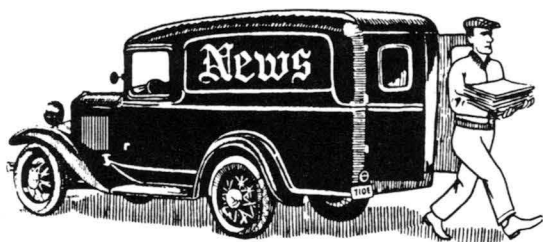


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September–October 1994

Issue Number 152



SILVER ANNIVERSARY CELEBRATIONS TO HIGHLIGHT HERSHEY

ANNUAL MEETING AND BANQUET OCTOBER 7TH

This year's annual meeting will observe the 25th anniversary of the formal founding of the Society. An interesting program is planned, and all our annual awards will also be presented. There will be time, too, to chat with one another. The meeting will be held in the Candlelight Dining Room of the Hershey Country Club at 1000 East Derry Road, Hershey, Pennsylvania on Friday, October 7th, 1994. A cash bar will open at 6:30 PM, and the buffet dinner will be served at 7:15.

To reach the Country Club, travel east on Hersheypark Drive (the old Airport Road) to the end. Turn right, go over the railroad bridge and turn left at the next stop sign. The Country Club entrance is the next right. Use the upper entrance and walk straight through to the reception table.

The cost of the banquet will be \$26.00, just one dollar more than last year. Reservations should be made with treasurer Jim Cox, P.O. Box 339, Matamoras, Pennsylvania 18336 by the deadline of September 30th. As always, your family, friends, and colleagues are welcome, too.

REUNION TENT AT WC 191-192

It's a new place to meet old friends and make new ones. We're having a reunion on our 25th anniversary, so this year our traditional hospitality tent will be the Reunion Tent. The closure of the old Blue Field has moved the SAH spaces to the reopened White Field at WC 191-192.

The Reunion Tent is the perfect place to meet and talk with old friends, meet new ones, rest one's weary feet, and get out of the sun (or rain). Light refreshments will be available, and all Society merchandise will be on sale: back issues of *SAH Journal* and *Automotive History Review*, decals with our insignia, and the handsome new lapel pins. Also available at the tent will be copies of the Cugnot, Ingersoll, and Cugnot Award of Distinction winners.

Many of the Society's founder members will be coming to the reunion, so you'll be able to chat with some of them at the tent. It's a perfect meeting place to rendezvous with other members of your party, or to leave messages for them. We plan to post the whereabouts of other SAH members who are selling at Hershey with spaces of their own, particularly useful in this Blue-to-White transition year.

Come see us, y'hear?

STOP PRESS! MARKETTI ELECTED TO BOARD INCUMBENTS EARLEY AND SONFIELD RETURNED TO OFFICE

Balloting for director elections closed just before this issue went to press, and nominations and elections chair Jack Martin has announced that Skip Marketti, of Danville, California, has been elected to the board, and that directors Helen Earley and Matt Sonfield were both re-elected. Marketti is director of the Behring Auto Museum in Danville. Their three-year terms will begin at the conclusion of the annual meeting on October 7th.

A-C-D MUSEUM RECEIVES GRANT FOR HOOSIER DISPLAY

The Lincoln National Corporation, of Fort Wayne, Indiana, has pledged \$75,000 to the Auburn-Cord-Duesenberg Museum to help create a gallery of Indiana-built automobiles. The gallery will display automobiles built in the Hoosier State: Studebaker, Marmon, Stutz, and potentially hundreds of other makes in addition to Auburns, Cords, and Duesenbergs. Museum president Robert Sbarge commented: "This grant will enable us to tell the story of Indiana's major contribution to the design, technology, and advancement of the automobile."

Lincoln National Corporation operates financial services businesses, focusing on property casualty insurance, life insurance, and life-health reinsurance. The A-C-D Museum, established in 1974 in Auburn, Indiana, is dedicated to preserving and interpreting the history of the Auburn, Cord, and Duesenberg companies and automobiles, other Indiana automobile ventures, Classic automobiles, and cars of special significance from any era. SAH members Matthew Short and Gregg Buttermore are curator and archivist, respectively, of the Auburn-Cord-Duesenberg Museum.



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CHRISTOPHER G. FOSTER, EDITOR

1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA

Richard B. Brigham, Editor Emeritus

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Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$25.00 US per year. Membership inquiries, and changes of address should be directed to the secretary at 6760 E. County Road 800 N., Brownsburg, IN 46112-9059

EDITORIAL COMMENT

Our purpose, as historians, is usually to record the recollections and reminiscences of others, not to ruminate on our own past. However, the observance of our silver anniversary as a formal society provides ample justification for self-indulgence in nostalgia, and this issue is devoted to that pursuit.

We have much to reminisce about. Individually and collectively we have accomplished a great deal in documenting and publishing the history of the industry we cherish, and I think the public's level of consciousness of automotive history is somewhat higher as a result. A majority of our founder members are still with us, including the two men who had the vision for what we have become. An appreciation of them and their endeavors is found elsewhere in this issue.

Taylor Vinson has toiled tirelessly during the summer, examining not only our own history but documenting the automotive world that existed as we moved from embryo to organization, in a much more thorough way than I was able to do for our twentieth in 1989. And we have more to look forward to, for the history of the Society which the Board of Directors commissioned Grace Brigham to write is nearing completion and will be published before our next birthday.

We look forward, too, to a reunion at our birthplace, at Hershey '94. Many of the founders will be on hand, and we hope you will be, too. To paraphrase a movie ad I recently saw on the side of a bus: turn back the clock, for we *are* history!

—Kit Foster

INDIANA CELEBRATION A HUGE SUCCESS SAH MEMBERS KEYNOTE PROCEEDINGS

The Indiana Historical Society sponsored a "Celebration of the Automobile and its Effects on Humankind" in recognition of the centenary of the July 4th, 1894 premiere journey of the Haynes horseless carriage in Kokomo, Indiana. The symposium was held at the Auburn-Cord-Duesenberg Museum, in Auburn, Indiana, on July 1st and 2nd, 1994.

Twenty papers, including luncheon and banquet talks, were presented by invited speakers from Maine to Missouri. Concurrent sessions were held on Saturday, July 2nd: "Technology" and "Indiana Marques" in the morning; "Culture" and "Commerce" in the afternoon.

A number of SAH members presented papers. Matt Short and Gregg Buttermore of the A-C-D Museum spoke on the automobiles of E.L. Cord and Cord's career, respectively. Larry Lehmkuhler, of Indianapolis, spoke on postwar auto advertising. Four members of the Henry Leland Chapter also presented papers. Professor Richard Scharchburg, from GMI Engineering and Management Institute, was the Friday luncheon speaker, and Chapter president Michael Kollins keynoted the Friday evening banquet with a talk on "Unwanted Technology." SAH director Sinclair Powell presented "The Small Automobile Manufacturer's Role in the American Motor Car Industry" during the Technology session, and George Hanley spoke on "Marmon - Innovator to the World Industry" during the Indiana Marques session. Other speakers included representatives of universities in Indiana, Maine, Massachusetts, Missouri, and Pennsylvania; the Center for Creative Studies in Detroit; and the Metropolitan Museum of Art in New York City.

Attendees enjoyed touring the A-C-D Museum and the adjoining National Automobile and Truck Museum of the United States, which was to be dedicated on July 4th, 1994. SAH member John Martin Smith, NATMUS president and a founder of the A-C-D Museum, was gracious host. Luncheons and banquet were served in the museum building in a room behind the first floor car exhibits. The Saturday dinner was buffet-style, served at multiple locations throughout the showroom. The food service was first class, and both the Indiana Historical Society and the A-C-D Museum staff are to be commended for their planning and execution of the entire symposium.

—George Hanley

ERRATA AND ADDENDA

Jim Valentine's article on the Culver Juvenile autos in SAH Journal No. 150 was illustrated by a photograph which I attributed to the "courtesy of J.H. Valentine." It was indeed through Jim's courtesy that we published the photo, but I neglected to identify that the photo is from the collection of SAH member Bill West. Jim further points out the car's false radiator, lack of fenders or lighting equipment, and excellent ground clearance. He also notes that the front springs seem to be single-leaf. My apologies for not including this information at the time.

—Editor

PRESIDENT'S MESSAGE

Clio, the muse of history, stood me in the dock one recent evening as the current steward of the Society of Automotive Historians and asked for a justification of our quarter century of existence. "Your founders had very explicit goals," she began. "How well has SAH lived up to them?" I tried to review our history and to marshal my own memories and impressions, and answered her as follows.

SAH was founded with these purposes: "The preservation of automotive history; to rectify as far as possible the errors in existing compilations and articles; to explore and record the history of all types of automotive vehicles, especially the many obscure makes of which little or nothing is known; and to share this information with all members via this and other publications."

By any objective criterion, SAH has been most successful in its sharing of information with its members through the cumulative total to date of 180 *Newsletters*, *Journals*, and *Automotive History Reviews*. Its publications have explored and recorded otherwise unexamined aspects of automotive history, as I discovered in browsing through some of the early ones this summer. There you will find accounts of the nine-cylinder Willis car, pre-classic era U.S. cars with V-12 engines, and motoring in India in the 1920s to name a few. There's no denying that obscure makes and topics have graced our pages, from the British G.N. of *Newsletter* No. 2 to the Australian Rhodes-Ridley of *Journal* No. 150. In the early seventies there was occasional talk of publishing separate "monographs" of longer historical articles. These would be feasible and appropriate publications for SAH, but the introduction of the *Review* seems to have met this need so far.

Correcting errors was an early goal, and, enlisting the efforts of all members, SAH set out to compile an accurate list of all automobiles produced in the United States. AQ's *The American Automobile Since 1775*, the standard of the day, was incomplete and erroneous. SAH would do it right! The project, initially supported with enthusiasm, grew to dominate the *Newsletter* to such an extent that it was spun off to become a "Research Supplement" (But, as far as I can determine, never carried to A-to-Z completion). The spiritual descendants of this SAH project are Chet Krause's invaluable series of *Standard Catalogs of American Cars*, edited by SAH members with the help of many other SAH members as contributors. Worthy of remembrance is the collaborative nature of the auto roster project, pooling the wealth of knowledge of SAH members, an idea whose potential has never been fully recognized within SAH. Collaboration lives on today in the Wisconsin SAH's project to write a history of all cars the Badger State has produced. And even today, the pages of the *Journal* continue to reflect the founders' concern to set the record straight. The *Newsletters* and *Journals* have always been full of lively exchanges trying to resolve ambiguities and errors in "existing compilations and articles": witness the recent exchanges of letters on Th. Schneider's first name.

"Preservation" can mean many things, and the founders never defined it. It encompasses the physical preservation of corporate and personal documents, the recording on film of early factories and auto-related buildings, and on tape of the reminiscences of auto-related people, all of which SAH has brought to the attention of its members at one time or another. However, the Society's recent Archival Committee to locate corporate records in three pilot states has come to naught. But Howard Applegate's identification of the types of corporate records that one should look for, and Helen Earley's compilation for Oldsmobile of documents that

should be preserved each year (both of which we hope to publish for you eventually) carry forward the goal of preservation through the individual efforts of SAH members.

The structure of SAH and the geographical dispersion of its members make it difficult to achieve projects as a Society. It has no fixed headquarters or archives. Management (the thirteen officers and directors) live all over the country and meet only twice a year. Our most activist president, Mike Lamm, developed an ambitious and admirable agenda in 1975, calling a special two-day meeting of members in Detroit. They discussed a general plan for the Society's future, established three Preservation Committees ("historically valuable material" worldwide, company records and photos, and video/audio documents) and separate committees for oral history, indexing auto publications, and cataloging reference collections (*Newsletters* #41 and 42). Nothing further was ever mentioned about these projects.

Rather than from anything the Society may have accomplished as an organization (with the possible exception of its yearly awards), SAH derives its lustre in the world at large from the eminence of some individual members who are noted writers, curators, and archivists. But I have no doubt that whatever its formal programs may or may not have accomplished, SAH's very existence has served to create and promote awareness of automotive history and the necessity of preserving and recording it, and has inspired individual unrecorded efforts in all of us to do so.

In the beginning and now, SAH has reflected the founders' view that automotive history is a worldwide interest. Of the 699 people listed in the August 1993 *Membership Directory*, 101 (or 14 per cent) live outside the United States. Is there any other automotive historical organization in the world with this breadth of membership?

As I told Clio, institutions, like children, usually do not grow up exactly as their parents might wish, but develop their own distinctive and, hopefully, compensating traits. And so I believe it is with the Society of Automotive Historians at 25.

—Taylor Vinson

SAH PRESIDENTS

With the adoption of restated by-laws late in 1988, SAH presidents are elected for a two-year term that begins at the end of the annual meeting at Hershey in October. Between the incorporation of SAH in January 1975 and 1988, SAH presidents were elected for a term of one year which coincided with the calendar year.

1. G. Marshall Naul (1969-71)
2. John W. Peckham (1971-73)
3. Stanley K. Yost (1973-75)
4. Michael Lamm (1975-76)
5. Howard Applegate (1977-78)
6. W.F. (Frank) Robinson, Jr. (1979-80)
7. David W. Brownell (1981)
8. David L. Lewis (1982-83)
9. John A. Conde (1984-85)
10. Keith Marvin (1986-87)
11. Beverly Rae Kimes (1988-89)
12. Matt L. Joseph (1989-91)
13. Jack L. Martin (1991-93)
14. Z. Taylor Vinson (1993-date)

EDITORS OF SAH PUBLICATIONS

Newsletter and Journal:

Richard B. Brigham (#1 Sept. 1969 to #29 undated 1973)
 G. Marshall Naul (#30 July 1973 to #50 Dec. 1976)
 John M. Peckham (#51 Feb. 1977 to #59 July 1978)
 Walter E. Gosden (#60 Nov. 1978 to #87 Dec. 1983)
 Richard B. Brigham (#88 Jan.-Feb. 1984 to #117 Nov.-Dec. 1988)
 Christopher G. Foster (#118 Jan.-Feb. 1989, to date #152)

Automotive History Review:

Richard B. Brigham (#1 Winter 1973-74 to #10 Winter 1979-80)
 John M. Peckham (#11 Winter 1979 (!))
 Frederick D. Roe (#12 Summer 1980 to #16 Summer 1984)
 Richard B. Brigham (#17 Fall 1984 to #23 Summer 1988)
 Christopher G. Foster (#24 Summer 1989 to date, #28)

RICHARD B. BRIGHAM and G. MARSHALL NAUL An Appreciation

Our old membership brochures laconically record that the Society of Automotive Historians was founded by "Richard B. Brigham, a printer, and G. Marshall Naul, a chemical engineer." Factually, that is true, but it leaves untold the contributions that each of them has made in the shaping and guiding of the Society. Many of our newer members probably have never even heard of Brigham and Naul. Even our older ones may have only a vague idea of what SAH owes to them. You will be surprised at how much of what SAH is today is due to the vision, imagination, and energy of these two founders. As Willy Loman's widow said, "Attention must be paid," and the Society's 25th Anniversary is an appropriate occasion for it.

As Naul recalls it, in the winter of 1969 when he was living in Delaware, he wrote his friend Brigham in Georgia about his idea for an organization of auto historians, which could be an informational clearing house to resolve contradictions, errors, and ambiguities in automotive facts. Brigham was enthusiastic, and put together a questionnaire which was mailed in mid-1969 to about 75 likely candidates ("I was in Phila. to attend my first National Antique Auto Club meeting," Naul had written on February 16, 1969, "Finally got to meet several persons with whom I have corresponded but never met. One at least, H.A. Clark, Jr. I would consider a good prospect for the proposed organization."). Naul believes his idea for a name was "Society of Automobile Historians."

Receiving a favorable response, the men issued "Society of Automotive Historians" *Newsletter* No. 1 dated September 1969 giving Naul's address as the Business Office, for membership applications, and Brigham's as the Printing and Publications Office, for articles. The *Newsletter* was intended to serve as a forum for questions and answers, and Brigham placed three requests for information in the first issue, thus establishing a tradition that has been followed in virtually every *Newsletter* or *Journal* since.

Brigham and Naul's *Newsletter* No. 1 also set forth the objectives of the Society: "the preservation of automotive history; to rectify as far as possible the errors in existing compilations and articles; to explore and record the history of all types of automotive

vehicles, especially the many obscure makes of which little or nothing is known; and to share this information with all members via this and other publications." While these Four Commandments were not engraved in stone, they did achieve the legal equivalent of permanence when, restated a bit differently, they became the corporate purposes of SAH upon its formal incorporation in 1975. Pursuant to the suggestion in *Newsletter* No. 1 that an organizational meeting occur during the annual Hershey meet, SAH came into being on October 11, 1969, and every annual meeting of the Society has been held there since. By December 1969, such members as there were had elected Naul to serve as the first SAH president with Brigham as the Society's first vice president. Naul held this post for two years and Brigham continued for four. Naul also was "librarian" for many years, when SAH had a modest accumulation of books.

To Brigham goes the credit for adoption of the Cugnot machine as the symbol of the Society. *Newsletter* No. 1 noted that automotive vehicles had been produced "over a period of 200 years (if you go back to Cugnot)", and the symbol made its first appearance in January 1970 on *Newsletter* No. 5.

SAH's printed word was once synonymous with the name Dick Brigham. He served as editor of the first 29 issues, and returned as editor of an additional 30 issues in 1984-88. He also served as editor of the first ten *Reviews*, returning to put out an additional seven in 1984-88, at the same time he was editing the *Journal*. Even though he has been retired from the editorships since 1988, he has been responsible for around 42 per cent of the combined total of both SAH publications issued to date. It should be noted that Naul was editor of 21 *Newsletters* as well.

To sum up, the conception and birth of SAH, its name, the Cugnot logo, the *Newsletter* and *Journal*, the early editorships and then some, and the Hershey annual meeting are what the Society owes to Brigham and Naul.

Brigham's silent partner in all these endeavors has been his wife Grace, a founder member and historian in her own right. Her unsung contributions are recognized in the designation of "The Richard and Grace Brigham Award." The Brigbams and Naul continue today as SAH members, and Grace is writing a history of the Society that the Board commissioned.

—Taylor Vinson

BACK ISSUES OF SAH JOURNAL AND AUTOMOTIVE HISTORY REVIEW COLLECT THEM ALL

Through 1993 there have been 147 issues of *SAH Newsletter* and *Journal*. Numbers 2, 3, 4, 5, 6, 7, 20, 23, 25, 27, 33, 34, 39, 43, 46, 47, 48, 62, 63, 65, 68, 70, 94, 96, 99, 100, 101, 118, 124, 125, 126, and 129 are out of print, and several others are nearly gone. Single copies of all others are \$1.00 each; a complete set of remaining numbers (approx. 110-115 issues) is \$75.00.

To date there have been 28 issues of *Automotive History Review*. Numbers 2, 9, 18, 19, 20, 21, and 25 are now out of print, and some others soon will be. Full sets of the remaining 21 numbers are offered at \$63.00 as long as they are available (if the most recent No. 28 is not needed deduct \$4.00). Single copies are \$4.00 each postpaid. All prices are for USA delivery; inquire for shipment to other countries. All payments must be in US funds. Make checks payable to the Society of Automotive Historians, Inc., and order from **Fred Roe, 837 Winter Street, Holliston, MA 01746-1159 USA.**

THE AUTOMOTIVE PRESS IN 1969

In October 1969, Richard Nixon had been President for a little over eight months. The Vietnam War still had over three years to run. The country awaited the second manned lunar landing mission in November. But what were the automotive stories when SAH was founded 25 years ago?

Automotive News (October 13th, 1969): Two days after SAH's founding on Saturday the 11th, the lead headline in the industry's premier weekly publication was "Hart Hearings Rip Cost of Car Repair and Fragile Autos." The article noted that "witnesses dwelt at length on the ease with which modern autos suffer damage in low-speed impacts and on the high cost of repairing such damages." The good Senator opined that he wouldn't object to industry setting up a program for "licensing of auto-repair facilities and a national program for certification of mechanics."

The industry was in good shape, having experienced its highest-ever daily sales rate during the last ten days of September. The newly-introduced AMC Hornet was in short supply, while Maverick, in only six months, had become Ford's top nameplate. GMC had just presented its Jimmy, a "work and play utility vehicle," and Peugeot was preparing to introduce the 504 sedan at \$3,195, its first new car since the early sixties. The "increased value of the mark" was VW's justification for increasing the price of the Beetle by 2.8 per cent, to \$1,839. Management estimated that 545,000 VWs would be sold in the US by the end of '69. But the possibility of a threat from abroad was of little concern to Detroit; although as of the end of August over 658,500 imports had been registered during the year (obviously most of them from Wolfsburg), *Automotive News*, which recorded King Midget's 57 registrations to date, lumped together as "foreign" all non-US nameplates, even VW.

Over at Ford, a fellow named Don Peterson had just been named a vice-president while Ford Division got a young sales trainee called Edsel Ford II. Chevrolet general manager John DeLorean was advising people to "concentrate on human engineering." Mario Andretti was working the lunch circuit and talking to such groups as the Automotive Parts & Accessories Association.

The paper noted that Ford had entered an agreement with Ghia and deTomaso for "technical services." There was speculation that Mercedes-Benz would produce the three-chamber Wankel-engined C-111 at a price ranging from \$7,000 to \$25,000 but no decision was expected for six to twelve months.

For nostalgia buffs, there was a full-page Renault 10/16 ad showing eight historic photos, and a shot of a mid-twenties Jewett (courtesy of the "automotive history collection of the Detroit Public Library") with a capsule history of the make. They don't make filler like that anymore!

Motor Trend: The October 1969 issue of 138 pages, available for 50 cents on the newsstand (\$5 for a year's subscription), had as its cover car the yellow and black "'70-1/2 King Cobra Jetstream 'Liner.'" This appears to have been a NASCAR study, a stock Torino with a different front end, which was destined to die in the styling studio.

The principal stories that month were articles devoted to each of the 1970 GM nameplates, the one for Chevy featuring the first of the Monte Carlos.

The "Inside Detroit" regular contained the prescient observation by a recreational industry supplier that "off-road vehicles will be outselling many cars in a few years." A short article on the just-introduced Renault 12 ventured the guess of "some observers"

that Detroit would go to front-wheel-drive "should small US-made cars ever represent an important segment of the domestic market."

Another car breaking cover that month and destined for a happier existence in the US market than the Renault was the Porsche/Volkswagen 914/6.

Strange to our eyes today, there were no used car ads, book reviews, or even ads by booksellers. One lonely ad offered Ralph Stein's *The Great Cars*. In those low-tech days, eight-track was all the thing, and the names of the performers are just as familiar as today: Sinatra, Dylan, Cash, Franklin, The Mamas & the Papas, etc.

Road & Track: Virtually the same size (+ two pages), but a tad pricier (75 cents the copy, a year for \$7), the cover car for October 1969 was accompanied by the title "Learn to race this Lotus for \$50 a day," referring to the article inside on the Jim Russell Driving School.

The "Miscellaneous Ramblings" column informed us that "Air bags are definitely on the way" and, in all likelihood, would be required equipment on the '72s. Trends spotted on the just-introduced '70 domestics included use of tires that were "belted/bias with fiberglass tread belts," disc brakes, and inner door beams. But *R&T* didn't like the new cars: "They are longer in an age of increasing traffic congestion and they are thirstier in an era of gross inflation." An unusual article was "The Stock Market Game Automotive Version" which even analyzed suppliers such as Hurst.

In the foreign realm, there were road tests of the Fiat Abarth 1300 and the Ford Cortina 1600 GT, and reports of the French Grand Prix (taken by Jackie Stewart in a Matra), and the Watkins Glen CanAm (Bruce McLaren in a McLaren). A brief paragraph announced that Fiat's acquisition of fifty per cent of Ferrari was now complete. Griff Borgeson, to the envy of any reader, reported on the fifth Rally del Lario on Lake Como which featured 54 prewar cars. There he had his first encounter with the legendary Bunty Scott-Moncrieff, who was photographed with a handsome 1931 OM Tipo 665.

Here we find what was lacking in *Motor Trend*: an ad by Classic Motorbooks and a couple of other sellers as well (mainly technical manuals and racing histories). Reviews of *Bentley: Fifty Years of the Marque* (J. Green); *An Illustrated History of the Bentley Car* W.O. himself), and *The MG XPAG Engine Manual* (W.K.F. Wood).

Also reviewed was *Riley: The Production and Complete History of the Pre-1939 Motor Cars* (A.T. Birmingham). Some pages on we come to Cyril Posthumus's announcement of the death of the marque.

The highlight of the used car ads, to this reader, was the Talbot Lago 4.5 Litre that won the 1949 French Grand Prix, which had somehow migrated to Sydney, available there FOB for \$12,000. No price was given for a Ford GT 40. Tons of Ferraris were available, a representative one being a '61 California 300 GTB for \$7,000. One wonders if Charlie Chaplin really owned the '32 Rolls-Royce Phantom II Croydon, \$7,950. [He did own one, so this might have been it—Editor]

It is revealing to see that neither magazine contained a historical drive-report or retrospective article on older cars. The total emphasis was on the contemporary. The charm comes from the perspective of a quarter century on; each issue is choc-a-bloc full of color performance car ads, none more impressive than Dodge's Scat City eight-page inserts. Who could have guessed that this was the twilight of Detroit's last Golden Age?

—Taylor Vinson

A CHRONOLOGY OF SIGNIFICANT EVENTS IN SAH HISTORY

Where appropriate, the dates are those of the SAH publications in which the topics appeared.

Summer 1969: G. Marshall Naul sends questionnaire to friends asking if there is interest in starting an automotive history group.

September 1969: *Newsletter* No. 1 edited by Dick Brigham announces positive response, support for name “Society of Automotive Historians,” and sets time for organizational meeting.

October 11, 1969: The organizational meeting begins at 10 a.m. at the *Antique Automobile* (AACA) editorial offices, Hershey, Pa. Dues of \$7.50 a year established.

November 1969: First non-US Members: Canada, England, Argentina, and Belgium.

January 1970: Introduction of Cugnot machine as SAH symbol, in *Newsletter* No. 5.

May 1970: SAH membership reaches 100, six months after founding.

Spring 1971: The three men who have been acting as SAH officers appoint four people to act as directors to help manage Society.

July 1971: *Newsletter* No. 18 is first of three twenty-page issues, the largest to date.

August 1971: Establishment of Cugnot Award for best book and article on automotive history topic.

March 1972: First Cugnot Awards to G.N. Georgano for *A History of Sports Cars* and Charles W. Bishop for *La France et l'Automobile*.

July 1973: Membership reaches 150 as SAH announces it will publish a magazine of auto history articles.

August 1973: *Automotive History Review* adopted as name of SAH magazine.

Winter 1973-74: Publication of issue No. 1 of *Automotive History Review* with cover photo of Elwood Haynes.

October 1974: SAH membership stands at approximately 200 on fifth anniversary of its founding.

January 20, 1975: SAH formally incorporated as Indiana not-for-profit corporation, with Articles establishing staggered Board of Directors of nine, the form which continues today.

Fall 1975: First formal SAH election for officers and directors.

October 1975: First annual meeting held in conjunction with a dinner; first hospitality tent at Hershey.

Spring 1977: Publication of *Review* No. 6, at 44 pages of text, the largest to date.

July 1977: Establishment of first SAH Chapter (Canada). SAH membership now around 300.

December 1977: Announcement of formation of “Northeastern” and United Kingdom Chapters.

July 1978: SAH announces commercial arrangement to “sponsor” Franklin Mint silver etchings of early automobiles.

June 1979: Announcement of formation of the Wisconsin Society of Automotive Historians chapter.

October 1979: SAH celebrates tenth anniversary with almost 500 members.

May 1981: Announcement of formation of Southern California Chapter.

January-February 1982: The *Newsletter* is retitled *The Journal of the Society of Automotive Historians*.

October 1982: Presentation of first James J. Bradley Award, to Motor Vehicle Manufacturers Association of the United States to recognize an organization for outstanding contributions to the preservation of historic material relating to motor vehicles of the world. Carl Benz Award established for magazine articles (previously part of Cugnot Award).

October 1983: Presentation of first Friend of Automotive History Award, to Henry Austin Clark, Jr., recognizing an individual for outstanding service and contribution to the field of automotive history.

October 1984: On fifteenth anniversary, SAH membership remains steady at 476.

January 1988: Beverly Rae Kimes becomes first female to head the Society.

October 1988: First Silent Auction of automotive books and literature.

May-June 1989: The *Journal* retitled *SAH Journal*.

Summer 1989: *Review* No. 24 is the first with a color cover.

October 1989: On twentieth anniversary, SAH membership approaches 600.

October 1990: Presentation of first Richard and Grace Brigham Award to *Automobile Quarterly*, for best treatment of historical topics published in the previous calendar year in a periodical in the automotive field.

October 1992: Presentation of first E.P. Ingersoll Award to British Petroleum and producer Bill Mason for video series “The History of the Motor Car,” for best historical presentation in a medium other than print.

October 1994: SAH reaches 25 years, with membership of 650 in 45 states and 23 countries.

—Taylor Vinson

SAH AT 50

Saigon, 2019

Le Thuy Bowen, the 27th president of SAH, had never known her father; he was killed during the Tet offensive. Holding the distinction of being the Society's member #2000, the 52-year old was recognized worldwide as an expert in the history of wheeled transport in Asia. Indeed, her book *Japan: From Rickshaw to Robocar* won the Cugnot in 2015, the second electronic book to do so. Two years later, SAH chose her as its first Asian president.

Holding the Daewoo Chair of Transportation at Ho Chi Minh University, Dr. Bowen was well-connected. Literally. Through her terminal, she had electronic access to every major library in the world. Virtually all her research on the Japanese book had been done at her terminal. Though she did not read Japanese, it was not necessary with the SimulTrans program. It had helped immensely to have Sochiro Honda's handwritten notes on one side of a split screen, and an instantaneous translation on the other. When she came to a relevant passage, she could download it into her system (i.e., store for future reference or printout). SimulTrans also allowed her to conduct interviews without the necessity of a translator. With her subject at his terminal thousands of miles away, she could pose a question in her preferred language, English, and know that it would emerge in the language preferred by the recipient (it was courteous to address the Japanese in their own language, though by now all educated Japanese spoke English beautifully).

Of great help to her had been the ability to consult the SAH membership when data was missing or ambiguous. Having instantaneous access to 2,500 members worldwide (under the Universal Environmental Protection Act of 2009, enacted around the world in 2009-11, governments provided all citizens with terminals to alleviate the greenhouse effect by minimizing the necessity to travel), it had been her experience that any question would be thoroughly answered within 24 hours, usually with sufficient digressions to inspire spinoff articles from her main subject. She recalled with satisfaction her participation, ten years earlier, in SAH's communal effort over the old Internet that resulted in the publication of *GM's First Century 1908-2008*.

The Act had also transformed the publishing industry overnight. Actual printed books were taxed so heavily that they were issued in limited editions and, really, intended as collectibles only. Far more protective of the environment it was to "publish" books and magazines electronically. A message alerted her that the latest issue of *Automobile Quarterly* had been automatically downloaded into her system overnight. She would quickly examine it and perhaps recommend an article to the current Benz Award Chair, Vaclav Lohner, the SAH director for Central Europe and curator of the Czech National Motor Museum. As committees were a thing of the past, Lohner, in turn, would recommend a worthy article to the entire SAH membership for consideration and eventual electronic balloting.

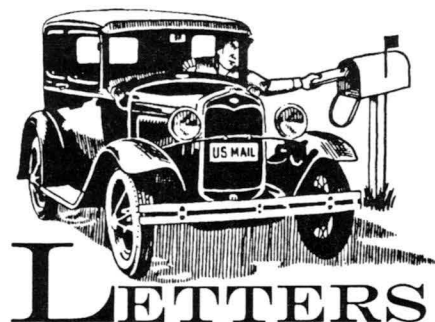
Because the screen was hard on his eyes, Keith Marvin, still hearty in his 90s, had turned to reviewing multi-media automotive works. His latest was on "Great Laps at the Brickyard," a virtual reality charmer which allowed one the illusion of "driving" any Indy winning car of choice from 1911 on, with the voice of the car's driver (simulated for those who had died) coming from the helmet's headphones and telling the story of his particular race.

Of necessity, the communications revolution had also affected SAH's own publications, the *Journal* and *Review*. Harriet Foster's tasks as editor were far different than her father's had

been. The *Journal* had become a permanent feature on SAH's protected Cugnot Channel (accessible only with membership), online 24 hours a day. Once a week Harriet reviewed the electronic submissions sent to her Journal "box" and posted them not less than twice a month. While this made it difficult to retain a complete "set" of electronic publications, Harriet's ongoing electronic cut-and-paste jobs met the concerns and immediate needs of SAH members.

Her hand as editor of the *Review* was quite a bit lighter. Virtually anyone who submitted an article could be assured that it would be posted on the *Review* as it continued to be SAH's policy to encourage its members to write automotive history. Both Le Thuy and Harriet realized that there was no longer a need for two SAH "publications" but out of deference to SAH's tradition and the wishes of the members, the old forms were preserved. "We've seen enough change in one lifetime," Harriet's 75-year old dad was heard to grump.

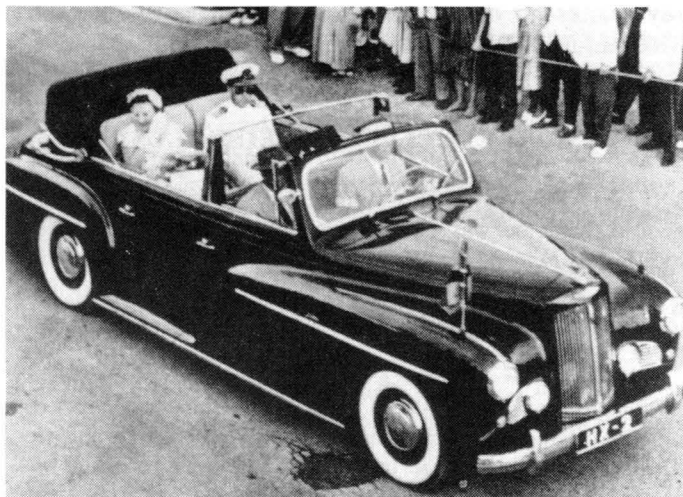
—Taylor Vinson



SHEER MADNESS

is what I call the fit of editorial dysfunction which caused me to publish Frans Vrijaldenhoven's letter about the Dutch-bodied Austin Sheerline in SAH Journal No. 151 without the accompanying photo. Frans is seeking the whereabouts of this car, bodied as a convertible sedan by the firm of Pennock for the Dutch royal family and later sold in Pennsylvania. It was last heard of in a Michigan collection. If you've seen it lately, or have any information about the car, contact Frans Vrijaldenhoven at Ursuland 125, 2591 GW The Hague, Netherlands. My apologies for this unfortunate omission.

—Editor



TRANSCONTINENTAL BOOKLETS

I have compiled a list of factory booklets about various transcontinental trips, and I'd like to get photocopies of each. I've listed these by year:

1903:

Horatio Nelson Jackson, *From Ocean to Ocean in a Winton*, (Cleveland: Winton Motor Carriage Co.) 36pp.

1905:

Lester L. Whitman, *From Coast to Coast in a Motor-Car*, (Syracuse, NY: Franklin).

1906:

Percy Megarget, *Three Times Across the Continent on Weed Tire Chain Tire Grips*, (New York City: Weed Tire Grip Co.) 8 pp.

1908:

Jacob Murdock, *A Family Tour from Ocean to Ocean*, (Detroit: Packard Motor Car Co.) 32 pp.

1910:

Blanche Stuart Scott, *5000 Miles Overland*, (Overland Automobile Co.) 51pp.

Gertrude Phillips, *Overland in an Overland*.

1911:

Harry Davis, *Ocean to Ocean in a Motor Car*, 45 pp.

1912:

Proving Premier America's Greatest Touring Car, (Indianapolis: Premier Motor Mfg. Co.) 26 pp.

1913:

Twice Across the Great Silence (Detroit: Packard Motor Car Co.) 13 pp.

1915:

Amanda Preuss, *A Girl - a Record and an Oldsmobile*, (Lansing, MI) 24 pp.

Saxon Days, (Detroit: Saxon Motor Co.) 22 pp. An article about the 1914 Saxon Lincoln Highway coast-to-coast trip.

My thanks go out to anyone who can assist me. **Curt McConnell, 921 E St., Lincoln, NE 68508 (402) 475-2234**

MOST EXCELLENT THÉOPHILUS?

Like Mike Worthington-Williams, I was convinced that the good M. Schneider was yclept "Théophile" and indeed the excellent local history *Franche-Comté - Berceau de l'Automobile* by Raymond Dornier, which I bought in the Peugeot Museum at Sochaux devotes a whole chapter to "Théophile Schneider," which would seem to confirm this.

However, serendipity is a wonderful thing, and I happened to be going through my pre-World War I Paris Show catalogues the other day looking for something else, and came upon this entry for *Théodore Schneider & Cie.* in the 1910 edition. So I checked with James Laux's marvellous *In First Gear*, which was researched from

company records in the Archives Nationales in Paris - and that refers to Schneider as "Théodore," too.

So where did the "Théophile" come from? And if it is wrong, why do we all want to believe it? **David Burgess-Wise, Tangmere House, White Roding, Essex CM6 1RJ England**

SCHNEIDER ET C^{ie}. Rue d'Anjou, 42, Paris.

Classe II, Grande Nef, Stand 105. — Plan I. B-4.

Un autobus de la Compagnie générale des omnibus de Paris.
Un binard automobile.
Un omnibus de la Société des transports automobiles du Caucase.

SCHNEIDER (Théodore) ET C^{ie}.

Avenue de Fontaine-Argent, 28, Besançon (Doubs).

Classe I, Grande Nef, Stand 58. — Plan I. F-2.

Un châssis 10-12 HP.
Un châssis 14-16 HP.
Un châssis 18-20 HP.

SCAGLIONE PIX AND ALFA QUERIES

Regarding the picture of Franco Scaglione and the Arnolt Bristol in *SAH Journal* No. 148 and related letters in No. 149, I have seen a couple of other pictures taken on the same occasion and it has some significance (to me, anyway). Does anyone know of another photo of Scaglione other than one taken shortly before his untimely departure (or should I say "at another occasion")?

I have a couple of other questions which might strike a chord with knowledgeable members:

Does anyone know what became of the Cars of the Stars Auto Museum at 6900 Orangethorpe Avenue, Buena Park, California, or Cars of the Greats Auto Museum in Niagara Falls, Ontario? The latter had an interesting Alfa Romeo 6C2500 cabriolet with most distinctive grille, and it would be nice to know where it is. According to Malcolm Harris and a newsletter of the 6C2500 published in December 1980, the car was actually sold at auction the previous year, but perhaps someone who worked there had records of the chassis number and other pertinent details. **Peter Marshall, Mariners, Courtlands Ave., Esher, Surrey KT10 9HZ England**



HENRY'S LIEUTENANTS, by Ford R. Bryan. 322 pages, 122 black-and-white photographs. Hardbound, 7 1/2 x 9 3/4 inches, ISBN 0-8143-2428-2. Published by Great Lakes Books, an imprint of Wayne State University Press, \$24.95

There's hardly a shortage of Ford books, particularly about the two Henrys, so one might ask what new angle could possibly deserve another volume. This book *does* present a new angle, however, and a welcome one. It explores the lives and careers of those who made possible the elder Henry's fame. It consists of 37 biographical and historical sketches on Ford's most indispensable

assistants. Some of the lieutenants are obvious choices: Harry Bennett, James Couzens, William S. Knudsen, Charles Sorenson. Others are much less well known: Frank Campsall, Benjamin Lovett, Samuel Marquis. Campsall was the private secretary to Henry and Clara Ford, and Fordophiles will recognize Lovett as the dancing instructor who put the life into Henry's favorite pastime. Marquis's identity we shall leave to scholars in Ford and ecclesiastical history. Included as one of his father's lieutenants is the undersung Edsel Bryant Ford, and while many of us feel he deserved better than a lieutenant's lot the record reminds us that his father allowed no more than that.

The chapters have a certain consistent and predictable format, and while it serves to prevent the text from being scintillating, the consistency does ensure that important historical information is included and easily found when reading for information. Each section consists of a five-to-six-page biographical sketch, including not only the career history of the subject but also his family situation and the addresses at which he (and his family) lived ("he" and "his" because all but one of "Henry's lieutenants" were male). The author has made extensive use of the oral history files at the Henry Ford Museum in compiling this work. There are two appendices: one is a list of 117 so-called "sub-lieutenants," persons such as John and Horace Dodge, Eugene "Bob" Gregorie, and Barney Oldfield; the second is a catalog of the transcribed oral histories on file at the Ford Museum.

Ford R. Bryan is an historical researcher at the Henry Ford Museum, and has written two other Ford-related books: one on Ford's non-automotive ventures, and an illustrated history of the Ford family.

This is a valuable historic reference work, certainly, but, despite the "cookbook" style, I found *Henry's Lieutenants* also to be a good read.

—Kit Foster

REGISTRATION PLATES OF THE WORLD (3rd Edition), by Neil Parker, John Weeks, and Reg Wilson. 800 pages, thousands of black-and-white photos of license plates. 6x12 inches. Hardbound, ISBN 0 9502735 5 4, \$31.99. Softbound, ISBN 0 9502735 4 6, \$25.99. Published in England by EUROPLATE, the European Registration Plate Organization; available in USA from Gerald D. Boone, 1713 West 28th St., Lorain OH 44052. Please add \$3.00 for shipping and handling.

This is at once the Bible, the Rosetta Stone, and the best of encyclopediae on the subject its title implies. I reviewed the first two editions of this gigantic work in *SAH Journal* Nos. 62 and 110. They numbered 272 and 578 pages respectively as additional information was discovered between editions, changes occurred in registration systems, and nations appeared and disappeared. The process has continued and as a result this edition is 242 pages longer than the second, which was published in 1987. Politically what had been the Soviet Union with a single registration system now comprises fifteen authorities, not counting additional splits from the former Soviet so-called republics. Yugoslavia is another breakup, and new designs are appearing more and more frequently throughout the world (and even on the moon; our Lunar Rover carried license plates, believe it or not).

The basic form of information for a given place - whether it's a huge nation, an empire, a colony, enclave, or city-state - includes its location, international oval assignment (if one has been assigned), capital, political status, whether plates are officially issued or provided by the vehicle owner, population, number of vehicles registered, date of first registrations (if known), and its traffic

pattern (whether one drives on the right or on the left). The current license plate system is explained, as is the previous one, with a breakdown of vehicle types and letter/numeric systems, designs and colors of plates, and explanations of diplomatic issues. In addition, there are historical notes which list the various registration systems from the beginning, and numerous photos of that authority's plates over the full span of time.

This may be a narrow section of automotive history, but it is a rapidly increasing field. Tens of thousands of plate collectors are dispersed worldwide and numerous organizations are dedicated to the furtherance of the study and collection of motor vehicle license plates. For the price this book is almost a gift; the press run has been limited to 3,000 copies, so order early. You won't be sorry.

—Keith Marvin

HISTORY OF THE ELECTRIC AUTOMOBILE: Battery-Only Powered Cars, by Ernest H. Wakefield. 571 pages, 337 black-and-white photographs, 45 tables. Hardbound, 7 1/4 x 10 1/4 inches. ISBN 1-56091-299-5. Published by the Society of Automotive Engineers, Inc., 400 Commonwealth Avenue, Warrendale, PA 15096-0001 \$49.95 (\$39.95 to members).

Like Richard Nixon, the electric car is a champion of comebacks. Given up for dead in the 1930s, it was resurrected briefly in the '70s, and may be headed for a longer run in the '90s. Here to tell its story is Ernest Henry Wakefield. Dr. Wakefield, now 79, grew up in a family involved with the early electrification of Cleveland, took his doctorate in electrical engineering, and spent his professional life as a teacher and inventor in the field. This is the first of two volumes to reflect his abiding passion. The second, said to be equally comprehensive, will encompass "multi-powered electrics including battery powered plus: a spring, an internal combustion engine, flywheel, solar cell powered, and fuel cell vehicles and their unique constituents."

Dr. Wakefield notes that his world-spanning *History....* is structured into five sections. The first takes the reader through the history of the science of electricity from lodestones to the assembly in France (1881) of the first electric-powered vehicle, a tricycle, and on to the turn of the century. The second section treats the era of 1900 to 1935. The third portion covers the "dead period" of 1935-55. The fourth carries the story forward to 1992. The final portion "contains ten appendices, a glossary, and an index."

This is a feast, indeed. Judging by the lack of footnotes citing sources other than *The Horseless Age*, the pre-1900 portion appears to comprise original research and thought into this little-known era. Take, for example, Chapter 4, "The Electric Car's First Commercial Applications," and its eleven-page discussion of electric taxis in New York City, and the economics of their use. Or Chapter 6, "English Electric Carriages to 1900." Queen Victoria, rather than her son, appears to be the first British monarch to own a self-propelled vehicle: she had an electric tricycle. One wonders whether the 1896 electric carriage owned by the mother of Alfonso XIII might have been the source of the ten-year-old's later interest in motor cars.

The 1900-35 period is better known to us, of course, but the same thoroughness follows the careers of the personalities behind the electric cars, such as the ubiquitous Col. Pope, Walter C. Baker, and C.E. Woods, as well as the products themselves. Like the rest of the book, this portion is enhanced by liberal use of photographs and tables. A separate chapter is devoted to "Electric Vehicles in Early Racing," supplemented by one of the appendices reprinting articles from the period.

The last 175 pages or so cover the post-1955 period. While arguably of lesser interest because of its nearness in time and lack

of personalities (or, at least, any discussion of them), the new era, like the old, has stimulated its own share of small entrepreneurs, more often than not converters of conventionally-powered vehicles. This time around, government, too, state and federal, is playing a role. Illustrative of the comprehensiveness of this section is the discussion on the intercollegiate electric car races of 1968 and 1970. However, it stops short of any discussion of the real driving force for today's electric vehicles, the California Air Resources Board phase-in requirements, adopted by a number of states since.

The positive charge of the book outweighs by far the negative. One notices, however, the occasional absence of the editor's hand on the tiller. Three highly technical chapters on batteries, chargers, and controllers, totalling 80 pages, form a Berlin Wall of print between the pre- and post-1900 sections, and abruptly interrupt the narrative flow; they should be appendices. The photograph of the Electric Vehicle Associates' 1975 "Lancia" is that of a Renault 12. Footnotes, for the most part informative, are not needed for subjective remarks such as one indicating that Queen Victoria "became plump as her years increased."

Another footnote contains an economic reality that should sadden all of us. Admirable and unique as *History...* is, the book took fifteen years from inception to print because "[t]he scientific press was simply not interested in publishing the history of electric vehicles until the major automobile companies indicated they would issue electric cars." One can only hope that the SAE is already committed to publishing Dr. Wakefield's companion volume, regardless of the sales of the first. Fast-changing events since 1992 will shortly require a companion volume to *History.....* as well.

—Taylor Vinson

MODEL T FORD: The Car that Changed the World, by Bruce W. McCalley. 614 pages, 1,350 black-and-white photos. Hardbound, 8 1/2 x 11 inches. ISBN 0-87341-293-1. Krause Publications, 700 East State Street, Iola, WI 54990. \$39.95 plus \$2.50 shipping.

Probably no other car has, over the years, received the attention which has been given to Henry Ford's "Tin Lizzie," a car built from 1908 into mid-1927 and which literally "put the world on wheels." With more than fifteen million of the cars completed by then, in most years the Model T Ford production comprised more than half of all other US cars combined, and Fords were manufactured not only in Dearborn, Michigan, but in Canada, Great Britain, Australia, Germany, France, Brazil, and other locations. They were inexpensive enough to provide reliable transportation for nearly everyone, easy to repair, cheap to run, and they were dependable. They were admired - even loved - by many, ignored by some, and tolerated by others, but hated by practically no one. They were the butt of jokes, and many books of good natured humor were written about them. The term "Tin Lizzie" was universal but hardly true, as Ford used vanadium steel in its construction, the best that money could buy, and through mass production the price eventually sank as low as \$290 for a roadster. The Model T held the all-time production record for a single model until surpassed by the Volkswagen "Beetle" in 1972.

Books on the Model T are legion, but this one transcends all previous contenders for the published word, illustrations, and the most microscopic details surrounding it. Author McCalley is well qualified to have penned this historic account. One of the six founders of the Model T Ford Club of America, he wrote, in collaboration with Ray Miller, the first definitive study on the Model T, *From Here to Obscurity*, in 1971, and authored *The Model T Ford Encyclopedia* in 1989.

It can be a serious study to go through the chapters and see the subtle changes which took place in the appearance of the cars over the years; at the same time it's a trip through nostalgia land. I can remember buying a 1924 Model T sedan for \$4.00 in 1941. It was in good condition, too, and I drove it illegally until selling it for \$7.00. This is not an isolated case, simply because of the unbelievable volume of the car's production, year after year.

This is a book which could become a legend, in time, even as its subject has. One doesn't encounter such coverage very often, and *Model T Ford.....* might well be the example which other books on the history of specific cars seek to emulate. See for yourself.

—Keith Marvin

CUGNOT AND BENZ NOMINATIONS GROW AWARDS TO BE PRESENTED AT HERSHEY

A record twenty-three nominations were received for the Society's Nicholas-Joseph Cugnot Award for the best book in the field of automotive history published in 1993. A like number of articles, also a record, were nominated for the Carl Benz Award recognizing the best such work appearing in a periodical during the year.

Books nominated for the Cugnot are:

- The Godfather of Rolls-Royce, the Life and Times of Henry Edmunds*, by Paul Tritton, Academy Books.
- Jaguar in America*, by John Dugdale, BritBooks.
- Carriages Without Horses, J. Frank Duryea and the Birth of the American Automobile Industry*, by Richard P. Scharchburg, Society of Automotive Engineers, Inc.
- Cunningham: Life and Cars of Briggs Swift Cunningham*, by Dean Batchelor and Albert R. Bochroch, Motorbooks International.
- Carrera Panamericana: The Mexican Road Race 1950-1954*, by Daryl Murphy, Motorbooks International.
- Safe at Any Speed: The Great Double Career of Joie Chitwood*, by Jim Russell and Ed Watson, Witness Productions.
- Fabulous Fifties American Championship Racing*, edited by Carol Sims, Dick Wallen Productions.
- Corvette - An American Classic*, by John F. Katz, Michael Friedman Publishing Group, Inc.
- Corvette Chronicle*, by James Flammang and the auto editors of Consumer Guide, Publications International, Ltd.
- Muscle Car Chronicle*, by James Flammang and the auto editors of Consumer Guide, Publications International, Ltd.
- Tire Wars: Racing with Goodyear*, by William Neely, Aztex Corporation.
- America at the Wheel - 100 Years of the Automobile in America*, Automotive News.
- British Sports Cars in America 1946-1981*, by Jonathan A. Stein, Automobile Quarterly Publications.
- American Motors, the Last Independent*, by Patrick R. Foster, Krause Publications, Inc.
- British Car Factories from 1896: A Complete Historical, Geographical, Architectural & Technological Survey*, by Paul Collins and Michael Stratton, Veloce Publishing plc.
- The Rootes Brothers - Story of a Motoring Empire*, by John Bullock, Patrick Stephens, Ltd.
- Bentley Factory Cars 1919-1931*, by Michael Hay, Osprey Publishing.
- Encyclopedia of American Cars from 1930*, by the auto editors of Consumer Guide, Publications International, Ltd.

Illustrated Duesenberg Buyer's Guide, by Josh B. Malks, Motorbooks International.

A Checkered Past: My 20 Years as Indy 500 Chief Steward, by Tom Binford with Florrie Binford Kichler, Cornerstone Press, Inc.

Diesel's Engine - Volume One, from Conception to 1918, by C. Lyle Cummins, Jr., Carnot Press.

Monarch - Meteor, by R. Perry Zavitz, Quad Printing (Bothwell) Ltd.

Articles nominated for the Benz Award are:

"Too Rich for Royalty: 1932 Bugatti Royale," by Arch Brown, *Special Interest Autos*.

"1954 DeSoto Adventurer II Coupe," by Michael Lamm, *Special Interest Autos*.

"Mr. Hunt's Home-Grown House Cars," by John Katz, *Special Interest Autos*.

"Marathon: It Almost Went the Distance," by Bill Pryor, *Automobile Quarterly*.

"Mitchell, The Car You Ought to Have," by Bob Hall, *Automobile Quarterly*.

"Somewhere East of Laramie: The Unlikely Playboy," by John A. Heilig, *Automobile Quarterly*.

"Gordini, the Sorcerer," by Christian Huet, *Automobile Quarterly*.

"1949-51 Nash Airflyte: Flying to the Future," by Patrick Foster, *Collectible Automobile*.

"Designing the Future at AMC," by Patrick Foster, *Special Interest Autos*.

"A Little Style from Kenosha," by Patrick Foster, *Automobile Quarterly*.

"Ken Purdy, King of the Road," by Beverly Rae Kimes, *Automobile Quarterly*.

"1956 Nash Rambler," by John Katz, *Special Interest Autos*.

"Father Juliano's Fantastic Flop," by Michael Lamm, *Special Interest Autos*.

"Handsome Ransom: R.E. Olds and the Birth of the American Automobile," by John Heilig, *Automobile Quarterly*.

"The Fifty-Year Reign of the Immortal Offy," by L. Spencer Riggs, *Automobile Quarterly*.

"Conquering the Tyranny of Distance Across the Island Continent," by Dennis Harrison, *Automobile Quarterly*.

"The Cars that Didn't Make Chrisman Famous: Two Little Cars from One Small Town," by Mike Mueller, *Automobile Quarterly*.

"Oh Say Can You See? The Columbia River Scenic Highway," by Jim Hockenull, *Automobile Quarterly*.

"Before the Fire Went Out: The Cars of Jackson, Michigan," by John Heilig, *Automobile Quarterly*.

"1960-61 Ford: Finest New Fords of a Lifetime," by Tim Howley, *Collectible Automobile*.

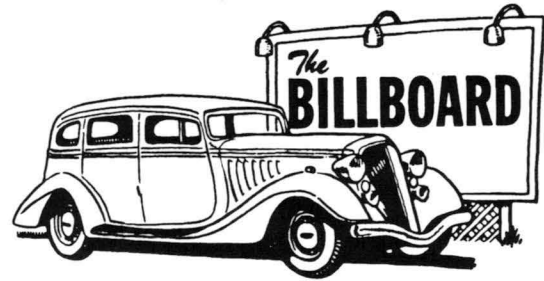
"1957-59 Dodge: The Sexy Swept-Wings," by Jeffrey Godshall, *Collectible Automobile*.

"The Lever Engine," by Karl S. Zahm, *The Bulb Horn*.

"Classic Cars," Tech Center columns by John Joseph Jendza III.

"The Duesenbergs of Maryland," by J. Francis Werneth, *A-C-D Newsletter*.

The winners will be announced during the SAH anniversary celebrations at Hershey. Presentation of awards will take place at the annual meeting on Friday, October 7th at the Hershey Country Club. Awards of Distinction will be presented to runners-up in each category.



SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustrations, memorabilia, information; for sale, wanted, or to trade. Ads for vehicles or parts are not accepted.

WANTED: Factory photos and ads for Jeep 1970-90. **Patrick Foster, 42 Buckingham Place, Milford, CT 06460**

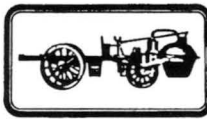
HELP NEEDED: For an illustrated record of Cadillac-LaSalle engineering and styling 1902-95 in the French language, to be published by Massin of Paris and to accompany his *Cadillac - Les Plus Belles Annees* (ISBN 2-7072-0170-7), Fabien Sabates seeks original or photostat copies of factory photos, ads, service/technical reports, parts book and data book excerpts, and literature (Tuthill numbers: LaSalle 28-1, 29-1, 30-1, 31-2, 32-1, 33-1, 34-1, 35-1, 36-1, 37-1, 38 1, 39-1, 40-1, 40-3; Cadillac 28-1, 28-3, 29-2, 30-2, 30-4/5, 31-1/3, 31-6/7, 32-1, 32-3/4, 33-1/6, 34-2/4, 35-1/3, 35-5, 36 3/6, 37-4/5, 38-3, 38-5/12, 39-4, 40-3/5, 41-3/8, 42-1, 42-3). Contributions will be acknowledged and returned, if requested. Please contact the co-author of the new book, who is a lifetime Cadillac historian. **Yann Saunders, 4 Nonnette, CH1292 Chambésy, Switzerland, Phone 41-22/758 11 73, 730 54 62.**

AVAILABLE: *Review of Recent Automotive Books*, Vol I No. 2. Dozens of reviews of recently published auto books on every conceivable topic. Number 1 sold out quickly. Number 2 now offered at cost, \$2.00 postpaid in USA; inquire for Canada and overseas. **Keith Marvin, P.O. Box 839, Troy, NY 12181**

WOULD LIKE TO CORRESPOND with SAH members who have an interest in early automobile humor. **Peter Winnewisser, 4508 Ridge Rd., Cazenovia, NY 13035**

BACK ISSUES of SAH Journal and Automotive History Review available; SASE for list. **Peter Winnewisser, 4508 Ridge Rd., Cazenovia, NY 13035**

WOULD APPRECIATE assistance in locating information of Albert M. Barnes (1876-1952), partner in Dillon, Read investment firm. Barnes lived in Mendham, NJ, and represented Dillon, Read in that company's acquisition of Dodge Brothers Company in 1925 for \$146 million. Would like to learn all I can about Barnes. Thanks. **David Schultz, 1221 Providence NE, Massillon, OH 44646 (216) 833-3316**



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FIRST CLASS



HIGH FIVE: A Mark V Jaguar heels over at National Jaguar Day held at Beaulieu Airport in 1961. This photo was further described “Michael Sedgwick.” Could it have been in his collection, or is that our late SAH director at the wheel? From the editor’s collection.