

# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January–February 1993

Issue Number 142

## EDITORIAL COMMENT

Our giant November-December issue has drawn near-universal acclaim, so you'll have to excuse us for this one being, as they say, lean and mean. Each issue of our *Journal* is a real balancing act, and I must weigh content, variety, and schedule against cost. Despite the fact that the twelve-page *Journal* is only about twenty per cent more costly to publish than this eight-pager, that twenty per cent would work out to \$1,200 for six issues, and current budget projections show the Society's costs of operations to be close to \$7,000 more per year than dues bring in.

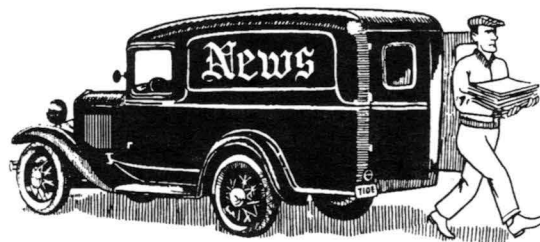
A number of members have noted the discussions on membership dues and postage differentials reported in the minutes of the October directors' meeting. More than one member has asked why, when the Society has total assets of nearly \$30,000, are we even worried about finances. "The organization exists for the members, not for the enhancement of the SAH treasury," writes one concerned correspondent. This is true, but also true is the fact that without regular fund raising (the magnitude of whose net income is far from certain) the Society's "endowment" could be depleted in as few as four years.

These thoughts have been discussed at the last two directors' meetings, and the decisions are weighty enough that action has twice been postponed, pending more data on the actual costs of our operations and projections for the future. Over the last few years, the costs of operating the Society (most of which result from our publications) have exceeded dues income by a significant factor. However, we have been fortunate to close the gap with proceeds from our silent auctions, so that the financial reserves accumulated some years ago have been maintained. It is also true that the dues have not been increased in over ten years, and we have always charged the same dues to members regardless of where they live.

The directors will again ponder these heavy thoughts at the spring meeting to be held on April 3rd in Mequon, Wisconsin. Should the Society strive to maintain financial reserves, for a rainy day (rainy year), or for future preservation or publishing projects? Or should the present reserves go toward keeping down the cost of belonging to the Society? Should the Society depend on fund raising to "balance" the budget, or should any such profits be directed to specific projects? Should dues be related to the relative costs of serving members (i.e. higher for non-USA members for whom our postage costs are higher) or should we maintain our "flat" dues structure, which helps advance our commitment to be a worldwide organization?

Your directors want to know how you feel. Please help them make the right decisions on your behalf by letting them know what you think. Write president Jack Martin, at 6760 E. 800 N., Brownsburg, IN 46112-9059, or to your editor, whose address is at the top of the masthead on page two. Your opinion counts, but please let us know what it is.

–Kit Foster



## KIMES FETED BY AHOF

Society past president Beverly Rae Kimes, of New York City, was recently honored by the Automotive Hall of Fame with a Distinguished Service Citation. With the Citation, AHOF recognizes individuals who have contributed in a significant manner to the automotive industry. In honoring Beverly Kimes, AHOF cited her histories of Ford, Chevrolet, Oldsmobile, Lincoln, Packard, and Mercedes-Benz, and hundreds of articles on automotive history over the last thirty years. Her books have received an unprecedented array of awards: five Cugnot Awards from SAH and three McKean Trophies from the Antique Automobile Club of America.

Other recipients of the 1993 Distinguished Service Citation were Keith E. Crain, publisher of *Automotive News*; Arthur Epstein, CEO of Packerland Automotive Group, a parts distribution company; Gene N. Fondren, president of the Texas Automobile Dealers Association; Charles M. Jordan, retired vice president of GM Design Staff; Robert A. Lutz, president of Chrysler Corporation; C. James McCormick, chairman of McCormick, Inc., one of the nation's oldest White dealerships; and Sam H. White, president of Sam White Oldsmobile Company. The awards were presented February 7th, 1993 at the AHOF's annual luncheon in New Orleans.

## BETTS RECOVERING FROM STROKE

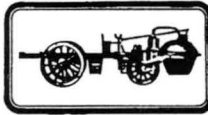
SAH founder member and longtime secretary Charles L. Betts suffered a serious stroke in November 1992. He is now making good progress in recovery, although his sight is further impaired. Charlie's wife Vicky has asked that *SAH Journal* advise their many friends that they regret being unable to send holiday greetings during December, but extend to all of us best wishes for 1993.

Charlie appreciates hearing from his many friends; cards and letters are very welcome and may be sent to his home:

804 Yardley Commons  
Yardley, PA 19067

## DORT, ANYONE?

Does anyone own or have a photo of a 1926 Dort? I have engine drawings my grandfather did in 1925 and 1926. I would like to know more about them. Nancy L. Adams, 20553 Hamburg, Detroit, MI 48205



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Richard B. Brigham, Editor Emeritus

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Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$20.00 US per year. Membership inquiries, renewals, and changes of address should be directed to the secretary at 6760 E. 800 N., Brownsburg, IN 46112

## PRESIDENT'S MESSAGE

Dear Members,

Thank you and congratulations for your overwhelming and prompt response to the 1993 annual dues statement. We are pleased to see the many renewals, and also of importance is the number of members from previous years taking the time to get back on board again. We welcome you, and thank you for your continued interest and support. As a friendly reminder, if by chance you have not sent in your dues check please do so today.

Capable Jim Wren, of West Bloomfield, Michigan, has again agreed to chair the E.P. Ingersoll and James J. Bradley award committees for 1993. We are delighted that Jim has agreed to accept these important assignments. We look forward to Hershey next fall and the annual awards presentation dinner, where we will have the opportunity to meet the award recipients and to visit with each other in a relaxed atmosphere.

Speaking of awards, we have received a suggestion to consider the establishment of a new category of recognition for the people who lend their expertise and help to automotive historians trying to complete a writing or publications assignment. Without naming names, I'm certain many of us have relied on various individuals in the automotive libraries, archival departments of the automotive manufacturers, and, of course, the staff members of the automotive museums. These are the people who have gone out of their way to help any number of historians, and who have never asked for nor been on the receiving end of a public bow. The keepers of the dusty files are the first to respond with a helping hand when asked to share their information. Is this a good idea for an award category? Do you have any thoughts or suggestions you wish to share with us? If so, please send them along, for we value your input.

Another suggestion concerns a convenience factor when soliciting members to join the Society. The thought is to print a membership application form in each issue of *SAH Journal*. For the member collectors preferring to maintain the integrity of each issue, perhaps the accommodation is possible by use of an insert page. Is this idea helpful? Let's hear from you.

Please help your Society grow by taking the time to secure a new member or two from the ranks of your many friends and business associates. Thank you.

—Jack L. Martin

## DON'T FORGET YOUR DUES

Dues notices for the year 1993 were recently mailed to members, as dues are due and payable at the start of the calendar year. If you have not yet paid your dues, please give the matter your attention and send your remittance of \$20.00 (US funds, please) to Nan E. Martin, Secretary, 6760 E 800 N, Brownsburg, IN 46112-9059 USA. This will save us the trouble and expense of sending you a final reminder. Members whose dues remain unpaid after April 1st face suspension of membership privileges, including Society publications.

To those of you who have already responded to the dues notice the officers, directors, and editor extend their thanks.

## THANK YOU, MEMBERS!

The following members have made substantial donations to the Society, donations which are greatly appreciated and which will be of great help in furthering our goals and objectives for the preservation and publication of automotive history. They will also afford us the opportunity to better serve the membership. Thank you!

Stuart B. Abraham  
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Robert Franz  
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Joel Richard Miller  
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James Wohlmuther  
Harold Wood

## BACK ISSUES OF JOURNAL AND REVIEW

Through 1992 there have been 141 issues of *SAH Newsletter and Journal*. Nearly thirty are out of print, or nearly so, including numbers 2, 3, 4, 5, 6, 7, 20, 23, 25, 33, 34, 39, 43, 47, 62, 63, 65, 68, 94, 96, 99, 100, 101, 118, 124, 125, 126, and 129. Single copies of other numbers \$1.00 each, postpaid USA. Complete set of remaining numbers (approx. 105-110 issues) \$75.00 postpaid USA.

Through 1992 there have been 27 issues of *Automotive History Review*. Numbers 2, 18, 19, 20, and 21 are out of print (some of these, either as originals or copies are included in sets). Single copies of other numbers \$4.00 each postpaid USA. We have a very limited number of sets of 25 issues (which include two numbers as copier reproductions) for \$75.00 postpaid USA.

Make checks payable to Society of Automotive Historians, Inc., and order from Fred Roe, 837 Winter Street, Holliston, MA 01746-1129 USA. Inquire for shipping outside USA.

## PUBLICATIONS AWARD NOMINATIONS

One of the more important things we do as a Society is to recognize excellence in automotive history publications. While the Publications Awards Committee is charged with selecting winners in each category, the most important input they get comes from members. Members are encouraged to submit nominations for each of the publication awards.

The Nicholas-Joseph Cugnot Award recognizes the best book in the field of automotive history published during the previous calendar year. The Carl Benz Award is given to the best periodical article or series on automotive history from the previous calendar year, and the Richard and Grace Brigham Award is presented for the best overall treatment of automotive history by a magazine over all issues of the same period. The E.P. Ingersoll Award, jointly underwritten with the American Automobile Manufacturers Association, recognizes the best treatment of automotive history in other than print media.

Nominated works must bear a copyright date of 1992, or, in the case of periodical articles, must have appeared in an issue with a 1992 cover date. A series appearing in parts of two years may be nominated for either year, but will have only one year of eligibility. The Brigham Award is alternated between commercial and club publications, and can be presented to a publication only once in a five year period. The Brigham Award was won by *Automobile Quarterly* in 1990, by *V8 Times* of the Early Ford V8 Club in 1991, and by *Special Interest Autos* in 1992. The 1993 award, for issues published in calendar 1992, will be for a club periodical.

Duplicate nominations do no harm, and members may submit as many nominations as they wish. The best way to insure that no worthy book, article, magazine, or electronic media event goes undetected is to nominate it. Awards of Distinction may be given to exceptional nominees not selected for the primary award.

Submit nominations for excellence in publishing automotive history during 1992 to the respective Awards Committees before the nominations deadline of May 1, 1993. Submissions must be accompanied by a copy of the nominated work, which will be returned upon request. Nominations for Cugnot and Benz Awards should be submitted to:

Matthew C. Sonfield  
20 Hilltop Drive  
Syosset, NY 11791

Forward Brigham Award nominations to:

Jeffrey I. Godshall  
406 Oakland, Apt. 5  
Royal Oak, MI 48067

Nominations for the E.P. Ingersoll Award should be sent to:

James A. Wren  
5930 Glen Eagles Drive  
West Bloomfield, MI 48033

Please remember the May 1st deadline.

## UNCLE JOE'S DORT

Except among automotive historians, the name Dort is now one of the forgotten makes of automobiles. There really was a Mr. Dort, and he had been a partner of William C. Durant before the latter founded General Motors. After they went their separate ways, J. Dallas Dort made cars from 1915 until 1924.

My Uncle Joe owned a Dort in the early 1920s. He never had enough money to buy a new car, so the Dort was probably three or four years old when this incident took place. Uncle Joe's sister was married in 1920, and in 1922 was expecting her first child. Uncle Joe lived with his parents at the time, and his sister was visiting, when she realized that the baby would arrive very soon. Uncle Joe was called upon to drive his sister and mother to the hospital in his Dort while someone else called the sister's husband at work to tell him to go straight to the hospital. It was a raw, cold day, and the Dort had been parked outside for several hours. Uncle Joe took a section

of newspaper, rolled it up, and set the end of it on fire. Then he shoved the burning newspaper underneath the updraft carburetor of the Dort for about ten seconds. This gave the other family members heart failure, but Uncle Joe knew what he was doing. The heat rising from the burning newspaper vaporized the gasoline in the carburetor and the entire intake system. After the ten seconds he stomped out the flames, got into the driver's seat, and started the engine with the first touch of the starter switch.

Gasoline contained a lot of carbon in those days, and low compression engines of the era were hard to start in cold weather. Instead of grinding away on the starter while holding the choke closed and risking a run-down battery at such a crucial time, Uncle Joe chose a much faster way of starting his Dort.

The story has a happy ending, as the Dort's dependable performance, along with Uncle Joe's careful driving, got the expectant mother to the hospital in plenty of time. A beautiful and healthy baby was born with no complications.

—Nelson Bolan

To which I can only add "Kids, don't try this at home."—Editor

## MYSTERY CAR

From Gregg Buttermore at the Auburn-Cord-Duesenberg Museum comes this photo of an unidentified vehicle. Robert Butler of Kendallville, Indiana, an A-C-D Club member, would like to know the identity of the touring car which is shown transporting his grandfather and family. The photo is believed to date from 1908-1910. Readers?



## MEMBERSHIP IN THE SOCIETY

Membership in the Society of Automotive Historians is open to all persons with an interest in the history of motor vehicles of the world. Membership runs on a calendar year basis, and entitles the member to receive *SAH Journal* and the magazine *Automotive History Review*. Dues are \$20.00 per year, and new memberships, reinstatements, renewals, and changes of address should be submitted to:

Secretary  
The Society of Automotive Historians  
6760 E. 800 N.  
Brownsburg, IN 46112-9059 USA

Dues should be remitted in US funds.

New members joining after October first of a year are credited with membership through the following year. A member whose dues remain unpaid after April first will have privileges suspended; membership is terminated if dues are unpaid by August first.

## THE FABULOUS PACKENBERG

by Don Einarsen

*Serendipity: the art of finding unexpected treasure; looking for the mundane and stumbling across the exotic.*

My son-in-law is a floor covering contractor, and one day I stopped to see him on a job near our home in northwestern Washington State. As I arrived, I was jolted to see a Duesenberg being unloaded from a trailer. After I correctly identified the Duesie as an SJ and the body builder as Murphy, the owner grinned. "You appear to have a little knowledge of old cars," he said. "Let's see if you can identify another car I have."

He led me into a display room containing a half dozen restored cars, each nearly as impressive as the SJ.

"What's that?" he said, pointing to a stunning red roadster.

"Easy," I said, "Packard - - 1932."

"Check the hub caps," he grinned.

"Hmmm, Packenberg.....PackenWHAT?"

Closer inspection revealed door sill plates with that same Packenberg logo, and an instrument panel that looked just right, but had Duesenberg gauges instead of Packard units. A look into the engine compartment was the clincher. Looking as if it had always been there was a Duesenberg engine, its two polished cam covers making it impossible to mistake for anything else: sensory overload!

Brent McKinley, who lives near Arlington, about an hour north of Seattle, has owned the Packenberg since 1985. Of all the cars he's owned, the Packenberg is just about his favorite, notwithstanding the fact that his collection has included Lincolns, Rolls-Royce, and other Packards and Duesenbergs. McKinley says it's the best Packard he's ever owned, and at the same time the best Duesenberg.

"How so?" I asked him.

"Well, no Duesenberg, with its racing background and performance image ever rode as comfortably as the Packard of the same vintage, and, of course, no Packard ever had the horsepower that this car has." The Duesenberg engine weighs about the same as the Packard's, so weight distribution is unchanged, and handling is unaffected.

The big question is, given the value of restored Duesenbergs, how was such a valuable engine available for the swap? And what happened to the Duesie from which it came?

"The conversion was done in 1950, give or take a year," explained McKinley, "and you must remember that at that time a good clean Duesenberg could be picked up for a thousand or so, and one that had been abused had next to no value at all."

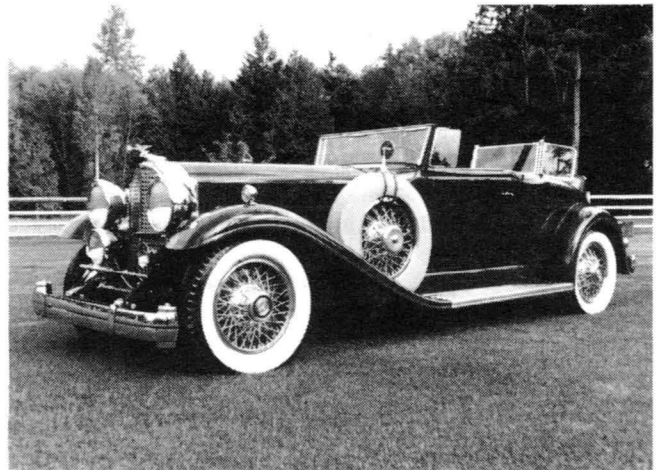
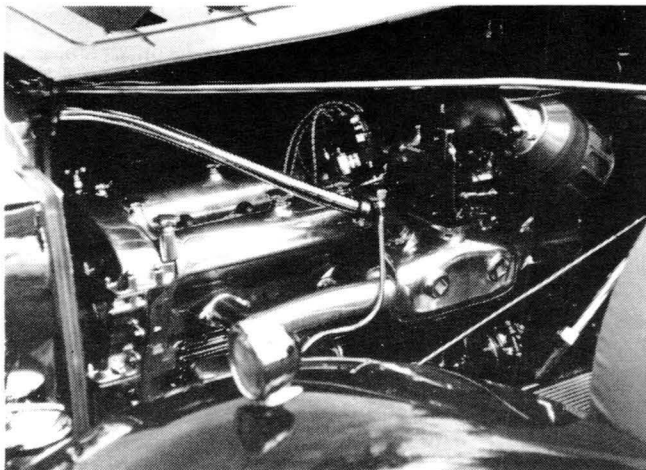
The Packard's history before 1950 is unknown, but the Duesenberg which supplied the engine is very well documented. The engine was built in 1930, number J-411, and mated to chassis 2418. The combination remained unbodied until 1934, and was then designated a 1935 model. The engine-chassis combo was used as a display, from some time in 1930 until about 1934, in the Duesenberg factory branch in New York City. Some

time before 1934, for unknown reasons, the engine was renumbered J-568 (the crankshaft still bears number J-441), and the chassis was renumbered 2581. In 1934 the long-wheelbase chassis was fitted with a Rollston town car body, and was displayed at that year's Chicago Auto Salon.

On December 3, 1935, it was purchased by William Randolph Hearst, Sr., and was given as his Christmas gift to Marian Davies. The Duesenberg Corporation borrowed the car from Miss Davies for display at the 1936 New York Auto Salon.

The car remained in the possession of Miss Davies until possibly the early 1940s, when the rear end was severely damaged in an accident, the details of which, unfortunately, are lost. At this point the wreck was sold to Metro Goldwyn Mayer film studios, and transformed into a (gasp) pickup truck. Such sacrilege is appalling today, but remember that at that time a Duesenberg was just another used car: large, powerful, and meticulously constructed, but perceived as having little more value than any other five to ten year old car. It is reported that the car was used by MGM as an errand vehicle, and, at times, as a camera car.

A student at Cal Tech, Tom Stix, owned the car for a short time in the late forties, and had a camping body built on it. Imagine, for a moment, a Duesenberg camper! Picture it under a tree at Yosemite, or, better yet, parked just off the road in the desert between Indio and Salton Sea, looking to the casual observer as if it had come that close to making it from Oklahoma to LA. Mr. Stix sold the car in 1948, possibly to a P.M. Ingraham. The car is known to have been purchased by Lester Wegeforth of San Diego. Mr. Wegeforth believes he bought it in 1949, but the late Ray Wolfe, a respected Duesenberg historian, recorded a date in 1951 for the purchase. At that time, Duesenbergs were beginning to be regarded as having greater-than-average historical value, and Wegeforth intended to restore the car to its 1935 majesty. However, the condition of the wrecked, remodelled, and revamped Rollston body was deemed hopeless, and construction of a new body to match the old one was economically unsound. At that time, Wegeforth already owned the Packard 903, and, for some reason, decided to perform the engine transplant. Maybe the Packard engine was tired, although it had only 48,000 miles on it, or maybe Wegeforth was just naturally one of America's most sophisticated hot-rodders. In any case, he junked what was left of the Duesie's body, and sold the chassis, keeping only the engine, transmission, and gauges. Installation of the engine and transmission required minimal alteration of the Packard chassis, except that the engine extended about four inches farther forward than the Packard unit. The extra length was accommodated by simply moving the Packard radiator and grille four inches forward on the frame, and splicing an extra four inches to the rear of the hood. Casual inspection indicates no difference from stock Packard, but the overall impression is that this car, for some reason, is the sleekest 1932 Packard ever seen. The instrument panel is stock Packard, but, as mentioned, incorporates the Duesenberg gauges. The Packard panel is smaller than that of the Duesie, so space and symmetry dictated the deletion of one gauge. Since, oil pressure, ammeter, water temperature, and speedometer were deemed



essential, the Packenberg does without a fuel gauge.

The final part of the conversion was the repainting of the car to a subdued gray with black fenders. The result was a stealth car, in which Mr. Wegeforth has admitted racing anything that came his way.

Sometime in the early or mid-fifties Wegeforth sold the car to another Californian, George Williams. The Packenberg came to Washington early in 1957, when Williams sold it to Harold Dahl of Puyallup. Dahl owned the car for a longer period of time than any other owner to date, and enjoyed driving it to auto events in the Northwest for twenty years. He sold the car in 1977 to Don Gerard of Bellevue, who in turn sold it to Glenn Mounger of Seattle, five years later. Mr. Mounger says today that the 1951 conversion by Wegeforth was, from an engineering standpoint, perfect. "Engineering genius" is the way Wegeforth is described by more than one restorer today. Cosmetically, however, the car fell somewhat short of potential when Mounger acquired it, and a complete restoration followed. At this time Mounger designed and commissioned the fabrication of the "Packenberg" hub caps and sill plates. Also at this time the stock '32 Packard wire wheels were discarded in favor of 20-inch 1930 Packard wires, one inch larger in diameter than the '32s. The paint, looking exactly appropriate on the car, is a 1932 Packard factory color, right?

"Uh, well ——" says Mounger, looking uncomfortable, "actually it's a late seventies Chevrolet truck color." Whatever, it looks arrest-me red in one light, tomato red in another, and orange red in yet another. It looks good.

Mr. Mounger, who enjoyed the Packenberg for three years before selling it to Brent McKinley, echoes McKinley's statement that it was, and remains, his favorite of all the cars he has owned.

"Brent McKinley is the only person I know to whom I was willing to entrust the Packenberg," Mounger says, "and I have first refusal if he ever sells it."

After inspecting the car, and being apprised of its history, Irving Davis, chairman of the Technical Services Committee of the Classic Car Club of America, wrote Mounger: "On behalf of the Classic Car Club of America, I am pleased to inform you that your 1932 Packard Coupe-Roadster with Model J Duesenberg engine, transmission and gauges has been accepted for the non-authentic class and may be exhibited at CCCA meets." Neither McKinley nor Mounger knows of any other hybrid car so accepted by the CCCA. The framed original of Davis's letter hangs on the wall of the building which houses the Packenberg and the other cars in McKinley's collection.

Tell your grandchildren to be on the lookout for the Packenberg when they reach your age. It will still be around. You have Brent McKinley's word on that.



### WHO WAS MR. COMPTON?

I recently purchased a first edition of Luigi Barzini's *Pekin to Paris*. Inside the back cover is a "tipped in" four page letter, in very good English, from Barzini to a Mr. Compton, dated 31st December 1908. The letter expresses glowing thanks to Mr. Compton, apparently an East Coast resident, after a stay in the 'States by Barzini.

Then, on the title page is an inscription, dated 17 December 1907, "To Julian (I think) Chambers from Mitchell Kennerley." The book was, of course, published in the USA by Mitchell Kennerley in 1908. I have a London edition, published by E. Grant Richards in 1907. The typesetting of the two editions appears identical, except for the publisher's name and date.

The letter and inscription raise some interesting questions, on which I hope members may be able to cast some light. First, who was Mr. Chambers? And to what extent did Sig. Caselvecchio, named in the book as the translator, need to translate the text, in view of Barzini's level of competence in English? **Paul Vellacott, 38 Moubray St., Albert Park, 3206 Melbourne, Victoria, AUSTRALIA**

### TIRE HISTORY

In response to my query about the history of specific tire models, Jan Norbye has suggested that I write to *SAH Journal*. I have written to many of the tire companies - Firestone, Cooper, Goodyear, Goodrich, Mohawk, General, Kelly-Springfield, Armstrong but none of them seems to know the history or chronology of when they introduced and ended production of specific models. For those companies which are no longer in business, those records are lost.

Are there any SAH members who have this type of information? Tire development was critical to the development of the automobile, and I am surprised that the information is so hard to uncover. **H. Lee Munson, 9 Tanglewood Court, Greenlawn, NY 11740**

### COMÈTE OR FACEL VEGA?

There were many things of interest in *SAH Journal* No. 141, among them the photo of the 1953 Ford Comète. I saw a few of these cars on the street in Paris, back in 1956, darn few I might add. This past winter I took some pictures of what was billed as a 1955 Facel Vega (and claimed to be one of just 54 made!). I had long forgotten the Ford Comète, and did not realize where I had seen the the design before, until another SAH member, Nick Georgano, told me it was the same design as had usually been called the Ford Comète. And I had never seen such a Facel Vega, nor heard of it.

Then I recalled that Ford of France had sold out to Simca, and the old Ford designs became Simcas, such as the Vedette model of Ford. But the Comète never went with the deal, apparently, so possibly the car I saw is indeed correctly called a Facel Vega. Note that there is no sign of there ever being a Ford emblem on the car. Also the bumpers are different from those of the car in the *Journal*, and also the wheels - or at least the hubs. **Elliott Kahn, 58 Verbena Street, Clearwater Beach, FL 34630**

*My references show that there were Facel Vegas as early as 1954, but all that I have seen have had the "traditional" Facel Vega nose. This looks to me like a mildly customized Comète, with modern wire wheels and hot rod bumpers. Is there a Franco-Fordophile who can give us chapter and verse on Ford of France, Simca, and Facel Vega?*

—Editor



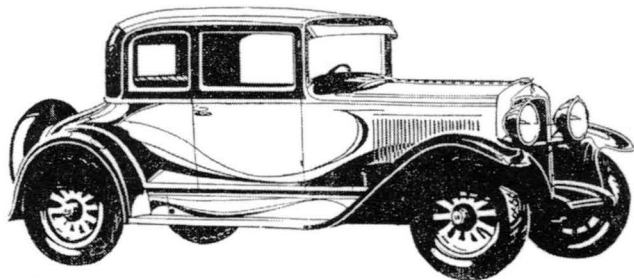
### THE POINT HUPP

This item answers the query by Bob Zimmerman in *SAH Journal* No. 139, and referred to in No. 140 by Nelson Bolan with interesting suggestions. As I had been familiar with the numerous US models on the Swiss market some sixty years ago, I felt challenged to contribute to the puzzle.

The waistline treatment on the “Point” car clearly placed it in the 1928-1931 period, so I first checked on personal memories. In accord with Mr. Bolan, I had first tipped on a Hupmobile, but I had never seen or heard of a four-window coupe by Hupp. With the help of the Kimes and Clark *Standard Catalog of American Cars 1805-1942*, my hunch looked even better, but not certain.

Then I remembered that the father of a recently deceased dear Swiss Army friend, Capt. Henri Schmidt, had been the Berne Hupp dealer in those years. Further, I remembered that Henri had left a substantial collection of historic auto catalogs. Mrs. Schmidt accepted the sad task of searching for Hupmobile items and unearthed a fair selection of 1929 to 1938 literature, among the many items a rough drawing of the missing body style. A look at the 1929 *Official Handbook of Automobiles*, published by the then-National Automobile Chamber of Commerce (New York), confirmed that the complete range of 1929 models was available with either disk, wood, or wire wheels. In the *Standard Catalog*, no four-passenger two-door coupe is listed for 1928. On the other hand, the sidelamps, mounted on a chromium-plated strip on the scuttle in 1928 and 1929, were mounted on the front fenders in 1930, all on the identical general body styling.

With these elements I dare suggest that the “Point” car is a Hupmobile 1929 four-passenger two-door coupe. The arrangement of the louvers on the seemingly long hood lets me think that it is a series M, eight cylinder model on the 120 inch wheelbase. With six wood wheels it was priced at \$2035, according to the Chamber of Commerce book. Hupp specialists among SAH members will possibly be able to corroborate this proposal, or perhaps provide a better one. **Robert Braunschweig, Humboldtstrasse 39, CH-3013 Bern, SWITZERLAND**



Contemporary publicity drawing of the Hupmobile 1929 four window 4 passenger closed-coupled Coupe, shown here on the shorter 6-cyl chassis.

### PANDORA'S REVENGE

One of the more interesting exhibits at the recent Los Angeles Auto Show (and not mentioned in the program) was from DuoPower, Inc. of Santa Fe Springs, California (a firm hitherto unheard of by me). They've been making one-off bodies for five years, and showed three cars, entirely unremarkable but imaginatively named: the “5.7 Afghan” (the dog, not the quilt), the “Gilamonster,” and the “Pandora,” whose name was explained on a placard as having “feminine mystique, aptly named” (Eh?). I suspect the designer, Mr. Sanatabe, is rather fuzzy on his mythology. Wasn't she the one who opened the box and let out all the ills and misery into the world? It's hardly the image you'd want associated with your car. **Rick Lenz, P.O. Box 580, Bloomington, CA 92316**



*GHIA*, by Valerio Moretti. In English, French, and Italian; translated from the Italian by Jeanette Chapiot and Jane E. Glover. 370 pages, 420 black-and-white photos and drawings. Hardbound, 10 x 11 1/4 inches (25 x 39 cm). Published 1991 by Automobilia, Milan (via Ponte Seveso 25), and marketed in the USA by Motorbooks International, P.O. Box 2, Osceola, WI 54020, \$150.00

Valerio Moretti is one of Italy's most serious and competent automotive historians. His work usually appears under the imprint of his own publishing firm, Autocritica Edizioni of Rome. This huge volume, however, finds its natural place in the very definitive *Catalogue Raisonne* series of Automobilia of Milan.

Ghia has sought, and achieved, far less notoriety than the more famous specialist coachbuilding firms of Italy. But merely to leaf through this handsome five-pound volume immediately drives home the immense importance of the role this house has played in the field of automotive design, internationally as well as in purely Italian terms. While the name Karmann Ghia has been known around the world for decades, the degree to which the firm has served as the design center in Italy, first of Chrysler and then of Ford, has been given far less exposure than it merits.

In his clear, scholarly way, Moretti traces the company's evolution from its beginning in Turin right after World War I. As he does, he describes at length the contributions of the long succession of designers and policy-shaping directors who have helped to build the legend right up to the present day. The list of highly interesting personalities begins with founder Giacinto Ghia, and includes, among others, Mario Revelli de Beaumont, Mario Felice Boano, Luigi Segre, Virgil Exner Sr. and Jr., Giovanni Savonuzzi, Tom Tjaarda, Alejandro DeTomaso, Giorgetto Giugiaro, Filippo Sapino, and John Head. This well-researched history is every bit as easy for Americans to feel a part of as it is for Europeans. It belongs in any library, institutional or personal, which attempts to include key books on the history of styling.

—Griffith Borgeson

*NOVI - THE LEGENDARY INDIANAPOLIS RACE CAR, Volume One: The Welch Years (1941-1960)*, by George Peters and Henri Greuter. 221 pages, 173 black-and-white photographs. Softbound, 8 1/2 x 11 inches, ISBN 0-9630227-0-9. Published by Bar Jean Enterprises, P.O. Box 395, Hazelwood, MO 63042 \$24.95 plus \$3.00 shipping and handling.

Anyone who paid any attention to the Indianapolis 500 races in the 1940s and 1950s is aware of the Novi mystique, and most have probably been captivated by it. Authors Peters and Greuter have done a thorough job in researching and recording the history of Lew Welch's front-wheel-drive V8-powered racers, tremendously fast cars whose fortunes were continually star-crossed. Indeed, the Novis were not only unlucky, they were tragic, with a number of spectacular crashes and two fatalities to their credit.

Peters and Greuter begin the story with a treatise on front-wheel-drive and V8 engines. Direct antecedents of the Novi cars were the f-w-d Miller-Fords of 1935; one of those chassis later carried the first Novi (nee Winfield) engine. Indy followers will know the genesis of the Novi supercharged V8, designed by Leo Goossen and Bud Winfield, and

capable of turning out over 450 horsepower in its 1941 form. Post-war, it was fitted to a Frank Kurtis chassis and driven by Ralph Hepburn in the 1946 race. Tremendously fast, it did not finish, victim of an unrecorded engine malfunction. The story of what eventually became a five-car series is told in careful, year-by-year fashion, and illustrated profusely with period photos.

As good as this book is, it is not the whole story. Those wishing a glimpse of the Granatelli era will have to wait until someone writes Volume Two; Peters and Greuter hint at doing so but make no promises. There are a few annoying quirks that keep the text from being a truly good read, among them an apparent fear of hyphens and an affinity for staccato abbreviations (e.g. "r.p.m.s."). But no matter, this is good history, and aficionado and novice alike will find much of value, including a complete index and numerous data-filled appendices. The history is first rate, for imputed facts are clearly labelled as such and each copy comes with two pages of addenda discovered after the book had gone to print.

It's a nice job, and very good value.

-Kit Foster

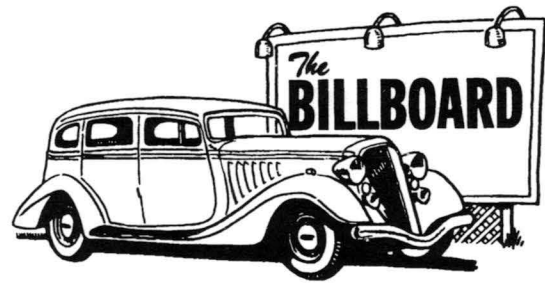
**ROLLS-ROYCE AND BENTLEY**, by Klaus-Josef Robfeldt. 320 pages, 299 illustrations, 174 in full color. Hardbound in slipcase 9 1/2 x 11 1/2 inches. ISBN 0-85429-920-3. A Foulis Motoring Book by the Haynes Publishing Group, Sparkford, Somerset UK. Distributed in USA by Motorbooks International, P.O. Box 2, Osceola, WI 54020. \$150.00 plus \$4.50 shipping and handling.

Although the history of Rolls-Royce and Bentley have hardly been underwritten, this is the best treatment I've seen to date and well worth its price. The photographs are superb, text excellent, and captions well-constructed and informative.

Another thing I like about it is its chronological layout, for, unlike most such books, Bentley, in each of its three lives, is fitted into the proper date span between the Rolls models. Thus, the cars built under the management of W.O. Bentley are shown and explained between the Rolls-Royce "Silver Ghost" models of 1918 and the Phantom I of 1931, when Bentley came under Rolls control.

Following this is material on the "Silent Sports Car," which identified the Bentley image into World War II, and the third and final section takes history from the resumption of production post war to the present time. This is history in the essence, comprised of fact and pretty well devoid of the legendry which has sprung up around the cars over the decades.

-Keith Marvin



THE HENRY NYBERG SOCIETY still searches for any information, literature, or items relating to any Nyberg vehicle 1903-13. Some unusual clippings have been acquired recently, and information continues to trickle in. We sure appreciate your time in digging through your files for us. **Bob Youngberg, The Henry Nyberg Society, 17822 Chicago, Lansing, IL 60438 (708) 474-3416 (call collect)**

WANTED: Original literature or good photocopies of literature showing accessory speed equipment for Chevrolet four cylinder engines 1925-1928 and six cylinder engines 1937-38 era. Original literature and sales catalogs for pedal cars 1925-1975. **Walter E. Gosden, 197 Mayfair Ave., Floral Park, NY 11001**

WANTED: Any information on the Rockefeller "Yankee," a sports car built in Rockville Centre, NY circa 1950. Anything you might have, even the slightest mention, is needed. Your help is really appreciated; thanks. **David M. King, 5 Brouwer Lane, Rockville Centre, NY 11570**

WANTED: Chrysler Corporation dealer brochures, factory photos, books, any literature, etc., especially pre-1971. Anything to do with John and Horace Dodge and Walter P. Chrysler. **Nancy Adams, 20553 Hamburg, Detroit, MI 48205**

HELP NEEDED in compiling *Encyclopedia of Auto Racing Trophies Old and New* (working title). Now gathering photos and histories of perpetual and annual trophies, both current and lapsed, as well as names and addresses of individuals, museums, corporations, and other repositories. Leads appreciated. **Tom Saal, National Auto Racing Historical Society, 1488 West Clifton Blvd., Lakewood, OH 44107 (216) 521-3588**

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*THANKS A MILLION! Workers at Ford's Los Angeles assembly plant applaud the completion of the one millionth Thunderbird built for sale in the United States on June 22, 1972. (One wonders why export 'Birds were excluded from this tally.) Trimmed out with what Ford called a "glamour" gold paint, white interior, tobacco trim, white vinyl roof, and color-keyed wheel covers, the car was shown at that year's convention of the Classic Thunderbird Club of America and later entrusted to the winner of the convention's "Concourse d'Elegance" (sic) for a year. It was then sold to George Watts, owner of Thunderbird number one. Jim Petrik collection.*

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