He married at 20 and took a six-month lease on a gas station and for the lease’s last couple months began selling Studebaker cars on the side. He met Michael Dulian, a car salesman, who gave him a job at his Detroit dealership and the young man did well. He eventually quit because of the long drive and went back to the police force. A few months later, Dulian, who had been impressed by Tucker’s quick success as a salesman, lured him away to Memphis, Tennessee, to work at a new dealership.

Once again, he did well and began moving up the automotive ladder — selling Stutz, Chrysler, and Pierce-Arrow autos. He moved to Buffalo, New York, in 1933 to become regional manager for Pierce-Arrow.

Restless by nature and always wanting to improve his lot, he went to work as a Dodge salesman in Detroit and began to take an annual one-month leave to go to the Indianapolis Speedway to fulfill his fascination with race cars. There, he met Harry Miller who had built numerous Indy-500 winning engines. Another one of a kind character, Miller was born in 1875 and as a young man also became fascinated with automobiles and their engines. Going to work for the short-lived Yale Automobile Company, he then went to work for motoring pioneer Ransom Olds and was employed as a race mechanic for the early Vanderbilt Cup Races. However, after a poor 1906 race season Miller decided to move to Los Angeles for better weather and to open a small machine shop specializing in carburetor production.

It turned out that he was very good in this field and in the 1910s he was making a purported $1 million per year through carburetor sales. This led him to build his own auto engine in the 1920s after having been inspired by Duesenberg and Peugeot powerplants. Miller thought this engine had race potential and Tommy Milton — a well-known racer who had only one eye and who had been critically burned in a 1919 race — supplied the finances to build the engine while Jimmie Murphy installed one in his Duesenberg and drove it to victory at the 1922 Indianapolis 500 (the first driver to do so from the pole position — he was also accompanied by driving mechanic Ernie Olsen and 1922 was the first year this position was required). Murphy, one of the most popular and winning of the early racers, would crash to a horrible death in 1924. Miller then progressed to building single-seat racers that utilized supercharged variants of his 2.0 and 1.5-liter motors. These engines took four more wins in the Indy 500 up to 1929 — twice (1926 and 1928) in Miller sold one in his Duesenberg and drove it to victory at the 1922 Indianapolis 500 (the first driver to do so from the pole position — he was also accompanied by driving mechanic Ernie Olsen and 1922 was the first year this position was required). Murphy, one of the most popular and winning of the early racers, would crash to a horrible death in 1924. Miller then progressed to building single-seat racers that utilized supercharged variants of his 2.0 and 1.5-liter motors. These engines took four more wins in the Indy 500 up to 1929 — twice (1926 and 1928) in Miller sold one in his Duesenberg and drove it to victory at the 1922 Indianapolis 500 (the first driver to do so from the pole position — he was also accompanied by driving mechanic Ernie Olsen and 1922 was the first year this position was required).

T he build-up to the Second World War generated a worldwide rearmament program. Not only did the United States need to drastically increase its own defense capability in the face of the threats from Europe and the Far East, but also to furnish arms to friendly countries. American industrial plants were soon running at full capacity to meet the military’s demand for parts needed for the war in the Pacific and the Far East, but also to furnish arms to friendly countries.

Dynamic entrepreneur/salesman by the name of Preston Thomas Tucker. Born during 1903 on a peppermint farm near Capac, Michigan, Tucker would be raised from age two by his mother following the death of his father. Learning to drive at eleven, he became obsessed with automobiles and was soon repairing, reparing, and selling cars for a profit. He quit technical school and went to work as an office boy at Cadillac where he reportedly used roller skates to get around the plant more quickly. In 1922, he joined the Lincoln Park, Michigan, police department — not for any particular love of law enforcement, but more so he could drive high-performance cars and motorcycles. However, his mother removed him from this job when she revealed to authorities and he was below the age limit.