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**THE PERIODICAL “WIADOMOŚCI KLUBOWE KRAKOWSKIEGO KLUBU
AUTOMOBILOWEGO” (1929 – 1939) AS A HISTORICAL SOURCE**

Abstract. *The purpose of the research* is to carry out an archeographic analysis of the periodical “Wiadomości Klubowe Krakowskiego Klubu Automobilowego” (1929 – 1939). **The scientific novelty** consists in the fact that for the first time the analysis of the periodical “Wiadomości Klubowe Krakowskiego Klubu Automobilowego” as a historical source was carried out, its value for the study of the history of public bodies in the field of motor sports and tourism during interwar Poland has been elucidated. **The methodology of the research** is based on source science methods, in particular the method of internal criticism of sources, as well as on archeography requirements. **The Conclusion.** Therefore, the “Wiadomości” (1929 – 1939) is an extremely valuable source for the history of the KKA and automobile tourism sphere in interwar Poland. The periodical publications could be divided into several thematic areas. One of the key ones was the direction that highlighted the structure and peculiarities of the functioning of the KKA as a public organization: management, membership, areas of activity. Most of the information on the pages of the “Wiadomości” was devoted to motor

sports, primarily competitions of various levels and activities of the KKA Sports Commission. Key competitions for the KKA were described in detail: “Winter Trip to Zakopane”, “Track Races” at the stadium in Zakopane, “The Tatra Races”. The reasons for the decline of some of these events and the KKA attempt to organize track (ring) races in Kraków were mentioned. The “Wiadomości” covered the participation of the KKA members in competitions organized by other auto clubs in Poland and foreign countries. The members of the KKA won victories repeatedly, in particular, the following athletes were famous: Adam Potocki, Jan Ripper, Stanislaw Holuj. A significant number of materials and notes in the “Wiadomości” were devoted to automobile tourism in general and the activities of the Tourist Commission and the Tourist Office of the KKA in particular. A social life of the club was also highlighted in the periodical: open lectures, dance evenings, joint celebrations, etc. The editor’s board chief focus was on the issue of cooperation between the KKA and the auto clubs of Italy, Czechoslovakia, and Hungary. The “Wiadomości” is a valuable source for the history of road network development in interwar Poland, traffic rules formation. The periodical also highlighted the problem of reorganizing the system of automobile clubs in Poland in the second half of the 1930s.

Key words: Kraków Automobile Club, “Wiadomości Klubowe Krakowskiego Klubu Automobilowego”, Antoni Potocki, Piotr Rostworowski, Motoring.

ЧАСОПИС “WIADOMOŚCI KLUBOWE KRAKOWSKIEGO KLUBU AUTOMOBILOWEGO” (1929 – 1939) ЯК ІСТОРИЧНЕ ДЖЕРЕЛО

Анотація. Мета дослідження – здійснити археографічний аналіз газети “Wiadomości Klubowe Krakowskiego Klubu Automobilowego” (1929–1939). **Наукова новизна.** Уперше здійснено аналіз газети “Wiadomości Klubowe Krakowskiego Klubu Automobilowego” як історичного джерела, показано її цінність для дослідження історії громадських організацій у сфері автомобільного спорту і туризму в міжвоєнній Польщі. **Методологія дослідження** ґрунтується на джерелознавчих методах, зокрема методи внутрішньої критики джерел, а також на вимогах археографії. **Висновки.** Отже, “Wiadomości...” (1929 – 1939) є надзвичайно цінним джерелом до історії ККА та автомобільно-туристичної сфери міжвоєнної Польщі. Публікації газети можна поділити на декілька тематичних напрямів. Одним із ключових був той, що розкривав структуру і особливості функціонування ККА як громадської організації: управління, членство, напрями діяльності. Велика частина інформації на сторінках “Wiadomości...” присвячена автомобільному спорту, насамперед змаганням різного рівня і діяльності спортивної комісії ККА. Детально описуються ключові для ККА змагання: “Зимова поїздка до Закопаного”, “Трекові перегони” на стадіоні в Закопаному, “Татрянські перегони”. Розповідається про причини занепаду деяких із цих заходів і спробу ККА організувати трекові (кільцеві) перегони у Кракові. У газеті висвітлювалася участь членів ККА у змаганнях, організованих іншими автоклубами Польщі та зарубіжних країн. Члени ККА неодноразово здобували перемоги, зокрема славилися такі спортсмени: Адам Потоцький Ян Ріппер, Станіслав Голуй. Значну кількість матеріалів і заміток у газеті присвячено автомобільному туризму загалом та діяльності туристичної комісії і туристичного бюро ККА зокрема. У газеті описувалося й товариське життя клубу: відкриті лекції, танцювальні вечори, спільні святкування тощо. Увагу редакції привертало питання співпраці ККА з автоклубами Італії, Чехословаччини, Угорщини. “Wiadomości...” є цінним джерелом до історії розбудови автомобільних шляхів у міжвоєнній Польщі, формування правил дорожнього руху. У газеті висвітлювалася й проблема реорганізації системи автомобільних клубів Польщі у другій половині 1930-х рр.

Ключові слова: Краківський Клуб Автомобільний, “Wiadomości Klubowe Krakowskiego Klubu Automobilowego”, Антоній Потоцький, Пьотр Ростворовський, автомобілізм.

The Problem Statement. Periodical printed bodies of public organizations are an important source for the history of both the organization itself and entire social sphere, which was related to an organizational activity. The periodical “Wiadomości Klubowe Krakowskiego Klubu Automobilowego”, which was founded at the end of 1929 on the initiative of the Board of Kraków Automobile Club (hereinafter – the KKA), is not an

exception. The first automobile club in Kraków was founded on March 25, 1908 and was named "Galician Automobile Club". Its successor was the KKA, which was established on April 21, 1914. The club suspended its activities during World War I, revived in 1926, and it was active until World War II broke out in September of 1939 (Statut, 1992). It should be noted that during the interwar years, the KKA was one of the most active, numerous and famous automobile clubs in Poland. There were only clubs, which could compete with the KKA: the Polish Automobile Club in Warsaw (hereinafter the AC) and the Lesser Poland Automobile Club in Lviv (hereinafter – the MałKA).

The Analysis of Recent Publications. According to historiographical analysis, there was the absence of special studies on the periodical under analysis. Several scholars did research on this issue, for instance, A. Kurek's article on the development of tourism in Galicia (Kurek, 2008), Ja. Litwin's monograph on the history of automobile sports in the world (Litwin, 1980) and an essay on the history of the Automobile Club of Poland (Automobilklub Polski, 2009). We would like to emphasize that nowadays there is a topical objective to write the history of the KKA, in particular on the basis of its press body.

The purpose of the research is to carry out an archeographic analysis of the periodical "Wiadomości Klubowe Krakowskiego Klubu Automobilowego" (1929 – 1939).

The Results of the Research. The first issue of the periodical "Wiadomości Klubowe Krakowskiego Klubu Automobilowego" (hereinafter – "Wiadomości") was published in December of 1929. Its editor was the General Secretary of the KKA and a renowned Kraków motorist, Adam Dygat. The "Wiadomości" was a small-format periodical, which initially consisted of 4 pages. The number of pages increased over time and in 1931 reached 24 – 32 pages. In the following years, due to reduced funding, the number of pages was reduced to 4 – 6 again, and in 1935 and 1937 two-page periodicals were published. At the beginning of 1932, Jerzy Judkiewicz became a responsible editor, editing the "Wiadomości" in 1932 – 1934 due to A. Dygat's resignation from the KKA Editor and General Secretary position. Janina Veselovska became the editor responsible for the "Wiadomości" in 1935. In 1936 and 1938, the periodical was not published. One number was issued in 1937, and at least two – 1939. It should be noted that the KKA became a role model, other Polish automobile clubs also published their periodicals. Hence, the AP published a very interesting and informative monthly the "Auto" periodical, and the MałKA – the periodical "Wiadomości Klubowe Małopolskiego Klubu Automobilowego".

In the first issue of the "Wiadomości" (December of 1929), it was noted that the periodical appeared instead of the club "Communicat", which was published for three years and contained official messages of the Board of the KKA and the most important sports information. Thus, the purpose of the periodical was declared: to influence the development of the club's organization, revitalizing a social life, awakening interest in the club's affairs among all its members. It was emphasized that the "Wiadomości" would be of an exclusively internal nature and would be sent only to the club members (Cele, 1929). There were various sections in the periodical: Announcements from the Board, Sports, Tourism, Foreign News, Club Chronicles, etc.

We should note that after analyzing the "Wiadomości" as a historical source, the available information published in the periodical could be divided into several thematic areas. One of the key ones was the direction that elucidated structure, activity and peculiarities of the KKA functioning as a public organization. Unfortunately, the KKA Statute was not published in the periodical, although it was about drafts of minor changes to it (A. D., 1930). However,

the information about the structure of the KKA can be read in the “Wiadomości”. Hence, the highest body of the KKA was the General Meeting (*in Polish* – “*Walne Zgromadzenie*”), which was held once a year necessarily, or for certain reasons it could be convened due to extraordinary circumstances. The General Assembly elected the President (*in Polish* – “*prezes*”) and several Vice-Presidents of the KKA annually. It is known that Count Antoni Potocki was the President of the KKA for a long time (1926 – 1929, 1931 – 1937) (Antoni hr. Potocki, 1937). Since the Count was abroad at the end of the 1920s, Count Piotr Rostworowski was elected the President of the KKA (January of 1930 – January of 1931). (Ś. p. Piotr hr. Rostworowski, 1934). In April of 1937, Kniaz Roman Sangushko was elected as the President of the KKA, who was the Vice-President of the club from May of 1934 (Komunikaty Zarządu, 1934; Zarząd Klubu, 1937). He was re-elected as the President on March 22, 1939 (Walne Zgromadzenie, 1939).

The general meeting of the KKA elected the club’s Board of Directors, which was invariably reported in the “Wiadomości”. For example, in the periodical it was published that on January 30, 1930, the President of the club – Count Piotr Rostworowski and 17 members of the new Board were elected. In addition to it, the elected list included Vice-Presidents Tadeusz Bukowiecki, Dr. Michal Hladij, Dr. Yulian Novak, Wilhelm Ripper, General Secretary – Adam Dygat, a host Marian Lanz. The members of the Board were: Count Władysław Bobrowski, Kazimierz Dobia, Stanisław Herget, Władysław Horodyski, Major Vaclav Hryniewski, Jerzy Yudkiewicz, Adam Kwiatkowski, Bolesław Macudzinski, Lazar Pilecki, Colonel Tadeusz Piotrowski, Count Adam Potocki, Marjan Ueyski, Mieczysław Walter. Roman Chermak was the Secretary of the Club. In addition, the General Meeting elected several Commissions: Election, Audit, Sports, Tourism. For example, on January 30, 1930, the Election Commission was headed by Vladyslav Horodyski, the Audit Committee – by Adam Khmurski, the Sports Committee – by Wilhelm Ripper, and the Tourist Committee – Tadeusz Bukowiecki. A Court of Honour was also formed, consisting of: Count Adam Potocki, Dr. Maryan Ueyski, Professor of the Jagiellonian University Jan Włodek, Karol Zinkevich (Komunikaty Zarządu, 1930a). All changes in the composition of these Commissions were regularly published in the periodical. At the same time, the Tourist Bureau (Turystyka, 1929) operated under the KKA, and in the second half of the 1930s, the Technical Bureau was formed (Walne Zgromadzenie, 1939).

The periodical also included a lot of information about new members of the KKA. Based on these reports, we found out that the KKA had several groups of members: active members, ordinary members, members-sympathizers. Some of active members for special services received the status of honorary life members of the club, who had the right to participate in the work of the Board with an advisory vote. On March 1, 1931, there were four of them: Michal Hladij, Antoni Potocki, Wilhelm Ripper, Piotr Rostworowski (Spis Członków, 1931). On October 28, 1933, the General Meeting of the KKA decided that those honorary life members would receive not only an advisory but also decisive vote in the Board in 1933 – 1934 (Walne Zgromadzenie, 1933). Piotr Rostworowski died on December 15, 1933, and Michal Hladij – on February 10, 1934 (Ś. p. Piotr hr. Rostworowski, 1934; Ś. p. Dr. Michał Hładij, 1934). All members of the KKA paid the “entry fee” (a one-time fee upon joining the KKA) and membership fees.

In addition, there was a category of temporary honorary members of the KKA, who did not pay any dues. By decision of the General Assembly or the Board, this category includes influential people mainly – the Presidents and Vice-Presidents of the city of Kraków,

members of the Polish Parliament, Consuls of foreign countries, etc. Hence, on November 6, 1929, Vice-Presidents of Kraków Ignacy Landau, Witold Ostrowski, Ludwik Schneider, Piotr Wielgus, Head of the Public Security Department Tadeusz Walicki, Consul of Czechoslovakia Arthur Meixner, Consul of France René Mondon were admitted to the group of the temporary honorary members of the KKA (Komunikaty Zarządu, 1929). The honorary members of the KKA were the President of the AP Count Karol Raczynski and the Head of the Sports Commission of the AP Janusz Regulski (Zjazd Klubów Automobilowych, 1930; Komunikaty Zarządu, 1930a). In June of 1930, General Jerzy Luczynski became a temporary honorary member of the KKA (Komunikaty Zarządu, 1930b). As of March of 1931, there were 20 temporary honorary members of the KKA, among them Consul Antony Lewalski, President of Kraków Karol Rolle, German Consul Gustaw Rodiger (Gustaw Rodiger), Metropolitan Adam Stefan Sapięha of Kraków (Spis Członków, 1931).

The names of 40 active founding members of the KKA and a large number of active members, including many women, were named in the list of the KKA members for March of 1931, published in the "Wiadomości": Irena Jablonska Herget, Countess Maria Rostworowska, Countess Maria Potocka, Countess Khrystyna Potocka, Wanda Dobięwa, Maria Ludwika Kozmianowa, Maria Komornitska, Anna Skorchevska, Maria Sawitska, Countess Maria Shembek. At that time, there were still more than 50 members-symasizers. Extraordinary members of the KKA were often legal entities, for example, the companies "Auto Szawe", "Austro Daimler", "Polski Fiat" (Spis Członków, 1931).

According to the "Wiadomości" report, the KKA was already one of the largest automobile clubs in Poland by the mid-1930s, with more than 300 members (O poziom sportowy, 1930). On October 31, 1932, at the General Meeting General Secretary Viktor Vavrechko noted that in 1930 – 1931 the number of club members decreased by 2%: there were 430 members, and 419 members remained (Walne Zgromadzenie, 1932). In subsequent years, the number of members decreased, and the Board called on its active members to attract new members to the club. Later, the situation improved. If in 1937, in the KKA there were 178 members, then at the beginning of 1939 – there were 472 members (Walne Zgromadzenie, 1939).

The problem of membership fees in time payment was traditional for the public organizations. The "Wiadomości" proved that this problem was always relevant for the KKA. The members of the club owed contributions in the amount of 20,000 zlotys at the end of 1929 (Kronika Klubowa, 1930). The debt for membership fees amounted to more than 36,000 zlotyh by the mid 1930 (Komunikaty Zarządu, 1930). In December of 1930, the Editors of the periodical the "Wiadomości" took a radical step, which they postponed from issue to issue – they published a list of debtor members. There were the most indebted among them: Count Jozef Dunin Borkowski – PLN 438, Kazimierz Kotarski – PLN 394, Franciszek Studzinski – PLN 391 (Komunikaty Zarządu, 1930d, p. 10). Due to the economic crisis, the KKA had to reduce membership fees (Komunikaty Sekretarjatu, 1930; Zniżenie wkładek członkowskich, 1931; Miesiąc propagandy, 1934). However, the problem remained. In 1935, the editors of the "Wiadomości" called non-payment of membership fees "the club's biggest disease" (Największa bolączka Klubu, 1935). On March 1, 1939, the board of the KKA decided that it would exclude from the club all those, who owed contributions for 3 months (Informacje, 1939).

The periodical the "Wiadomości" is an extremely valuable source of the history of the automobile sports development in Poland, since a large part of the information on its pages was devoted to sports competitions of various levels and the activities of the KKA Sports Commission. Sporting events organized by the KKA or other Polish or foreign auto clubs, and in

which the KKA members took part, were described in each issue of the newspaper. On the basis of the “Wiadomości”, researchers of automobile sports in Poland learn that the KKA organized winter and summer sports events. The most famous winter sports events were: “Winter Trip to Zakopane”, “Race Near Ojców”, “Gymkhana” in Zakopane (Kalendar sportowy, 1929), “Track Race” at the stadium in Zakopane (Wyścig torowy, 1930). In the summer, the KKA organized “Kraków Car Tournament” at Whitsun (May-June), which consisted of the “Star Drive to Kraków”, “Gymkhana”. In August, the KKA organized the “Tatryan Races” (Wyścig Tatrzański), which eventually gained international significance. According to the sports calendar for 1930, the auto clubs of Poland were to hold 22 competitions, 9 of which were held by the KKA. It is interesting that this sports year for the motorists began with the “Winter Raid to Truskavets”, organized by the MalKA (Kalendarz sportowy, 1930).

The “Wiadomości” described in detail the organization, conduct, results of these competitions, named the surnames of winners, their speed and car brands. It is known that on February 8, 1930, during the “Winter Ride to Zakopane”, Jerzy Widawski won the first place, who represented the AP, the second place was taken by Adam Potocki from the KKA, and the third place – by Jan Hryasz from the KKA (Wyniki, 1930c). On February 9 of the same year, during “Gymkhana”, the best was Vladyslav Tsybulski (the KKA) in the car “Rugby” (Wyniki, 1930a). On February 23, 1930, in the “Track Race” in Zakopane the racing category was won by Jan Ripper (the KKA) in a Bugatti car, in the sports category by Bronislav Frühling (the KKA), and in the tourist category by Jerzy Widawski (the AP) (Wyniki, 1930b). These events had complications due to weather conditions (B., 1930), but were visited by several thousand spectators (Wyścig torowy, 1930).

“International Tatra Races” were included in the European Mountain Championship owing to the activities of the AP (Komunikaty Zarządu, 1930a). Already the third race, which took place on August 24, 1930, turned into one of the most representative actions of the KKA. Numerous renowned European racers volunteered to come to Zakopane. Financial support was provided by other car clubs in Poland and individual car enthusiasts, and the honorary prizes were financed by the town of Zakopane and a number of eminent companies: “Praga-Oświęcim”, “Standard Nobel”, “Vacuum Oil Company”, “Englebert”, “Shell”, etc. (Wyścig Tatrzański, 1930, pp. 5–6; Kronika Klubowa, 1930b). The protectorate over the competition was taken by the President of Poland Ignacy Moscicki (Walne Zgromadzenie, 1931).

The winner of the race, which stretched on a 7,5 km long track, was the German driver Hans von Stuck in the “Austro Daimler” car (racing category). German Florian Schmidt won the sports car category, and Jan Hryasch from the KKA won the tourist category. In total, 20 cars and 12 motorcycles took part in the competition (Komunikaty Komisji Sportowej, 1930a). During the race, an incident happened to the famous Polish racer, ex-champion Henryk Liefeldt (the AP). At high speed, he had to make a sharp turn because a person appeared on the road, so he had an accident. There was a certain misunderstanding between the AP and the KKA due to the above-mentioned accident, the content of which was reflected in several newspaper publications (Głos Prezesa, 1930, p. 6; S. G., 1930; Komunikat Zarządu, 1930; Komunikaty sportowe, 1930a).

Due to a high level of organization, the “IV International Tatra Races” on August 16, 1931 gained special publicity (Komunikaty Komisji Sportowej, 1930b, p. 4; Komunikaty sportowe, 1931b). Issue # 14 of the “Wiadomości” contained several interesting articles about this event (Bukowiecki, 1931; Dygat, 1931). As a result of the race, Arko Zineberg from Germany won in the category of racing cars, in the category of sports cars – the German

Rudolf Caracciola, in the category of tourist cars – T. Bukowiecki from the KKA, in the category of motorcycles – J. Bathelt (Wyniki, 1931).

In the following years, the "Tatra Races" were not held. The fifth international race near Zakopane was scheduled for August 21, 1932 (Komunikaty Sportowe, 1931c). Due to severe economic crisis, the number of sports events in Poland decreased, although in general the international competition programme for 1932 increased (M. K. Aut., 1931). Already in the spring of 1932, the Board and Sports Commission of the KKA decided not to hold this event due to the following reasons: 1) the road to Zakopane deteriorated sharply; 2) the general crisis affected amateur motorists, the number of drivers was decreasing; 3) racing car drivers became a rarity in Poland, because they could not participate due to significant financial expenses for the competition, and foreign racers did not receive refunds and start prizes; 4) racing was a very expensive business, especially in the absence of financial assistance from other clubs; 5) the town of Zakopane did not offer enough help (T. B., 1932). The last argument, by the way, was important for the KKA leadership, because in 1932 the authorities of the town of Zakopane spent PLN 27,000 for the artistic event "Mountain Opera", suffered great losses, instead refused to provide guarantees for PLN 15,000 for the "Tatra Race" (J. J., 1932; Walne Zgromadzenie, 1932).

Subsequently, the KKA members, in particular Wilhelm Ripper, came up with the idea of organizing and holding track races in Kraków (Szatkowski, 1932; Walne Zgromadzenie, 1932). One of the authors in the "Wiadomości" (December of 1932) emphasized that Poland was in need of spectacular automobile sports events, which were ring or track races at that time and which gathered many spectators. According to the author, the "Tatra Races" cannot be such, because they were not accessible to a large number of spectators, and also because of a poor condition of the roads to Zakopane. Hence, one of the authors offered to organize a circular route in Kraków Na Błoniach on the streets: 3rd May Alley, Tychy Kanczyk Alley with a bridge over the Rudawa River, Fokha Alley (over 3 km in total). The author emphasized that the motorcycle Grand Prix in Katowice attracted 80,000 spectators, the ring race in Lviv – 40,000, the "Tourist Trophy on the Vistula" – 50,000, and the race in Brno – 180,000 spectators. The KKA periodical emphasized the following: "Kraków is an environment not worse than Lviv, which holds Lviv race itself perfectly" (Szatkowski, 1932, p. 2).

This project was mentioned in the "Wiadomości" several times. It was supported by the city authorities of Kraków, in 1933 a special Commission was formed, which included 6 members of the KKA (Sport, 1933c, p. 10). The periodical emphasized that the "Tatra Races" attracted 15,000 to 20,000 spectators, even though it was more than 20 km from the railway station to the track. 80,000 – 100,000 spectators were expected at Kraków race, which was called the only event of its kind in Central-Eastern Europe. It was planned that they would have the status of a Grand Prix (Grand Prix de Pologne) and would take place during the Green Week in 1934 (Wyścig torowy, 1933). However, it never happened. In September of 1932 the KKA already joined the organization of the "Airplane-Car-Motorcycle Relay Rally" together with Kraków Aeroclub and Kraków Motorcycle Club in order to somehow compensate for the lack of a major sports competition (Sport, 1932a; Sport, 1932b). Although the relay did not take place in the next year, due to the deteriorating condition of the roads.

According to the "Wiadomości", the KKA members took part in rallies and races organized by other car clubs. For instance, in 1930 they took part in the following events: IX International AP Raid (Adam Potocki, Dr. Adam Kwiatkowski, Jan Ripper, Władysław Cybulski), "Race to the Sea" (Franciszek Rink), "Star Race to Poznań" (Mihal Hladij),

“Star Race to Katowice” (Piotr Rostworowski, Marjan Lanz, Witold Novak), “Plain Race” in Katowice (Jan Hryasch, Adam Potocki, Artur Reim and Jan Ripper) (Sport, 1930). The KKA members won victories repeatedly, in particular, the following sportsmen of the KKA were famous: Adam Potocki, Jan Ripper, Stanislaw Holuj. By the way, Jan Ripper was the Champion of Poland in 1929 (Zjazd, 1930).

The periodical the “Wiadomości” published information about the participation of the KKA members in the international competitions abroad. For instance, in 1931 Antoni Januszkowski, Jana Ripper, Maria Kozmyanova and Countess Maria Shembek took part in “Masaryk District” race in Czechoslovakia (Komunikaty sportowe, 1931c; M. R., 1931). In the same year, the pan-European Star Race to Monte Carlo took place, in which Adam Potocki won the cup for success on the Iasi – Monte Carlo track (Zjazd gwiazdzisty, 1931).

A significant number of materials and notes in the “Wiadomości” were devoted to automobile tourism in general and the activities of the KKA Tourist Commission in particular. The Tourist Board conducted various road trips around Poland and abroad. The tourist season in the KKA opened every year with a service in the cathedral on Obidova street (Turystyka, 1930). In general, several road trips organized by the KKA took place every year. For instance, the club members visited the “Vácuum Oil Company” plant in Czechowice on May 17, 1931 (Czechoslovakia) (W.K., 1931). In 1931, the KKA member Zenon Grabowski travelled in his car to Milan during his vacation. He drove 5000 km. through Czechoslovakia, Austria, Bavaria, Italy, Yugoslavia, Hungary in Fiat 503 car, and described his journey in an extensive article, published in the periodical (Grabowski, 1931–1932).

In 1933, taking into account, the club financial situation deterioration, it was decided not to form a Tourist Commission, but to establish create Sports and Tourist Commission of the KKA. In the same year, a trip to Vienna was planned to honour the memory of the Polish king Jan III Sobieski (Sport, 1933a). In the “Wiadomości” there was also described the journey of the KKA members to the town of Žilina in Czechoslovakia (Sport, 1933c). In 1934, the KKA members planned trips to Gumnysk and Rozhnov, to Łañcut and Živets, and the following year to Slonsky Cieszyn (Komunikaty turystyczno-sportowe, 1934; Wycieczka, 1935). In October of 1938, the KKA members visited the Western Tatras, where the world’s largest hot air balloon “Star of Poland” (Gwiazda Polski) was to rise into the sky (Walne Zgromadzenie, 1939). As is known, the launch of the hot air baloon was unsuccessful.

At the same time, the Tourist Commission, was actively involved in the development of tourism in Kraków along with the Tourist Bureau under the KKA. In 1930, a car park was arranged for the KKA members near the main Market Square, where thousands of cars stopped every year (Komunikaty Turystyczne, 1930c; Kronika, 1930; Walne Zgromadzenie, 1930; Turystyka, 1932). In addition, the tourist office initiated the installation of information boards on the sides of main Kraków streets. The schemes of Kraków streets were marked on them (Komunikaty Turystyczne, 1930b). A project of road signs on the city streets was developed (Komunikaty Turystyczne, 1930a). The Tourist Commission and the KKA Tourist Bureau appealed to the authorities repeatedly regarding the repair of various sections of roads, as well as their clearing from snowdrifts (Walne Zgromadzenie, 1932). Tourists from many European countries, as well as North America and Australia turned to the KKA Tourist Bureau for information about the roads (Walne Zgromadzenie, 1933, p. 4).

Numerous articles in the “Wiadomości” highlighted the KKA social life. Various activities in the club were often reported: open lectures, dance evenings, joint celebration of New Year’s Eve (“Sylwester”), bridge and ping-pong games, etc. It should be noted that the KKA

rented a house at first on the street of St. Anna (Ś. p. Piotr hr. Rostworowski, 1934), and from September of 1929 the KKA rented several rooms in Vysotski Palace on St. Jana street, 11 in Kraków (Wiadomości, 1931; Bukowiecki, 1932, p. 1). There were rooms for the secretariat, salon, restaurant and reading room. In 1935, owing to the donations of the KKA members, the premises were renovated, and there were three more rooms rented additionally (Powiększony, 1935). However, in 1938, the club changed its address, renovating the building on Harbarska street, 1 (Walne Zgromadzenie, 1939).

At the beginning of 1930, an article appeared in the periodical that highlighted the problems with visiting the clubhouse. In order to attract a larger number of members to spend time in the club, the leaders of the KKA initiated the holding of "club days", "sports tea parties", etc. (Z.I., 1930). For instance, on the initiative of Wojciech Marchwiczi, who was the Hungarian Consul in Kraków, a festive dinner was organized for the club members on December 14, 1929 (Z życia towarzyskiego, 1929).

"Readings" (widczyty) were conducted actively – speeches with abstracts for members of the KKA. In particular, on November 22, 1929, Adam Dygat gave a speech and read aloud an essay about his automobile journey from Paris to Barcelona (Z życia towarzyskiego, 1929). On May 8, 1930, a "reading" of the satirist writer Magdalena Samozwaniec "From Gdynia to Kopangagen" took place in the club house (Kronika Klubowa, 1930c). On January 7, 1931, a "reading" of T. Piotrowski's "The Power and Price of Evidence in the Automobile Process" was scheduled (Z ostatniej chwili, 1930). On February 9, 1931, John V. Lawrence's lecture "On the Construction of Good Roads and Development of Automobile Traffic" was held under the auspices of the KKA in the hall of "Vtikha" cinema in Kraków, which was attended by approximately 300 people, including representatives of the authorities and local institutions (Z ostatniej chwili, 1931). On September 19, 1931, Magdalena Samozwaniec conducted a "reading" about the communication exhibition in London at the KKA building (Kronika, 1931b). On November 13, 20, and 27, 1931, reports were delivered on issues of procedural justice, administrative and criminal liability for the "automobile accidents" (Kronika, 1931b; Dr. Gr., 1931: Automobilizm, 1931; Grabowski, 1931). On November 30, 1933, there was a "reading" about air tourism, and on December 7 about preparations for an anti-aircraft defense (Kronika towarzyska, 1934). In 1937, Lucian Bernaciński, who attended the Olympics in Berlin the previous year, performed in the KKA hall (Kronika, 1937).

The attention of editors of the "Wiadomości" was also drawn to the issue of the KKA cooperation with foreign auto clubs. The journey of members of the Automobile Club from Bergamo (Italy) to Poland received a lot of reviews on the pages of the periodicals. The above-mentioned action was dedicated to honouring the memory of the Italians Francesco Nullo and Elia Marchetti, who took part in the Polish January Uprising of 1863 and died for the independence of Poland. The Italian motorists arrived in Kraków on June 17, 1931, covered a distance of 1,350 km. A friendly meeting was arranged for them in the KKA. Among those, who arrived was the President of the Automobile Club from Bergamo, Antoni Pesenti (Z ostatniej chwili, 1931; C. W. C., 1931). After returning home, A. Pesenti sent a letter of gratitude, which was printed in the "Wiadomości" and added his patriotic speech delivered during his stay in Poland (Echa, 1931). In addition, the periodical reprinted good reviews about Poland, and Kraków in particular, from the Italian press (Piotrowski, 1931).

This story continued, because the king of Italy awarded the President of KKA Antoni Potocki with the Commander's Cross of the Italian Crown (Kronika, 1932a). There were two articles about it published in the "Wiadomości", reprinted from the Italian press

(Solenne, 1932), as well as a description of the award ceremony (Uroczystość, 1932). The award ceremony took place in the building of the KKA, it was carried out by the Italian Consul in Amsterdam, Ferruccio de Luppis. The KKA was grateful to the Consul and the majority of famous participants of the journey from Bergamo by accepting them as honorary temporary members (Komunikaty Zarządu, 1932). It should be noted that the Italian award was interpreted by the KKA as an important image campaign that raised the prestige of the club in Poland and abroad.

In 1932, the Italian automobile travellers led by ambassador Eugenjusz Coselschi arrived at the KKA again. This time they were hosted not only by the KKA, but also by the Italian-Polish Society of Dante Alighieri (Kronika, 1932b). In the same year, there was supposed to be a road trip of the KKA members to Bergamo, but due to a lack of funds, they decided not to hold it (Walne Zgromadzenie, 1932). In addition to contacts with the Italians, the KKA maintained relations with the car clubs and tourist societies of Turkey and Czechoslovakia. Hence, on July 30 – 31, 1930, Reshid Safvet Bey, a member of the Turkish Parliament, editor-in-chief of the magazine “L'economiste d'Orient”, President of the Turkish Tourist Club, visited Kraków as a guest of the KKA (Kronika Klubowa, 1930b). In the same year, the KKA members visited Czechoslovakia, and also visited the “Tatra” plant (Dr. Gr., 1930). When, in 1932, the Czechoslovak racer Prince Jerzy Lobkowicz, who participated previously in the “Tatry Races”, died tragically, the KKA expressed condolences to the Automobile Club of the Czechoslovak Republic (Kronika, 1932b). At the beginning of 1931, the delegates of the Royal Hungarian Automobile Club visited the KKA (Kronika, 1931a). In 1935, participants of the International Tourist Congress, representing 30 countries of the world, were welcomed in the KKA (Raut, 1935). There was a section “Foreign News” in the “Wiadomości”, which reported various information about the international automotive life (even about races in Brazil and Argentina, speed records in the USA, car production in the USA and Europe, etc., car shows in Britain, etc.).

The editors of the “Wiadomości” paid a lot of attention to the condition of the roads in Poland. Information about the KKA initiatives before city and state authorities in the matter of road repair was published regularly (Turystyka, 1929). The former Vice-Minister Henryk Dudek published extremely interesting, analytical and rich in statistical facts article (Dudek, 1930). Later on, the Director of the Road Department of the Ministry of Public Works Melchior Nestorowich wrote an article about the state of road management in Poland in connection with the economic crisis. Some of the facts from this article were published in the “Wiadomości”. The author emphasized that in Poland there were built 459,38 km of state roads and 5101 km local government roads in 1924 – 1931. Thus, the growth of repaired roads was very slow. In order to achieve at least such a network of roads as in Germany in 30 years, it was necessary to build 3,000 km. roads every year (I. C., 1932b).

In the future, the focus of the “Wiadomości” was on the Road Fund formation issue (Turystyka, 1933; Droga, 1933). In the Chamber of Commerce and Industry of Kraków, on the initiative of the KKA, conferences were held on the state of roads on May 14 and June 4, 1932, during which a member of the KKA B. Matsudzinski offered to amend the Law on the Road Fund and presented his ideas for optimizing revenues. Ignacy Cieszyński, Secretary of the Tourist Commission of the KKA, emphasized that in Kraków Voivodeship on 1113 km. roads of tourist importance were 556 km in poor condition, 477 km in average and only 80 km in good condition (I. C., 1932a). Once again the KKA members shared their ideas during the Economic Congress in Kraków next year (O gospodarzem znaczeniu, 1933). At the invitation of Kraków Voivodeship, the KKA members took part in a meeting regarding

Kraków–Morskie Oko road (Jeszcze droga, 1932). In 1935, they joined the Road League formation (Liga drogową, 1935). In 1937, the KKA initiated two conferences on the state of the roads and sent a memorial to the government, which emphasized an extremely poor state of the roads to Kraków, demanded the completion of the repair of Kraków–Zakopane–Morskie Oko, Kraków–Słonsk highways as soon as possible (Konferencja drogową, 1937).

Another topic that was of interest to the editors and readers of the "Wiadomości" was the traffic rules, which had both national and local regulations. Hence, as early as 1929, at the initiative of the Tourist Commission of the KKA, Kraków Magistrate held a conference on the rules for parking cars near shops, the maximum speed limits in various areas of Kraków (in the city centre and the VII and VIIIth districts (Stradom, Kazmież) – 25 km/h, at other stations – 40 km/h), use of low-tone manual and mechanical signals by drivers (Turystyka, 1929). From time to time, the periodical published changes to the traffic rules, for example, regarding overtaking and bypassing a tram, (Komunikaty Zarządu, 1930d), fines for improper driving (Komunikaty Turystyczne, 1931), court punishments for car accidents dangerous for life and health of road users (Dr. Gr., 1931). It should be noted that in 1937 the technical bureau of the KKA received the right to conduct exams for driver candidates (Egzaminy, 1937). From 1938 to the beginning of 1939, the KKA members conducted 2,983 driving tests (Walne Zgromadzenie, 1939).

News about life of other car clubs in Poland was printed on the pages of the "Wiadomości". The column, called: "What New is Heard in Regional Clubs" was active for some time (1931), formed on the basis of messages sent from the auto clubs of Lesser Poland, Greater Poland, Łódź, Śląsk, Volyn, Wilen, Pomeranian (Co słytać, 1931a; 1931b). The editorial office of the periodical focused on the coverage of the competitions organized by the above-mentioned clubs, primarily the "International Ring Race" in Lviv (Kalendarz Sportowy, 1930a; Wyścigi, 1930; T. B., 1931; Grabowski, 1932; Sport, 1933b). There was an excitement in the field of motor sports in Poland due to the attempt of several renowned sportsmen, including two members of the KKA, A. Januszkowski and Ja. Ripper, to organize Professional Union, which would, on a contractual basis, determine with the clubs payment of sportsmen for their participation in competitions – the so-called "starting" (Wysokoobrotowy kartel, 1931; P. hr. R., 1931; Rostworowski, 1931; Januszkowski, 1931).

In the second half of the 1930s, there were centralizing tendencies among the Polish car clubs. A vivid example was probably Germany, where the automobile clubs were united into one – Der Deutsche Automobil-Club (DDAC) in October of 1934 (Wiadomości zagraniczne, 1934). In 1935, the AP delivered a speech and offered a new statute, which provided for an unconditional centralization of all clubs within the AP. Regional clubs were supposed to be transformed into AP departments. The above-mentioned project caused dissatisfaction of other Polish clubs. The KKA convened a conference with the representatives of other clubs, during which they criticized the AP project (Automobilklub, 1935). The draft statute of the AP was rejected at the interclub Congress in Warsaw on April 27, 1935, and the Commission of the AP, KKA and MałKA representatives was instructed to prepare a new draft (Z ostatniej chwili, 1935; Nowy ustrój, 1935).

Taking into consideration the analyzed periodical, a conference of representatives of all Polish automobile clubs was held in Warsaw on April 25, 1937. The representatives considered a compromise draft of the charter, according to which the clubs retained their independence and received the rights and obligations of AP members. At the same time, the AP received the right to form its own departments and delegations. The Council of Automobile Clubs was determined as the body that was supposed to settle all matters. In this Council the AP could have approximately 1/3 of the votes. The statutes of territorial clubs had to be agreed

with the statute of AP (Wieloletnie dyskusje, 1937). Evidently, the above-mentioned statute was approved, so the clubs had to agree their new statutes with the AP. It is known that in March of 1939, the issue of harmonizing the statute of the KKA with the AP was settled the following way: the people of Kraków adopted the framework statute of the AP, but in 1940, amendments to the statute that would arise from local conditions and needs were to be sent to the Council of Automobile Clubs (Walne Zgromadzenie, 1939).

The Conclusion. Therefore, the “Wiadomości” (1929 – 1939) is an extremely valuable source for the history of the KKA and automobile tourism sphere in interwar Poland. The periodical publications could be divided into several thematic areas. One of the key ones was the direction that highlighted the structure and peculiarities of the functioning of the KKA as a public organization: management, membership, areas of activity. Most of the information on the pages of the “Wiadomości” was devoted to motor sports, primarily competitions of various levels and activities of the KKA Sports Commission. Key competitions for the KKA were described in detail: “Winter Trip to Zakopane”, “Track Races” at the stadium in Zakopane, “The Tatra Races”. The reasons for the decline of some of these events and the KKA attempt to organize track (ring) races in Kraków were mentioned. The “Wiadomości” covered the participation of the KKA members in competitions organized by other auto clubs in Poland and foreign countries. The members of the KKA won victories repeatedly, in particular, the following athletes were famous: Adam Potocki, Jan Ripper, Stanislaw Holuj. A significant number of materials and notes in the “Wiadomości” were devoted to automobile tourism in general and the activities of the Tourist Commission and the Tourist Office of the KKA in particular. A social life of the club was also highlighted in the periodical: open lectures, dance evenings, joint celebrations, etc. The editor’s board chief focus was on the issue of cooperation between the KKA and the auto clubs of Italy, Czechoslovakia, and Hungary. The “Wiadomości” is a valuable source for the history of road network development in interwar Poland, traffic rules formation. The periodical also highlighted the problem of reorganizing the system of automobile clubs in Poland in the second half of the 1930s.

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