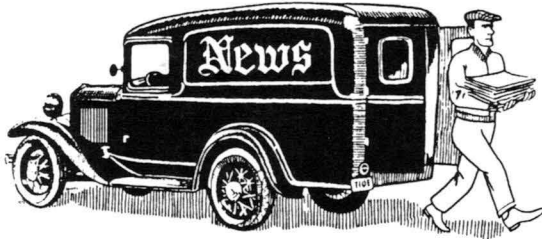


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November–December 1994

Issue Number 153



HISTORY CHANNEL DEBUTS WITH AUTO SERIES

In what may be a first for our field, automotive history will deliver the appearance of a new education and entertainment medium. The History Channel, a part of the A&E Television Networks, will debut on Sunday, January 1st, 1995 with an hour-long documentary series entitled "Automobiles." Billed as "a nostalgic look at the classic cars and the men who made and loved them," "Automobiles" is a nineteen-part evolution featuring such vehicles as the Model T Ford, Jeep, Corvette, Tucker, Chrysler turbine car, and Volkswagen Beetle. It is a co-production of The Network Group. History Channel vice president of historical programming Charlie Maday waxes euphorically about the program: "This highly watchable series fills a long vacant niche in television programming and goes beyond our expectations of what makes history."

No doubt members will tune in to a cable channel near them to see how well the series fulfills this ambitious promise, and we hope to offer an erudite review in a future *Journal*. (Members connected to participating cables please take note.) "Automobiles" will air (cable?) each Sunday at 7:00 PM (Eastern) and 4:00 PM (Pacific). For other time zones, consult your local programming guide.

RENEWAL TIME IS HERE

Members received renewal notices right after the annual meeting, and are reminded that prompt payment of 1995 dues will ensure that member benefits, including *SAH Journal* and *Automotive History Review*, will continue without interruption. We must discontinue mailings for memberships which have not been renewed in time for the March-April *Journal*.

Founder, honorary, and life members are not required to pay annual dues, but contributions in lieu of, or in addition to, dues are welcomed, and they will help in carrying on the important work of the Society.

Take note, too, of the data base printout which accompanied your renewal notice. It shows what information is presently in our membership data base; please make any corrections necessary and return it with your check. If you have not indicated any particular automotive history interests won't you do so now? This will help us in preparation of the next *Membership Directory*, and thereby enable members with similar interests to contact you.

REUNION ACTIVITIES HIGHLIGHT HERSHEY

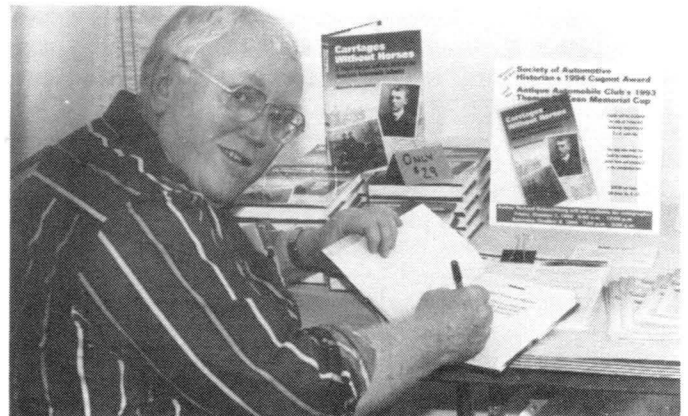
In observance of the twenty-fifth anniversary of SAH's formal founding at Hershey on October 11th, 1969, this year's gathering was designated a "reunion," and many founders and long-time members returned to visit during the October 6-8th weekend. The traditional hospitality tent, relocated to the reopened White Field, was this year designated the "Reunion Tent," and a number of interesting activities were conducted there.

Opening the weekend was a meeting of high-wheeler owners and enthusiasts, hosted by member Hayden Shepley. The winners of Society's annual awards for excellence in automotive history, previously held as closely guarded secrets until the Friday evening banquet, were announced at the tent from opening time on Thursday, and highlighted by book signings of the Cugnot winner *Carriages Without Horses* by author Dick Scharchburg both Friday and Saturday.

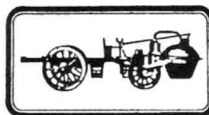
The Reunion Tent was hosted and decorated by reunion chair Paul Lashbrook, whose graphic arts and design skills were evident to all who visited during the weekend. He was assisted by Jim and Bev Cox, Taylor Vinson, and Pat Chappell, all of whom provided refreshments and supplies, and many other members who staffed the tent during the weekend. Over 100 visitors signed the guest book, a number of whom joined the Society for the first time.

The autumn Board meeting was held Thursday evening, and the annual Awards Banquet on Friday, both at the Hershey Country Club. Accounts of these activities are published elsewhere in this issue.

Founding members from the October 1969 meeting who attended the Hershey reunion were Marshall Naul, Walter MacIvain, and John Peckham. Naul and Peckham later served as presidents of the Society; other Society past presidents at the 25th anniversary observances were Frank Robinson, David Brownell, David Lewis, John Conde, Keith Marvin, Beverly Rae Kimes, and Jack Martin.



Dick Scharchburg autographs *Carriages Without Horses* during his Saturday signing at the Hershey Reunion Tent.



SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

SAH Journal (ISSN 1057-1973) is published six times a year by the Society of Automotive Historians, Inc.

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1102 Long Cove Road
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Richard B. Brigham, Editor Emeritus

OFFICERS

Taylor Vinson
President

| | | |
|------------------|-----------------------|------------------|
| Nan E. Martin | Christopher G. Foster | James H. Cox |
| <i>Secretary</i> | <i>Vice President</i> | <i>Treasurer</i> |

BOARD OF DIRECTORS

Through Oct. 1995 *Through Oct. 1996* *Through Oct. 1997*

| | | |
|----------------------|----------------------|---------------------|
| Karl S. Zahm | Patricia E. Chappell | Helen J. Earley |
| Thomas M. Deptulski | Jack L. Martin | Matthew C. Sonfield |
| Nicholas Fintzelberg | Sinclair Powell | Skip Marketti |

PUBLICATIONS CHAIR

Patricia E. Chappell

ADVERTISING MANAGER

Macdonald Leach

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 Society of Automotive Historians, Inc., 6760 E. County Rd., Brownsburg, IN 46112-9059 USA
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As you read this issue, you will note that we have jump-started our advertising program with a promotional insert for a project which falls right in line with our Society's mission. SAH member Bob Jones, winner of the 1994 E.P. Ingersoll Award for his audio tape "The Men Who Started It All," is teaming with producer Steve Mohl of American Filmworks (winner of last year's Ingersoll) to put together a documentary on automotive history for Public Television. This is not an endeavor of the Society, nor does it carry SAH endorsement, but it does align with our new policy of informing you, through paid advertising, of products and projects which may interest you as an historian. The revenue from this and similar future ads will help to bring you expanded and more frequent Society publications.

Many of you have commented favorably on the new membership brochure unveiled and distributed at Hershey. The credits for this, our first updated recruiting tool in over a decade, are manifold. For its emergence we have Matt Sonfield and Taylor Vinson to thank for writing the text; Lillian Gottschalk, John Conde, and Fred Roe for the use of photographs; Ralph Dunwoodie for identification of some of the cars shown; and Kathee Spozanza, graphic artist and art department supervisor at Sir Speedy Printing, for the attractive and user-friendly design. We have inserted a copy of the brochure into this *Journal* in order that each of you may see it, and, more importantly, that you may use it to recruit a new member. Additional supplies may be obtained from the secretary or from the editor.

Finally, as membership renewals have flooded in during the last few weeks we've been pleased to note that updates to addresses, phone numbers, and member interests have been few in number. This confirms that we did a pretty good job of updating at renewal time last year, and will be able to produce an accurate and information-filled *Membership Directory* as soon as the current renewal period has ended. This year we asked for electronic mail (or E-mail) addresses, as a number of members now have the capability to communicate electronically on the "information highway." Elsewhere in this issue is a listing of member E-mail addresses received to date. Among them is the editor, so members with Internet access will now be able to submit letters, articles, "Billboard" ads, and news items to

zin@delphi.com

EDITORIAL COMMENT

Back in *SAH Journal* No. 149 we announced that our Board of Directors had voted to accept advertising for the *Journal* and *Membership Directory*, and we appealed for a volunteer advertising manager to organize the administrative side of this new service. Some of you have recently inquired how we are progressing with regard to advertising, and I am pleased to report that Macdonald "Don" Leach of Edgewater, Maryland, has been appointed as the Society's advertising manager. Don worked as ad manager in the USA for Citroen Cars from 1957 to 1971, after which he joined the Library of Congress, from which he retired in 1992. Don's first task in his new position will be to compile a rate schedule, which we hope to have completed in time for the next *Journal*. But, starting now, your inquiries regarding advertising in *SAH Journal* or the *SAH Membership Directory* may be directed to:

Macdonald Leach
One Poplar Point Road
Edgewater, MD 21037 USA
Telephone (401) 266-7253

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.**

PRESIDENT'S PARAGRAPHS

The alert reader will note a slight change in the heading of this column. I've never been comfortable with the old title "Message," feeling it a bit too oracular, and early on I discarded substitutes such as "From the Driver's Seat" and "Behind the Wheel" as lacking a certain originality. While "Turns of an Old Crank" might more appropriately express the age and personality of this writer, that's an ideal title to use in any post-presidential career as an SAH columnist, assuming there's life after the presidency. But this summer, in going over early SAH *Newsletters*, I saw that "President's Paragraphs" was the way these things were originally headed, and I liked it.

This is in the nature of an annual report to the members, since it's something that those responsible for managing Indiana not-for-profit corporations are supposed to do once a year. Fortunately, the news is good, as befits the Silver Anniversary of a group. Financially, SAH appears to be in the best shape ever, judging by the total of our reserve accounts and checking account as reported by Jim Cox elsewhere in this issue. The Board met the goal of ensuring that operating costs did not exceed income, with \$4,500 to spare, but the bill for the new membership brochure, properly an operating expense for the past fiscal year, had not been received by September 30th. While this would not have put us in the red, SAH would have run at a deficit without the dues increase for this year. Thus, assuming that SAH publishes its usual six *Journals*, one *Review*, and an updated *Membership Directory* between now and the end of September 1995, it is likely that expenses will more closely approach income next time around. This does not take into account any increases in postal and publication costs. A possible offset to this should be a new source of income, from advertising sold for the *Journal* and *Directory*, the amount of which we can't predict at this time.

While it's too early to gauge the results of the membership campaign, Nan Martin reports that the membership, as of October 1st, stood at 646. We picked up about half a dozen more at the Hershey Reunion Tent. During the past year, our UK and French memberships have grown, and we now have two members in Italy for the first time in years. We're actively trying for our first members in Germany and Estonia [with success, at press time, for the former - Editor]. Our growth may be slow but it's increasingly diverse. You'll see that in the next *Membership Directory* which should appear no later than mid-1995.

Kit Foster, who swears he's not twins, has produced the expected six *Journals*, each with ten to twelve pages instead of the eight-pagers of yore, the long-awaited *Automotive History Review* No. 28, an admirable *Membership Directory*, and the new membership brochure. The Board has worked harmoniously and productively, given the restraints of time and geography inherent in our structure. The cheerful presence of Paul Lashbrook, who handled the Silent Auction for two years before Karl Zahm, and who is the mainstay of our Hospitality Committee, will remain with us as he turns over his Board seat to Skip Marketti. Last year I likened the president's job to that of a ringmaster, but since it hasn't been necessary to crack the whip it really has been more like being the cop at the intersection seeing that the traffic flows smoothly in the expected directions. My thanks to the committee chairs, Board members, and officers for your good natures, advice, and support.

As the current chief representative of SAH, I've tried to meet as many of you as possible, not only because you're interesting people, but also to bring the management of the Society to its members, if you will. Andrea Greene of our UK Chapter put it this

way: "It's nice to meet who you're writing to." When the Board met last April, SAH had its first-ever regional meeting of members in the DC/Maryland/Virginia area, with about 35 local members attending, in addition to the Board. Trips to the Beaulieu Autojumble in September and Retromobile last February personalized for me some British and French members who were previously only names, as well as affording educational glimpses into the grand historical archives of the British Motor Industry Heritage Trust, the Modern Records Centre at Warwick, and the Automobile Club de France. The same comments apply to trips to Prague and Brno the year before. The occasional phone call or letter from a member has been both enjoyable and educational, though fewer than anticipated. Finally, the Reunion Tent at Hershey afforded the opportunity to meet about 30 of you who are no longer strangers. Next year, I hope to get to the Southern California Chapter's Literature Faire in Pasadena. Still, I've had no contact, either by pen or in person, with about 75 per cent of you.

As a result of these contacts, new ideas are emerging which the Board will consider in the coming year, chief of which is organizing a program in observance of the centenary of the U.S. automotive industry in '96. We'll also be looking at a suggestion by two of you concerning the funding of fellowships for writing automotive history. One priority is locating new sources of material for the *Review*. An idea is to publish English-language translations of non-English articles on automotive history, and two of you have offered your skills in German and French for this project.

It's membership renewal time, and, if you're in doubt, give us another chance. SAH's 26th year is going to be fun for all of us.

—Taylor Vinson

MILLER NOMINATED FOR CUGNOT

Some sharp-eyed readers noticed that the list of nominees for the Nicholas-Joseph Cugnot Award published in *SAH Journal* No. 152 included but 22 works, while the introductory paragraph promised 23. Omitted from the list, through lack of editorial precision, was *Miller* by Griffith Borgeson. *Miller* is published by Motorbooks International. *SAH Journal* apologizes for this omission.

MEMBERS ON-LINE FOR E-MAIL

During the membership data update which accompanies the renewal campaign, a number of members have reported their electronic mail, or "E-mail," addresses, to which those members with access to the "information superhighway" may send messages. The addresses received so far are given below for the benefit of member networking, and will be included in the next issue of the *Membership Directory*. This list will be updated as further addresses are received.

| | | |
|--|-------|--------------------|
| Cathey, William N. | #494 | billca@unr.edu |
| Foster, Christopher G. (SAH Editorial Office) | #889 | zin@delphi.com |
| Friedenson, Patrick | #327 | fridenso@ehess.fr |
| Friry, Laurent | #1639 | metlly@met.fr |
| Leeper, Robert H. Jr. | #886 | leeperh@texaco.com |
| Malks, Josh | #1634 | carkeeper@aol.com |
| Mathews, J. Scott | #1755 | jscottm@aol.com |
| Minard, Jeffery C. | #1061 | jeffm@digitalk.com |
| Scully, David | #1252 | scully@eds.ug.com |
| Sonfield, Matthew C. | #1009 | mgbmcs@hofstra.edu |

AUTO HISTORY AWARDS PRESENTED AT HERSHEY BANQUET

MACILVAIN NAMED FRIEND OF AUTOMOTIVE HISTORY

SAH founding member Walter O. MacIlvain has been named the Society's twelfth Friend of Automotive History. MacIlvain, of Manchester, Connecticut, was presented with the award at the 25th Anniversary Awards Banquet held October 7th at the Hershey Country Club.

Award chair David Lewis commented that the Friend award "is the Society's premier prize because it honors many years of meritorious service to the cause of automotive history." Walter MacIlvain's automotive memories date from his 1919 visit to the Boston Automobile Show, from which he emerged arms laden with catalogs. He became a serious researcher in the early 1930s, and joined the fledgling Veteran Motor Car Club of America in 1939. Since 1949 he has edited the Club's magazine *The Bulb Horn*, winner of many Carl Benz Awards and a 1993 recipient of the Richard and Grace Brigham Award for the best overall treatment of automotive history. He has also written extensively on early cars for various titles in the enthusiast press.

Lewis noted that MacIlvain is, in the words of another member "one of those quiet workers who is always ready to help others, and who has assisted countless researchers through the years."



David Lewis, left, presents the Friend of Automotive History Award to Walter O. MacIlvain.

SCHARCHBURG WINS CUGNOT

The Society's Nicholas-Joseph Cugnot Award for the best book in the field of automotive history published in 1993 was presented to Richard Scharchburg, Professor of Industrial History at GMI Engineering and Management Institute, for *Carriages Without Horses, J. Frank Duryea and the Birth of the American Automobile Industry*. The book is published by the Society of Automotive Engineers, Inc.

Receiving a Cugnot Award of Distinction for his book *Jaguar in America* was John Dugdale, retired vice president of Jaguar Cars, Inc. His personal account of the marque's history in the USA is published by BritBooks. The Cugnot Awards were presented by Publications Awards chair Pat Chappell and committee member Nick Fintzelberg.

KIMES COPS BENZ FOR "KING OF THE ROAD"

Beverly Rae Kimes received the Carl Benz Award for the best periodical article in the field of automotive history. Her work "Ken Purdy, King of the Road," an insightful biography and memoir of the automotive writer who inspired perhaps more motoring journalists than any other single person, appeared in the October 1993 issue of *Automobile Quarterly*. Beverly is a former president of the Society, and has won many Cugnot and Benz Awards; she was also the Society's 1986 Friend of Automotive History.

A Benz Award of Distinction was presented to author Bob Hall for his article "Mitchell, the Car You Ought to Have," which appeared in the Fall 1993 *Automobile Quarterly*. Hall is a former chair of SAH's Publications Committee, and is on the staff of "Motorweek," a syndicated production of Maryland Public Television.

Pat Chappell and Nick Fintzelberg also presented the Benz Awards.



Award winners, left to right: Anders Clausager of the Heritage Motor Centre (Bradley Award); Robert C. Jones (E.P. Ingersoll Award); John Dugdale, Ron Embling of Britbooks (Cugnot Award of Distinction); Walter MacIlvain (Friend of Automotive History); Beverly Rae Kimes (Benz Award); Bob Hall (Benz Award of Distinction); Jonathan Stein of Automobile Quarterly (Benz and Benz Award of Distinction); Dick Scharchburg, and Ann Moats of SAE (Cugnot Award).

BRIGHAM GOES TO FRANCE FOR *LA VIE de l'AUTO*

The Richard and Grace Brigham Award for the best overall treatment of automotive history in all issues of 1993 has been awarded to the French biweekly *La Vie de l'Auto*, published in Fontainebleau by ELVEA La Vie de l'Auto. The award was announced by SAH President Taylor Vinson; it will be formally presented in February 1995 at *Rétromobile* in Paris. Bruno Leroux is editor of *La Vie de l'Auto*.

AUDIO TAPE "THE MEN WHO STARTED IT ALL" WINS INGERSOLL

The E.P. Ingersoll Award for the best presentation of automotive history in other than print media was presented for an audio tape "The Men Who Started It All" by William Northcote. William Northcote is the *nom de plume et voix* of SAH member Robert Jones, who was present to receive the award from Ingersoll chair James Wren. The tape is published by Principle Publishing Company of Scottsdale, Arizona, and is a 93-minute narrative history about auto pioneers Henry Ford, Billy Durant, Ransom E. Olds, Walter Chrysler, Charles Nash, Howard Coffin, Roy Chapin, Henry Leland, and the Brothers Dodge and Studebaker.

HERITAGE MOTOR CENTRE WINS BRADLEY

The 1994 James J. Bradley Distinguished Service Award for preservation of historic materials relating to motor vehicles of the world was awarded to the Heritage Motor Centre of the British Motor Industry Heritage Trust. The Centre, located in Gaydon, Warwickshire, England, maintains the archives of the predecessor companies to the present Rover Group marques: Austin, Austin-Healey, Land Rover, MG, Morris, Riley, Rover, Standard, Triumph, Vanden Plas, and Wolseley. At the Centre's new consolidated facilities are a library, reading room, lecture and conference facilities as well as a museum of historic British automobiles. Research and reproduction services are also available.

The Bradley Award was accepted from chair Jim Wren by Heritage Motor Centre research archivist Anders Clausager.

DOING SOMETHING INTERESTING.....

JENDZA HOSTS "MOTOR CITY WHEELS"

John Joseph Jendza III, vice president of the Henry Leland Chapter, hosts a regular television show on Detroit's Comcast cable channel.

"Motor City Wheels," a half hour program on "people and the automobile," is in the familiar talk show format, and covers topics of interest to automotive historians and enthusiasts. Recent programs have included interviews with Jim Wren about the beginnings of the American automobile, and with Leland Chapter president Michael Kollins about his career at Chrysler and Packard, the 1951-58 Duesenberg revival, and his involvement with the Indianapolis 500.

SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Annual Financial Report

Fiscal Year October 1993 to September 1994

INCOME

| | |
|---|---------------|
| Membership dues | \$15,755.00 |
| Silent Auction (1993) | 2,948.11 |
| Contributions | 904.00 |
| Back issue sales | 316.50 |
| Checking account interest | 150.78 |
| Decal sales | 106.99 |
| Sale of hats, photos | 110.00 |
| Annual banquet receipts (1993 and 1994) | 4,143.00 |
| Lapel pin sales | 200.00 |
| Reimbursement for AHR 28 | <u>350.10</u> |
| Total income | \$24,984.48 |

EXPENSES

| | |
|--|-----------------|
| Hershey expenses (1993 and 1994) | \$427.93 |
| Printing, renewal notices (1993 and 1994) | 304.50 |
| Postage, 1993 renewal | 224.00 |
| Insurance, general liability | 495.00 |
| Printing and postage, 1994 election & meeting | 687.24 |
| Annual banquet refunds | 116.00 |
| Silent Auction catalog printing, domestic postage | 580.80 |
| Lapel pins (300) | 295.05 |
| Editorial expenses | 762.57 |
| President's expenses | 41.15 |
| Treasurer's expenses | 29.00 |
| Secretarial expenses | 33.62 |
| April Board meeting | 48.00 |
| Incorporation fee, State of Indiana | 10.00 |
| Membership Directory, printing and postage | 2,254.33 |
| Annual banquet dinners, program, supplies ('93) | 2,913.86 |
| Membership cards | 155.71 |
| Postage, overseas awards | 45.00 |
| Journal No. 147, printing and postage | 1,263.20 |
| Journal No. 148, printing and postage | 1,126.91 |
| Automotive History Review No. 28, print& post | 4,032.79 |
| Journal No. 149, printing and postage | 1,136.09 |
| Journal No. 150, printing and postage | 1,084.96 |
| Journal No. 151, printing, postage and Silent Auction overseas postage | 1,264.15 |
| Journal No. 152, printing and postage | <u>1,119.64</u> |
| Total expenses | \$20,451.50 |

Account balances September 30, 1994

| | |
|--------------------------|-----------------|
| Checking account | \$12,433.82 |
| Vanguard Prime Portfolio | 22,859.63 |
| Vanguard Federal | <u>7,199.82</u> |
| Total | \$42,493.27 |

James H. Cox
Treasurer

PRECIS OF THE BOARD OF DIRECTORS' MEETING October 6th, 1994

Following the format adopted in 1993 to precis the minutes of SAH Board meetings, the following is an account of the major items discussed by the Board at its meeting in Hershey on October 6th, 1994. Any member wishing a full copy of the minutes should send a self-addressed, stamped envelope to the editor.

The meeting, held at the Hershey Country Club, began about 7:40 PM and adjourned around 10:45 PM. Taylor Vinson chaired the meeting. Eleven of the thirteen officers and directors attended, Helen Earley and Tom Deptulski absent because of illness. Also attending were director-elect Skip Marketti, UK Chapter secretary Peter Card, and former president Beverly Rae Kimes.

Secretary's Report

As of the date of the meeting, membership stood at 646. The new procedure adopted midyear whereby annual dues are transmitted directly to the Treasurer lessens the likelihood that checks will be misplaced by the U.S. Postal Service in the normal course of mailing.

Treasurer's Report

The annual financial statement appears elsewhere in the *Journal*, and a short analysis appears in the President's Paragraphs. The bottom line is that SAH showed net income exceeding net expenses in the year by about \$4,500. The treasurer was requested to prepare a formal budget for the forthcoming fiscal year and he agreed to do so in the near future.

Silent Auction

Karl Zahm, auction chair, reported that winning bids in the Silent Auction which closed October 1st totalled approximately \$6,000, as compared with approximately \$2,500 in the previous one. Once again, Karl has volunteered to absorb costs of mailing items to winners (about \$300) and has agreed to serve as chair for the 1995 Auction. The Board expressed its gratitude for Karl's exemplary generosity.

Old Cars did not publish SAH's press release on the Auction until too late for its readers to request and receive an auction catalogue. Those who requested catalogues will be placed on the mailing list for the 1995 Silent Auction.

Editor's Report

Kit Foster reported that *SAH Journal* had been produced on schedule, and that the Silent Auction catalog was mailed in mid-August. The new membership brochure was distributed to directors and there was discussion about the best way to get a copy to each member. A new membership directory is planned in Spring 1995.

SAH Observance of Auto Industry Centennial

For the last several meetings, the Board has attempted to learn whether the American automotive industry is planning to observe its centennial in 1996, as there is sentiment in favor of SAH participating in it. The assistance of the Henry Ford Museum has been sought in this project.

Jim Wren informed Taylor Vinson that industry representatives have told AAMA that they have no interest in observing the centennial. Further, the Museum has yet to manifest a tangible, serious interest in it.

Because of the importance of the centennial and the purposes

for which SAH was formed, Taylor believes that SAH is duty bound to observe it in a formal way. He suggested at the minimum a one-day seminar in Detroit in '96, to be expanded if sufficient interest is shown. Topics could include the significance of 1896, the world as it was in those days, the role of Detroit in the early years (Detroit Historical Society might present this paper). SAH has plenty of talent in the Detroit area who can advise and participate. Although no formal vote was taken, individual members of the Board expressed their approval of this project, noting that it would make the Society more visible to the automotive world, and that it could afford a project in which the Leland Chapter might participate. The presence of a firm commitment by SAH might serve as a catalyst for the city and industry itself to come around to the idea of a commemoration.

Sinclair Powell was asked to find a locale for such a seminar, and to recommend an appropriate time. Tom Deptulski will be our scout for food and lodging. Although the seminar is most likely to be held at the time of the Spring Board meeting in April 1996, if the Henry Ford Museum is chosen there may be other times at which the Museum receives more visitors, affording the possibility of greater attendance at the seminar. Taylor will be in touch with possible advisors and participants and will have a report for the Board at its next meeting on April 8th, 1995, in South Bend, Indiana.

Repository for Cugnot/Benz Award Winners

In a continuing effort to locate a repository for a collection of all Cugnot/Benz Award winners for long-term loan to a suitable library, Sinclair Powell apprised the Board of his and Helen Earley's ongoing activities. The list of candidates has been narrowed to four or five, and the Board expects to be able to make a choice at its next meeting.

Committee Chairs for 1994-95

Taylor announced that Pat Chappell is the new Publications Chair, exchanging places with Nick Fintzelberg who becomes head of the Cugnot/Benz Awards Committee. Matt Sonfield will chair the Brigham Award, replacing Taylor Vinson. The remaining chairs are unchanged: Jack Martin, Nominations; Jim Wren, Ingersoll and Bradley; Dave Lewis, Friend of Automotive History; Matt Sonfield, Membership and Publicity; Helen Earley, Archival.

New Business

The meeting concluded with a discussion of new business. In October 1989, the Board appointed Dick and Grace Brigham to compile documentation of the Society's birth and early years, accompanied by a grant for this purpose. Grace reported during the summer that she is working on a book on this and related topics, and that she has completed several chapters. She asked who should hold the copyright. After discussion, a recommendation was made that the copyright be jointly held by Grace Brigham and the Society.

Member Robert O. Jones, under his pen name of William Northcote, is co-producer of "The Dream Behind the Machine, The Men Who Put America on Wheels," a television special intended to air in '96. The project is looking for funding, and Mr. Jones (SAH's '94 Ingersoll winner) asked for permission either to directly approach SAH's membership through use of the Directory, or through an ad in the *Journal*. The Board decided that the latter would be more appropriate.

-Precis by Taylor Vinson

PUBLICATION AWARD NOMINATIONS SOUGHT

As 1994 draws to a close, members should consider which works published during this year have demonstrated excellence in the field of automotive history.

CUGNOT AND BENZ 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 for the best article on automotive history appearing in a periodical during the same period. Cugnot and Benz Award Committee chair Nick Fintzelberg has announced that nominations will be received until March 1st, 1995. Nominations may be made either by mail or by phone to:

Nicholas Fintzelberg
730 Golden Park Avenue
San Diego, CA 92106 USA
Phone (619) 222-0072

Nominations are encouraged for works on subjects directly related to automobiles, automotive accessories, or the automobile industry. The Committee is especially anxious to learn of works from publishers not regularly known in the world of automotive history. However, topics which are narrow in scope, which are principally photo-journalistic in nature, or which do not reflect original research or the use of primary sources are unlikely to be realistic contenders.

Nominated works must bear a copyright date or date of issue in calendar 1994, although serial articles also appearing in parts of 1993 or 1995 will be considered for the Benz Award if they have not previously been nominated. Nominations should be accompanied by a copy of the work; if this is impossible, the address of the publisher must be given in full so that the Committee may request a copy.

BRIGHAM AWARD

The Richard and Grace Brigham Award is presented annually to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. Any member who believes a publication is worthy of this award for calendar 1994 is asked to send the nomination to the 1994-95 award chairman, by the deadline of March 1st.

Matt Sonfield
20 Hilltop Drive
Syosset, NY 11791 USA

Copies of all 1994 issues (or a representative sampling for frequently published periodicals) must accompany the nomination, and will be returned after the award is presented, if so requested. If the nominator is unable to provide issues, it is suggested that he or she send a copy of the nomination letter to the publisher with a request that issues be sent to Matt Sonfield.

A publication may receive the Brigham Award only once in a five-year period. Previous winners ineligible for this year's award are:

V8 Times
Special Interest Autos
The Bulb Horn
Collectible Automobile
La Vie de l'Auto

E.P. INGERSOLL AWARD

The E.P. Ingersoll Award was instituted to recognize the best treatment of automotive history in other than print media. Previous winners have been video productions and audio tapes, but any non-print media are eligible. As for the other publication awards, nominated works must have been produced in 1994. Nominations, with a copy of the work, should be sent to:

James A. Wren
5930 Glen Eagles Drive
West Bloomfield, MI 48323 USA

Deadline for all nominations is March 1st, 1995.

DOING SOMETHING INTERESTING.....

MARSHALL PUBLISHES ALFA BULLETIN

SAH member Peter Marshall, of Esher, Surrey, UK, maintains the Alfa Romeo 1900 Register, and has just published the latest in a series of occasional bulletins devoted to that Alfa model. The twelve-page issue concerns Alfa history (including some coverage of the 6C2500), news of cars discovered and under restoration, and ads for vehicles and parts. The high-quality publication is bilingual in English and Italian. For further information on the Alfa Romeo 1900 Register, contact Peter Marshall, Mariners, Courtlands Avenue, Esher, Surrey KT10 9HZ England.

COOLING EDITS JAGUAR AUTOMOBILIA COLLECTOR

SAH member Ian Cooling, who resides in Switzerland, is the editor of *Jaguar Automobilia Collector*, a periodical which covers news and history of Jaguar items of automobilia. Published in England by *Jaguar World Magazine*, *Jaguar Automobilia Collector* carries book reviews, auction reports, classified ads, and feature material. Recent features have included a series on Jaguar literature. For more information on *Jaguar Automobilia Collector*, contact PJ Publishing Ltd., P.O. Box 40, Hornchurch, Essex, RM11 3LG England.

de BOER UPDATES AND ENLARGES ITALIAN REGISTRY

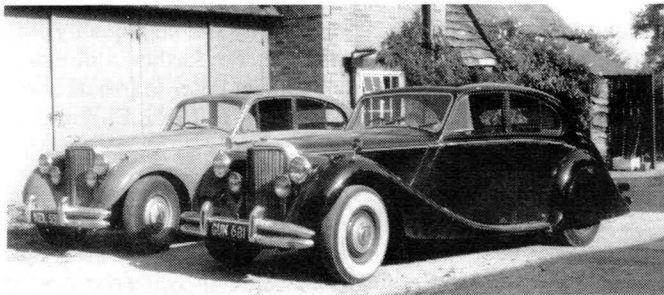
John de Boer, of Walnut Creek, California, has published a new edition of his compendium of Italian automotive information. An enlarged and updated edition of his previous volume *The Registry of Italian Oddities* (subtitled "The Etceterini Register"), *The Italian Car Registry* is a 352-page catalog of Italian auto manufacturers, coachbuilders, accessory manufacturers, and their products. It is organized by marque and chassis number, cross-referenced by coachwork number, and contains separate indices for Colotti transmissions, radiators, license plates, and the racing history of driver René Dreyfus.

For further information on *The Italian Car Registry* contact John de Boer at 3305 Valley Vista Road, Walnut Creek, CA 94598-3943 USA.



MICHAEL'S JAG

I was intrigued to see the cover photograph of KEL 551 on *SAH Journal* No. 152. I can confirm that this was a car owned by Michael Sedgwick, and I am pretty certain that the picture you have used is of him driving it. As a matter of interest, this photo from our files was taken outside the house in which Sedgwick lived, and is captioned on the back in his typing in a style absolutely typical. From memory, I think GUK 681 used to belong to one of Michael's female friends. **Michael Ware, National Motor Museum, Beaulieu, Brockenhurst, Hampshire SO42 7ZN England.**



Sedgwick captioned this photo: "I COULDN'T GIVE MY POOR OLD JAGUAR AWAY. Here she is in 1962 at Beaulieu, in company with a hotted up 3-1/2 litre version, bought (oh! happy days!) for £90 at the ripe old age of ten. The two realised around £100 when they were passed. But nowadays we'd count ourselves unlucky if we got six times that amount." Handwritten next to the caption is "1950 Jaguar 2-1/2 litre Mk V (stock) [KEL 551], 1949 Jaguar 3-1/2 litre "Lotus" 145 hp, C/R box, competition clutch" [GUK 681].

WAHLBERG DATA WANTED

I wonder if anyone has encountered data on Nils Erik Wahlberg, my uncle, who was vice president of engineering at Nash Motors and head of construction at Nash from the company's very beginning until just after its merger to become American Motors.

Wahlberg's life was the proverbial American success story. He had to leave Finland as a student because of the political oppression of Imperial Russia. He went to study in Switzerland, and after graduation as an engineer he came to the USA in 1909. When Charles Nash founded the company, Wahlberg was chief engineer at the Oakland Automobile Company, and Nash picked him for the same position. He worked very closely with Nash; you may have seen him in the well-known photograph of a Nash Model 681 (1918) with Messrs. Voorhees, Wilson, and Greiner in the back seat and Charles Nash at the wheel with Wahlberg beside him in the front seat. [photo at right, courtesy of John Conde–Editor]

I corresponded regularly with him for more than two decades, beginning in 1951 after the death of my father, Erik Wahlberg's brother, and continuing until my uncle's death. Unfortunately, our correspondence dealt very little with his work at Nash.

Naturally, I am very well acquainted with the circumstances of my uncle's childhood and youth, and also of his personal life in the USA. I am now collecting biographical data of him, mainly news about his promotion to full vice president and of course the obituaries. If anyone possesses such material I should be very obliged if they could send copies. I am, of course, ready to cover the cost for this. **Peter Wahlberg MD, PhD, Asvagen 14-B, FIN-22100 Mariehamn, Aland Islands, Finland. Telephone 358 28 22770.**

THANKS FROM CHARLIE

The tape that SAH members made for me at Hershey is a wonderful demonstration of brotherly love. My only wish is that I could have shaken hands with everyone who participated.

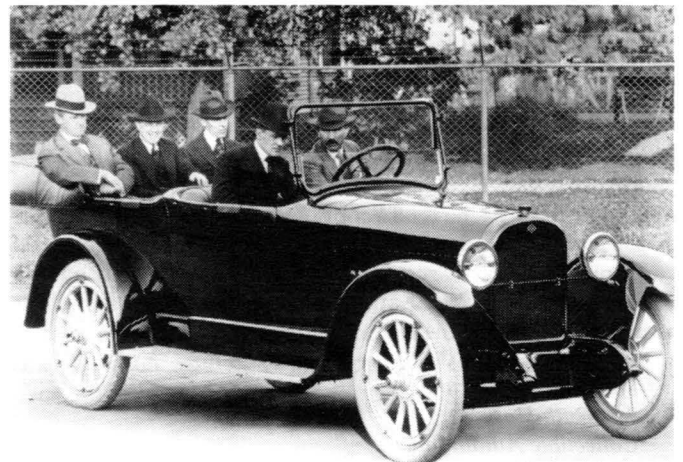
Thank you all and God bless all of you. With warmest greetings, **Charlie Betts, 804 Yardley Commons, Yardley, PA 19067**

OPEL KADETT IN BOCHUM

"Räder Für's Revier" is an oral history project of the Volkshochschule Bochum in Germany. In about three years we want to publish a book about the history of this factory from 1962 up to 1991. Opel-Bochum is "home" of the Opel Kadett, which was produced there. This car was also exported in the 1960s to the USA, and the Kadett C was the first "world car" of General Motors.

With the help of former managers and workers we want to clear up the history of the factory. The whole project is built around eight main chapters. Themes of the chapters are: the foundation of the factory, production over thirty years, women within the factory, industrial relations, union affairs, white-collar workers, the Opel Kadett, and strikes.

We wish to get in contact with people who know facts about the prehistory of Opel-Bochum. To build the factory was a decision of GM, not of Opel in Germany. Who knows something about this prehistory? Who knows something about the development of the first Kadett: was this car an American development? Many GM managers went for some time to Bochum to work. We would like to contact GM managers who were there in the 1960s. If anyone is interested in this project or can share information, please contact me. **Dr. Christoph Wellen, Beethovenweg 10, 58313 Herdecke, Germany**



WINNING BIDS FOR 1994 SILENT AUCTION

The following are the high bids for each lot in the 1994 Silent Auction. Where multiple items were offered as a single lot, only the highest bid is shown. As the auction featured no reserve or minimum bid, all lots sold at the price indicated. In case of tie bids, the earliest postmark was used to determine the winner.

| | | | | | | | |
|---------|----------|------|--------|------|--------|------|-------|
| Lot No. | High bid | 77. | 25.00 | 154. | 21.00 | 231. | 15.00 |
| 1 | \$25.00 | 78. | 15.00 | 155. | 21.00 | 232. | 16.00 |
| 2 | 41.00 | 79. | 6.00 | 156. | 12.00 | 233. | 20.00 |
| 3 | 15.00 | 80. | 30.00 | 157. | 12.00 | 234. | 20.00 |
| 4 | 33.00 | 81. | 50.00 | 158. | 20.00 | 235. | 20.00 |
| 5 | 25.00 | 82. | 5.25 | 159. | 12.00 | 236. | 23.00 |
| 6 | 75.00 | 83. | 13.00 | 160. | 15.00 | 237. | 23.00 |
| 7 | 40.00 | 84. | 12.00 | 161. | 30.00 | 238. | 5.00 |
| 8. | 47.00 | 85. | 5.00 | 162. | 10.00 | 239. | 15.00 |
| 9. | 40.00 | 86. | 12.00 | 163. | 1.75 | 240. | 20.00 |
| 10. | 20.00 | 87. | 1.00 | 164. | 0.50 | 241. | 3.50 |
| 11. | 6.50 | 88. | 2.00 | 165. | 0.50 | 242. | 20.00 |
| 12. | 14.00 | 89. | 18.00 | 166. | 0.50 | 243. | 20.00 |
| 13. | 1.12 | 90. | 20.00 | 167. | 0.50 | 244. | 10.00 |
| 14. | 6.50 | 91. | 16.00 | 168. | 0.50 | 245. | 52.00 |
| 15. | 25.00 | 92. | 15.00 | 169. | 0.50 | 246. | 39.00 |
| 16. | 21.00 | 93. | 15.00 | 170. | 0.50 | 247. | 39.00 |
| 17. | 20.00 | 94. | 10.00 | 171. | 0.50 | 248. | 51.00 |
| 18. | 40.00 | 95. | 1.00 | 172. | 0.50 | 249. | 20.00 |
| 19. | 9.00 | 96. | 27.00 | 173. | 0.50 | 250. | 7.75 |
| 20. | 27.50 | 97. | 5.00 | 174. | 0.50 | 251. | 20.00 |
| 21. | 66.01 | 98. | 5.00 | 175. | 0.50 | 252. | 20.00 |
| 22. | 12.00 | 99. | 5.00 | 176. | 0.50 | 253. | 20.00 |
| 23. | 4.12 | 100. | 7.00 | 177. | 0.50 | 254. | 29.00 |
| 24. | 40.00 | 101. | 7.00 | 178. | 0.50 | 255. | 29.00 |
| 25. | 39.01 | 102. | 7.00 | 179. | 0.50 | 256. | 17.50 |
| 26. | 15.00 | 103. | 7.00 | 180. | 0.50 | 257. | 10.00 |
| 27. | 10.00 | 104. | 7.00 | 181. | 0.50 | 258. | 16.00 |
| 28. | 18.51 | 105. | 21.00 | 182. | 0.50 | 259. | 7.50 |
| 29. | 30.00 | 106. | 25.00 | 183. | 18.00 | 260. | 9.00 |
| 30. | 6.04 | 107. | 3.00 | 184. | 10.00 | 261. | 51.00 |
| 31. | 100.00 | 108. | 0.50 | 185. | 0.50 | 262. | 2.62 |
| 32. | 100.00 | 109. | 17.00 | 186. | £20.00 | 263. | 26.00 |
| 33. | 100.00 | 110. | 20.00 | 187. | \$4.50 | 264. | 3.25 |
| 34. | 16.00 | 111. | 15.00 | 188. | 25.00 | 265. | 3.25 |
| 35. | 7.00 | 112. | 15.00 | 189. | 2.25 | 266. | 63.00 |
| 36. | 40.00 | 113. | 15.00 | 190. | 0.50 | 267. | 63.00 |
| 37. | 10.00 | 114. | 22.00 | 191. | 17.50 | 268. | 39.00 |
| 38. | 25.00 | 115. | 24.00 | 192. | 50.00 | 269. | 10.00 |
| 39. | 75.00 | 116. | 3.00 | 193. | 10.00 | 270. | 5.00 |
| 40. | 10.00 | 117. | 3.00 | 194. | 150.00 | 271. | 5.10 |
| 41. | 1.52 | 118. | 3.60 | 195. | 20.00 | 272. | 17.50 |
| 42. | 30.00 | 119. | 0.50 | 196. | 5.00 | 273. | 24.00 |
| 43. | 1.59 | 120. | 6.00 | 197. | 10.00 | 274. | 17.50 |
| 44. | 50.00 | 121. | 20.00 | 198. | 10.00 | 275. | 8.00 |
| 45. | 27.50 | 122. | 80.00 | 199. | 10.00 | 276. | 11.00 |
| 46. | 102.00 | 123. | 5.00 | 200. | 1.00 | 277. | 11.00 |
| 47. | 3.51 | 124. | 25.00 | 201. | 1.00 | 278. | 11.00 |
| 48. | 21.00 | 125. | 1.75 | 202. | 0.50 | 279. | 11.00 |
| 49. | 11.00 | 126. | 21.00 | 203. | 0.50 | 280. | 3.00 |
| 50. | 102.00 | 127. | 15.00 | 204. | 0.50 | 281. | 5.00 |
| 51. | 4.00 | 128. | 12.00 | 205. | 0.50 | 282. | 6.50 |
| 52. | 11.00 | 129. | 17.00 | 206. | 20.00 | 283. | 45.00 |
| 53. | 8.00 | 130. | 5.00 | 207. | 3.00 | 284. | 5.75 |
| 54. | 26.95 | 131. | 35.00 | 208. | 0.50 | 285. | 5.00 |
| 55. | 25.00 | 132. | 27.00 | 209. | 2.00 | 286. | 1.00 |
| 56. | 5.00 | 133. | 20.00 | 210. | 0.50 | 287. | 18.00 |
| 57. | 29.00 | 134. | 0.50 | 211. | 22.00 | 288. | 31.00 |
| 58. | 4.00 | 135. | 17.50 | 212. | 0.50 | 289. | 15.51 |
| 59. | 27.50 | 136. | 27.50 | 213. | 100.00 | 290. | 21.00 |
| 60. | 25.00 | 137. | 105.00 | 214. | 5.00 | 291. | 5.00 |
| 61. | 11.00 | 138. | 103.00 | 215. | 7.00 | 292. | 0.50 |
| 62. | 27.00 | 139. | 37.00 | 216. | 7.00 | 293. | 20.00 |
| 63. | 22.50 | 140. | 0.50 | 217. | 36.00 | 294. | 9.00 |
| 64. | 25.00 | 141. | 5.00 | 218. | 4.55 | 295. | 10.00 |
| 65. | 0.51 | 142. | 7.00 | 219. | 48.00 | 296. | 0.50 |
| 66. | 5.00 | 143. | 57.00 | 220. | 12.00 | 297. | 12.00 |
| 67. | 60.00 | 144. | 0.50 | 221. | 15.00 | 298. | 18.00 |
| 68. | 18.00 | 145. | 0.50 | 222. | 10.00 | 299. | 10.00 |
| 69. | 14.00 | 146. | 5.00 | 223. | 16.00 | 300. | 1.00 |
| 70. | 8.00 | 147. | 10.00 | 224. | 19.00 | 301. | 10.00 |
| 71. | 50.00 | 148. | 11.00 | 225. | 12.25 | 302. | 0.50 |
| 72. | 2.31 | 149. | 7.00 | 226. | 20.00 | 303. | 20.00 |
| 73. | 100.00 | 150. | 101.00 | 227. | 10.00 | 304. | 2.15 |
| 74. | 25.00 | 151. | 69.00 | 228. | 6.00 | | |
| 75. | 26.00 | 152. | 104.00 | 229. | 20.00 | | |
| 76. | 3.00 | 153. | 68.00 | 230. | 20.00 | | |

RAVEL'S RHAPSODY OF THE ROAD

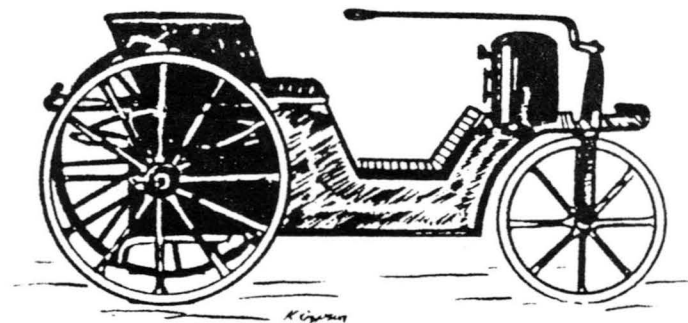
by Keith Marvin

With regard to the book authored by member Marc Douëzy d'Ollandon on the two makes of cars begun by his late great-grandfather Louis Ravel, Th. Schneider and Ravel (*Les Automobiles de Besançon*, reviewed in *SAH Journal* No. 149), I find it interesting that there was an earlier self-propelled road vehicle which also bore the Ravel name. This was an oil-fired steam vehicle, built under French patent 82263 J.R. dated September 2nd, 1868. The builder was one Joseph Ravel, a Swiss engineer. What I find of singular significance is that M. Ravel and his Basque wife were the parents of Maurice Ravel (1875-1937), one of the foremost composers of this century and possibly the greatest orchestrator of his time. This Ravel is probably best known to the average orchestral listener for his magnificent tour de force "Bolero," composed in 1928 for internationally-famed ballet dancer Mlle. Ida Rubenstein.

Joseph Ravel was well known as a builder of railways in Spain, which reminds one of another Swiss-Spanish connection in Marc Birkigt and his Hispano-Suiza automobiles.

The steamer's single cylinder and drive were located in a box beneath the seat. In *Ravel* by M. Roland-Manuel, a biography of Joseph's composer son published by Dennis Dobson Ltd. in London in 1947, the car is mentioned: "Pierre Souvestre vouches for a motor vehicle built by Joseph Ravel and heated by this method which, driven by the inventor, traveled to and fro in two hours along the Rue de la Revolte during the winter of 1868." Another unusual notation in Roland-Manuel's book suggests the name "Ravel" itself had an aura of mystery about it as regards Joseph, a native of Versoix, a small market town in the Canton of Geneva. The author notes that no known family of that name could be located from that area, adding that some scholars had conjectured that it may have been a misspelling of "Ravex" or "Ravez." He reports that it was later suggested that the mixup had occurred in a misreading of "Ravet."

Certain assertions were also advanced in other historic accounts of the family. It has been claimed that at least one and perhaps more persons met their deaths in the Ravel car when it went out of control, presumably at an exhibition. I have not been able to verify this, and such reports as I have seen relating to the alleged tragedy were not consistent regarding the details.



Drawing of the 1868 Ravel machine by Ken Gypson—Courtesy of Keith Marvin.

MYSTERY ENGINE

What the heck is this? This photo came with some material on William Hewson's "Rocket" automobile (see *Special Interest Autos* #129), and is noted on the reverse "3-10-48 photo of reworked Ford engine for new prototype never made." The ancillaries look rather Ford-ish, but was Ford building experimental ohv engines as early as 1948 (or is the date suspect)? Note that it's a V6, an architecture that did not come of age in the USA until much, much later. The castings appear pretty bright, and might be aluminum. The number on the photo is 28874-5 (whose numbering scheme we don't know.) Has anyone seen it before?



STUDEBAKER CARS, by James H. Moloney. 392 pages, over 1,500 black-and-white photographs. Hardbound, 8 1/2 x 11 inches. ISBN 0-87938-884-6. A Crestline book from Motorbooks International, P.O. Box 1, Osceola, WI 54020. \$39.95 plus \$4.50 shipping and handling.

The Crestline series, initially published by SAH member George Dammann and recently acquired by Motorbooks International, needs little explanation. The tried-and-true formula combines a no-frills text with a plethora of pictures and abundant captions in a year-by-year chronicle of the make in question. This one, for my money, is one of the best to date. Studebaker's history is one of the most complex of all American automobiles, and this is its story.

Founded in 1852 as a wagon manufacturer by the five bearded Studebaker brothers, the company excelled with a complete line of wagons and carriages for every purpose. The first electric cars were introduced in 1902, and gasoline models two years later. Although electric passenger models were available into 1910 and trucks for

two years more, the gasoline cars took an early lead, along with their cousins Garford, Flanders, and EMF (Everitt, Metzger, Flanders). The company produced almost every type of vehicle, including cars, trucks, buses, hearses, ambulances, and many others. By the early twenties, the firm was marketing three different models in distinctly different price ranges, but retaining the Studebaker badge on all their radiators. It added a light companion car, the Erskine, named for company president Albert Erskine, for 1927, a car purportedly built on "European lines." It was not a success, and was subsequently phased out during 1930. The firm's 1928 marriage to Pierce-Arrow seemed advantageous to both, but it wasn't and ended in divorce in 1933, the same year that Erskine committed suicide. In 1932, another companion car, the Rockne (named for Notre Dame football coach Knute Rockne) debuted, and quite a few were sold before the line was discontinued the following year. Post-World War II Studebakers, of course, exhibited some of the most advanced styling, courtesy of Raymond Loewy and his associates, the company's production retreating to Canada before ceasing in 1966.

This book is well worth your while to own, especially if you owned and loved Studebakers, as I did for many years.

—Keith Marvin

HAUTS-DE-SEINE BERCEAU de l'AUTOMOBILE, by Jean Fondin. 258 pages, 317 black-and-white photographs, diagrams, and drawings; 99 color plates and photographs. Hardbound, 9 3/4 x 11 1/4 inches, ISBN 2-7268-8116-5. Published by E.T.A.I./La Colline de l'Automobile. Available from Librairie du Collectionneur, 4 rue Cassette, 75006 Paris, France. FF 395 (approx. \$72.00 US).

Like J.L. Elbert, when barely in my teens I would write to the European automobile manufacturers for their latest literature, and none bore more evocative return addresses than those from the Paris area. What Samarkand and Timbuctoo were to other boys, Bois-Colombes and Suresnes were to me. Thus this book had an immediate appeal, containing as it does histories of the many cars which saw the light of day in the shadow of the City of Light, "cradle of the automobile." These include not only well-known marques like Amilcar, DeDion-Bouton, Citroën, Delage, Farman, Grégoire, Hispano-Suiza, Renault, Salmson, Simca, and Voisin, but little charmers (to me at least) like Alda (Ah! La Délicieuse Automobile!), Bedelia (literally a back seat driver), Bucciali, Derby, Georges Irat, Rally, Tracta, and Tracford.

Co-published by La Colline de l'Automobile, the must-see new museum at La Defense in the west end of Paris, the first 147 pages are lavishly illustrated with full color illustrations taken from posters and catalogs of the 1900-1940 era, most of them new to me, as well as a liberal sprinkling of black-and-white photos. The text develops the role of the region and specific manufacturers in automobile production until today, treating, among others, the cyclecar and streamlining crazes, the Depression's effect on the small producers, and "la belle aventure de Facel Vega."

The final 104 pages are brief histories of each of the marques, from A to Z, with a black-and-white photo of most. Much to my delight, street addresses are included. In those boyhood days I vowed to someday visit the hallowed portals in places like Levallois-Perret, Nanterre, Puteaux, Neuilly, Courbevoie, and Gennevilliers. It may be a little late now, but at least I know where to go. Alas, with all its many virtues, the book lacks any kind of map, regional or otherwise. For that, you'll have to visit Professor Laux's *In First Gear*.

—Taylor Vinson

MONARCH - METEOR, by R. Perry Zavitz. 128 pages, 266 black-and-white illustrations. Softbound, 7 1/8 x 9 7/8 inches, ISBN 0-9697958-0-7. Quad Printing (Bothwell), Inc., Bothwell, Ontario N0P 1C0, Canada. \$15.00 plus \$4.50 shipping and handling from Classic Motorbooks, P.O. Box 1, Osceola, WI 54020.

Perry Zavitz needs no introduction in this *Journal*. His book *Canadian Cars: 1946-1964* has pretty well been accepted as the chronicle on the postwar automobile industry in that country. This new volume is an illustrated history of the various variations produced by Ford Motor Company of Canada, including gussied-up Fords and Mercurys redesigned and rebadged under such names as Frontenac, Meteor, and Monarch. The cars varied in appearance from year to year, and were not exported to the United States. The Frontenac was actually the counterpart of the US Falcon, but its appearance was so different that it would have been difficult for a neophyte to guess that under the skin it was a Ford, pure and simple.

The Meteor was basically a retrimmed Ford sold by Canadian Mercury dealers. I think the 1955 Meteor is as beautiful a car as might be had at any price. Though its Ford parentage shows through, the handsome V-motif grille and three color paint combination puts it in a class of its own. Some 23,590 were produced that year, and I recall seeing them everywhere in Montreal, the "Rideau" hardtop being one of the prettiest designs of any contemporary car.

Perry Zavitz's book tells the story of these Ford angles, as well as of the Monarch, a Mercury variant for Ford dealers, in post-World War II Canada, a breed apart from US models of the day. For the serious historian, *Monarch - Meteor* is a must.

—Keith Marvin

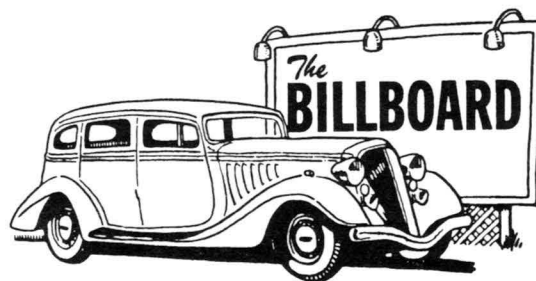
A SPEEDBOAT SCRAPBOOK 1920-1950, compiled by William T. Campbell, Jr. 572 pages. Hardbound, 8 1/2 x 11 inches. Published in 1992 by William Campbell, 641 Park Rd., Downingtown, PA 19335. \$65.00 postpaid.

Internal combustion-engined powerboats are as old as the automobile, and the same people and engines have been active in both camps (and in aviation) down through the decades. The folklore and literature of each of those disciplines, however, has remained specific to each, so that being well-informed in one field permits one to remain largely illiterate in the other. Now at last a new source work has surfaced which makes conveniently available to the total outsider an authentic, chronological history of powerboat regattas during these important decades. The emphasis is upon racing in the Gold Cup, Harmsworth, President's Cup, Sweepstakes, and Free-For-All classes. But they are not all. One encounters engines such as Packard, Wright, Allison, Duesenberg, Miller, Isotta-Fraschini, Hispano-Suiza, and Soriano. One also finds automotive personalities such as Jesse G. Vincent, Edsel Ford, Horace E. Dodge, Guido Cattaneo, Lou Fageol, and Bennett Hill.

The volume is similar to Floyd Clymer's epic history of the Indy 500, which consists of reprints of contemporary press coverage. In this case, race coverage is from such publications as *Motor Boating*, *The Rudder*, and *Yachting*. The emphasis throughout is on action, and not on technical detail. Still, one does find nuggets of the latter in this work which makes available a systematically coherent view of what, until now, has been a parallel branch of automotive history inaccessible to non-specialists.

The pages of this book are not numbered; in the place of a general index is an alphabetical list of over 400 boat names. These, and the work's strictly chronological organization are its only navigational aids, whereas the lore to be netted therein is immense.

—Griffith Borgeson



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.

CORD 810-812 INFORMATION WANTED: I'm gathering material for a new book exclusively on these cars. Seeking original plans, factory photos, correspondence by or to the Auburn Automobile Company or the Cord Corporation; recordings of transcripts of employees or executives of these companies or any of their subsidiaries or suppliers. Would like to borrow long enough to make copies. All material carefully handled, and promptly returned. Lenders will be acknowledged in the book. **Josh B. Malks, 1802 Frobisher Way, San Jose, CA 95124 (408) 266-0789 FAX: (408) 723-3471 E-mail: carkeeper@aol.com.**

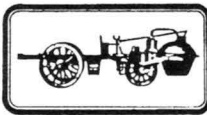
THE BEST OF BILL'S CAR STORIES - Twelve short stories under such headings as "Hershey Mud", "Do Automobiles Have Sex?" and "King Tut's Kiddie Car." Softcover 8 1/2 x 11 inches, \$10.00 postpaid in USA. **Bill Cameron, 7495 Clearwater Road, Minocqua, WI 54548**

WANTED: VSRRC starting grids for all races from 1963 through 1966. I could also use photos you took at the races for a book I'm writing. I also have a list of racing books and programs for sale or trade; send SASE. **Mike Martin, 1100 Beach Ave., Marysville, WA 98270**

VAST ASSORTMENT of American and foreign brochures, books, artwork, programs, and magazines covering the turn of the century to the present. Free catalog of items for sale. **Rob McLellan, 9111 Longstaff Dr., Houston, TX 77031-2711 (713) 772-3285 FAX: (713) 772-3287**

FOR SALE: *La Pratique Automobile*. French magazine, 1906 to 1913 issues bound in eight volumes. Offers. **A.C. Tatlock, "Bonjour," 26 de Marzo 1217 A502, Montevideo, Uruguay.**

WANTED: Photo archive information from British Royal Engineers, US Army motor pool, Allied Control Commission, or any other source of auto- or motorcycle-related photos from 1940s Europe. I am looking for Volkswagen photos and photos of the factory reconstruction. Also German and American military motorcycles, captured vehicles, etc. Searching for a source of Eastern Europe/Soviet archive of World War 2 photos. Has anyone searched the Library of Congress or National Archives for WW2 and 1940s auto- or motorcycle-related photos? Any help or direction appreciated. Thanks. **Chris Morley, Box 1704, Redondo Beach, CA 90278 USA (310) 371-3919, FAX: (310) 371-4827.**



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FEDERAL CASE: The 1930s produced some stylish trucks, of which niche manufacturer Federal Motor Truck Company had its share. This Federal Model 8911 carries a 2030-gallon, seven compartment tank by the Butler Manufacturing Company of Kansas City. Cab-over-engine trucks were introduced to the Federal line in 1937, so this photo must date from that era. Walter Gosden collection.