage had closed, as it is our custom to quit at 11, I took the street car to town to get the service truck myself. This I did, and got back to where my automobile was about 12 o'clock. The girl was still there and the car had not been moved at all.

I backed the service truck up in such a position that I could pull my car out, being unable to find a crank for my car when at the garage, it being an entirely new model. I could not pull the car out on account of my having backed it on the side of the road and being on a hill. I decided to get around the back of the car and pull it down-hill to a level stretch, so that I could get it going, i.e., so that I could tow it up the hill. I stopped the motor of the service truck, set the brakes, got out of the service truck and went back to my own car and set the brakes.

That I set the brakes I am positive, and the girl admits remembering my doing so. I then unfastened the rope that was tied to my car from the service truck. I got into the service truck to take it around the back of my car, and had just started the motor, but not thrown it into gear yet (this car has the sliding gears), when I heard a girl scream. I looked around and saw the car going down the road backwards.

I stopped the motor of the service truck, set the brakes and ran for my car. The girl was at the wheel and I got on the runningboard. I tried to set the brakes, but on account of my awkward position on the runningboard on the side of the car that the steeringwheel is on, I was unable to set them any tighter than they were, and I believe, though I am not sure, that they were already set.

Just then the car passed through a bunch of small trees and I was jerked off the runningboard. I called to the girl to jump, but later she stated that she had jumped before I called. In jumping she got a compound fracture of her left leg, between the ankle and the knee. I ran down to where she was (I was not hurt in the least) and she asked me to call a doctor, which I immediately did. We took her to the hospital, where, of course, the leg was set.

The car traveled down the side of the hill it went over for about 300 ft., finally hitting the railroad track at the bottom, breaking the left front wheel to smithers and doing other damage.

Am I legally responsible for this accident to the girl? While I am responsible for the safety of my passengers, did I not take all the precaution necessary when I set the brake on the car when I saw that I could not pull it out?

About 15 min. time elapsed from the time I set the brakes of my car until it started backward, and I was not in the car at the time it started back. You may think that I bumped it with the service

truck, but I did not, as this service truck has a big tool box on the back of it and I had no bumper on my car, so it was impossible for me to touch it without marring up the fenders or breaking a headlight or something. There was not a scratch on the car the next morning, no headlights were broken and we did not replace any fenders or refinish anything at all.

The girl also told me later on, after the accident, that she jumped before I called to her to do so.

The girl is a working-girl. She was forced to stay out at the hospital for 3 weeks and then at home for 7 more before she was able to be on her feet and return to her position.

She does not blame me for the accident, but her father does, and I would like to know in just what ways I am responsible, as he will expect me to stand all of the bills, which I am unwilling to do.

I would be pleased to have as early a reply in the inclosed stamped envelope as possible, as they are trying to effect a settlement now.

P. J. F.,
Quincy, Ill.

And MOTOR AGE's reply was as follows:

I do not think you are responsible for the injuries sustained by the young lady who was riding with you at the time of the accident, as you were not an insurer of her safety, but were simply called upon to use ordinary care in managing your motor car.

If the accident had occurred immediately after you took the car from the garage, there might be some question as to whether or not you were negligent in failing to examine it carefully before proceeding to use it. AS, however, you had driven the car some considerable distance before the accident occurred, and had noticed no defects in it, I think you would have relief from liability on this score.

As you did not have the service department examine the car before you took it out, I think the company would also be absolved from liability. If the car had been examined they probably would have been liable.

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Another item of interest to me was an ad for the Mitchell automobile, part of which I'll quote:

"In our new line of closed bodies we include the Springfield Type.

That is a Seadn with seats for seven, and with all the closed-car luxuries. But the plate-glass windows disappear. Then the sides are entirely open, and you have a touring car.

This type of car, for all months and all weathers, is a coming type, we think."

Was the first hardtop?

This fanzine was started over a year ago when I was still living in Mt. Vernon. Since then I've moved twice and frankly I've had too much fanac. So I have quit SAPS and FAPA. I will continue pubbing JD-A as a generalzine, FFM for First Fandom, and after this issue I will combine Bullfrog Bugle with Conversation and it will become my regular OMPazine. The combined number will then be 12. I hope to keep Conversation much the same with the conversation being mainly with other OMPA members.

I suppose many of the FAPA members will think I'm crazy for quitting FAPA to stay in OMPA, but I really enjoy OMPA the most of the Apas. Probably because it is my only contact with a number of English fans that I have grown to like real well.

What might be termed as a small convention was held here in Dixon just before the Pittcon. At least it seemed like one. The Los Angeles group stopped in the Tuesday before the Pittcon. Bjo, Ingrid, Ed Cox, Bruce Pelz, Bruce Henstell, Jack Harness, Ron Ellick, Andy Main, Ernie Wheatley, Al Lewis, Jim Harmon, Jock Root, plus Bob Martinez from Tulsa, Okla. and Eral Kemp and Jim O'Meara from Chicago. I think there were two more from L.A. but my memory is bad tonight and I can't think of who they were for the life of me.

Dean Grennell called from Fond du Lac that night, but the gang wasn't in yet, so I had the pleasure of chatting with Dean and Jean by myself.

The LA mob took off the following day about noon, with the exception of Jim Harmon and Jock Root who stayed over until Thursday and rode in to Pitt with me.

The Pittcon was a huge success (at least for me -- I had a ball) and I only wish that I hadn't had to leave early Monday morning. Eric Bentcliffe was a perfect TAFFman, the parties were good, and the program extra fine. Dirce Archer and the Pittcrowd are to be congratulated for an extra fine job.

I've had a number of farm shows since the con, in fact I was at one of them when Virginia & Steve Schultheis stopped through on their way to Calif. Was awfully sorry to have missed them, but Carole had a nice time while they were here. I was staying in Bloomington at the time and of course stopped in at Heyworth to see the Tuckers and tell them lies about what went on in Pittsburgh. The same night that I stopped, Earl Kemp and Jim O'Meara also drove down from Chicago, so we all pitched in to let Bob and Fern know what went on at the con.

Got back to Dixon that Sunday night and the following day Bob Pavlat and Eric Bentcliffe stopped in. Through my correspondence with Eric in the past, and of course through fanzines, I had grown to be very fond of him. Meeting him in person was wonderful. Eric is the type of fellow who would get along perfectly with everyone. Just a wonderful guy. I hated to see him leave for England again. I hope sometime in the future that we can get together at another con.

So there has been some fannish activity going on in this neck of the woods since the con. George Willick was up a few week-ends ago from Madison, Indiana and we ran off issue #2 of Parsection (which should get the vote as the best new zine of the year.) I sold George my other Multilith so he will be doing his own pubbing from now on.

This zine will be getting in too late to make the 26th mailing, so I won't have many comments to make. If I have time after receiving the mailing, I'll put out another issue with comments in it.

In the 25th mailing, my favorite zines were Scottishe, Griffin, Cyrille and Random. Atoz was also greatly enjoyed and I wish Arthur would bless me with some of his fine cartoons.

I might also mention that I have a few copies of my 10th Annish left that may be had by sending 50¢ to Ron Bennett. Also for any of you that wish to subscribe to the regular JD-A, you may send \$1.00 to Ron. The next issue, #56, will feature a 7 page spread of cartoons by Dave Prosser with his impressions of the Pittcon. The cover is also by Prosser.

Was just re-reading the Off Trails and must agree with Eric that we should make our zines more off trail. I imagine this issue will be to most of you. I reprinted the old letter from Motor World because there are a number in FAPA that are very interested in old cars and I thought the letter was hilarious. I hope most of you enjoy it. I have promised to do a series for Rog Eberts zine on old mags. My idea was to review some of the old All-Story, Argosy, Cavalier, Strange Tales, etc. in my collection. Please let me know if this would be of interest to anyone. I'm sure Rog wouldn't mind my using them here also as doubt that many of his copies go England. Other than that, my policy for Conversation will be letters (you must send them) if you want them, comments on the other OMPazines and just conversation on things that interest me and/or things that have happened around here.

I'm sorry that I didn't send in my ballot this last time, but with the con and everything I just let it slip by. I do feel that every one should vote on these matters but I don't like the idea of being punished if you don't.

I'm also all in favor of an egoboo poll. I think it does result in more activity from the members. I feel it should be run on much the same idea as that in FAPA. A certain amount of points for each category and no self votes. I think we should appoint Bob Lichtman to make up the ballot, along with instructions, and send the sample to Daphne for approval. If she likes it she can print it and include it in the 27th or 28th mailing. What say the rest of you?

Personally, I feel 45 members is enough. One of the things that I like about OMPA are the size of the mailings. SAPS and FAPA are so big that you feel like giving up before you even start commenting. I like a small mailing that is a pleasure to read in one evenings time. I am also sorry to see so many USA fans on the waiting list. I believe there should be a rule that no more than 50% of the membership can be outside the United Kingdom.

The Bullfrog Bugle #9 is being sent through OMPA for the 27th mailing. It is produced by Lynn A. Hickman at 224 Dement Ave., Dixon, Illinois. Next issue will known as Conversation #12. All letters and artwork sent will be appreciated.

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I thought ... was hil ... I hope mo ... enjoy it.
I have prom ... a serie ... Rog Eberts ... old mags. My



I'M BEGINNING TO GET SUSPICIOUS ; THAT'S THE FIFTH TIME THEY'VE
RUN THROUGH!