

# SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

May-June 1996

Issue Number 162



## HISTORY CONFERENCE IN HIGH GEAR

At press time, more than 35 proposals had been received for papers to be delivered at the centennial automotive history conference "The Auto Industry - Past, Present and Future" to be held in September at the Henry Ford Museum. Because of the excellent quality and interesting topics of these proposals, the conference has been extended by half a day; conference dates are now September 4th through 7th.

Presented jointly by the Society and the Ford Museum, the conference will kick off with a dinner reception at the Museum on Wednesday evening, September 4th. Thursday will give everyone a chance to take part in one of three tours being offered: City of Detroit (The Past: Piquette Avenue, Highland Park, and Hamtramck), Ford Country (The Present: hard hat tour of the Rouge plant and visit to Fair Lane), and Auburn Hills (The Future: Chrysler Technical Center).

Conference sessions will begin on Friday morning, and will continue through Saturday morning. A keynote luncheon will be held on Friday; luncheon speaker will be David Cole, Director of the Office for the Study of Automotive Transportation at the University of Michigan. Friday evening will feature a reception at the Detroit Public Library and visit to the National Automotive History Collection, and a dinner reception at the Detroit Historical Museum where the new Motor City Exhibit is featured.

Conference registration and fees have been arranged on an à la carte basis, so that attendees need only register and pay for the events they are able to attend. A discount on the general registration fee is offered to SAH members, and a further discount is given for "early bird" registration prior to June 14th. Registration materials have been sent to all SAH members.

This will be a major event both in the celebration of the US auto industry's centennial and in the Society's year. Don't miss it!

## LAST CALL FOR SILENT AUCTION

The Society's largest fund raiser, the annual Silent Auction, heads into the final stretch as chairman *Jim Schild* begins to prepare the catalog. Members are asked to scour their shelves and cabinets for books, literature, and items of automobilia which they no longer need and which may be donated to the Society. Since SAH is recognized by the US Internal Revenue Service as an exempt organization under section 501(c)(3), the value of items contributed may be a deduction on your 1996 Federal tax return.

Books and quality literature are always good sellers; as is automotive artwork. Experience has shown, however, that repair manuals, especially for late-model cars, are not in great demand.

Please send your contributions, to arrive by the July 1st deadline, to:

Jim Schild, Chair  
1996 SAH Silent Auction  
933 Strodtman Road  
St. Louis, MO 63138 USA

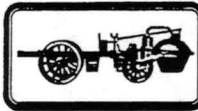
## WINDLE EDITS V8 TIMES

*Jerry Windle*, of San Diego, California, has been named by the Early Ford V8 Club to edit the Club's magazine *V8 Times*. Windle is president of the Early Ford V8 Foundation, based in Livermore, California, an educational foundation dedicated to Ford V8 history. He has also edited the foundation's newsletter.

*V8 Times* was the 1991 recipient of SAH's Richard and Grace Brigham Award for the best overall coverage of automotive history. Windle's first issue will be published for May/June 1996.

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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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## EDITORIAL

This is my favorite time of the year. From April to October, there is a car show or swap meet nearly every week. Although, I have a good time, neither my bank account nor my significant other fully appreciate these events.

Car show season for me actually starts in January. The North American International Auto Show in Detroit, Philadelphia Auto Show, and Pennsylvania Auto Show in Harrisburg whet my appetite for automotive knowledge early in the year.

Then, the lull hits and I wait until April.

The Jacob K. Javits center hosts the New York Auto Show just before Easter. This year, I heard Robert Eaton of Chrysler speak on the future of his company. I saw Mazda introduce the MX5 Miata coupe—a very nice little car. Subaru, with the aid of actor Paul Hogan, pulled the wraps off of their '97 special editions models. Land Rover, General Motors, Volvo, and Jaguar displayed their new 1997 models, all special in their own way.

But, New York only marks the beginning of the season. Later in April, it's Carlisle.

Acres and acres of cars, parts and literature. "If you can't find it at Carlisle, you don't need it." Just start at the low end of the fairgrounds and work your way up row by row. Some vendors have parts for very specific models, some have tires or wheels for any car, some have toys for the kids (or those of us who still think we are children), some have collections of old magazines and sales brochures.

Mid-way up the field is the main pavilion. By now, it should be lunch time. A quick stop over at the Amish steak sandwich shop or the local high school band booster's stand for a bite to eat and you are ready to continue.

Inside the nearby pavilion are more literature vendors. Service manuals for nearly every car known to man, old *Automobile Quarterly* issues, and all the sale paraphernalia you could need. Have you ever seen a sales brochure for a '66 Duesenberg? Only \$75.

In the upper field are the cars. Hundreds of cars—the Carlisle press information claims 1,800. If I only had the money and the space to store them, I would drive away each year with a dozen or so cars. I have been enticed by an East German Trabant, a '78 Lincoln Continental convertible, three wonderful hearses (just last year alone), Bricklins, and many other fascinating cars and trucks.

I always leave Carlisle having spent a large sum of money, but I have my treasures.

In May, Carlisle hosts a show dedicated to imports and kit cars. This show is not nearly as large as Spring Carlisle, but this leaves room for a small car show. In the show are such great marques as Citroën, DeTomaso, Maserati, Lamborghini, TVR, MG, Triumph, Volkswagen, and Datsun/Nissan, plus the best kits and replicas on the east coast.

All summer, weekends are spent visiting car shows from New York to Maryland. British cars are the main attraction for me, but the occasional truck or classic car show will draw my attention. From MGs at the Rocks State Park in Maryland to Lamborghinis and Maseratis in the Poconos, I search them all out.

September and October are full. The last weekend in September features the Meeting of the Marques, an all-British show outside of Harrisburg. The next weekend is the Fall Carlisle flea market. The following Thursday, it's off to Hershey for my shopping day. Friday, up to the Poconos for an invitation-only ride-and-drive of all the new cars. Later on Friday, it's back down to Hershey for the SAH banquet. Saturday is the Fall Foliage Festival and Antique Car Parade in Bedford, Pennsylvania.

After October, I get to rest until the new year and then it starts all over again. I wouldn't give it up for the world. I learn something new at every show and it draws me back each year. I have just a couple of problems: do you know where I can find large stack of money and an enormous home with an eighty-car garage?

- Sam Fiorani

## PRESIDENT'S PERSPECTIVE

Which side are you on? This plaintive cry became a clarion of the labor movement in the 1930s, and has been appropriated by all sorts of other causes, social, political, and economic, ever since. Alas, despite our best efforts and hopes, it tends to apply to automotive history as well, and the dividing line between the "sides" inevitably seems to be the war.

I don't have to tell you *which* war; in our oft-used hyphenated adjectives "pre-war" and "post-war" the war is understood. It's World War II, which, almost conveniently, now divides "our" history into two neat half-centuries. No other event has caused such a major separation of automotive thought, assisted, no doubt, by the worldwide hiatus in private vehicle manufacture and design. The effects of the war, too, profoundly affected the products and markets which followed, and also, it seems, the way we look at history. At one time, of course, the pre-war period *was* the history; all else was merely the present. But, as I like to point out, we no longer have that convenience. History extends almost to this moment; even the day on which I wrote these words is itself now history.

I'm a big fan of equal opportunity. As your editor for six years and your president for that many months, I've tried to promote equal opportunity for partisans of all eras of history - as well as all *types* of automotive history of all types of motor vehicles. It sets me back, then, when I receive a letter like one which recently appeared in my mailbox. A member writes of his impressions about our Society: "...I am somewhat unwelcome in the SAH due to my post-war area of interest. I too have gotten the impression that the SAH is rather 'stuffy.' There have been some indications, from what I've read in the *Journal*, that some within SAH believe automotive history ceased after the 30s."

So much for my feeling that I had enabled and promoted equality of coverage for pre- and post-war history during my stewardship of SAH publications. In my view I tried, but in that member's opinion I certainly did not succeed.

I must admit there's some truth in his observation. Other members have forthrightly stated that they feel SAH *should* focus on the pre-war period. That's where there's the most interest within the membership, they argue (which, from anecdotal evidence, I conclude, *may* be true, though we've never attempted an actual survey to find out). There's so much we *don't* know about that period, they say, for records weren't as well kept (if at all) and there are so many different cars built (or attempted to be built) by so many people. That's the history, some will argue, which deserves the bulk of our collective attention.

I must also admit that my "products," the *Journals* from No. 118 to No. 158 and *Automotive History Reviews* 24 to 29, have a heavy pre-war slant. I established a goal of having at least one post-war article in each *Review*, and I did not always meet it. The manuscripts submitted by contributors, member and non-member, did not always support that modest goal, despite my (albeit erratic) efforts to encourage a steady supply of postwar articles.

Citing the appearance of a "Billboard" ad for information on the 1966-69 Pontiac overhead cam six engine, our

disappointed member sticks his neck out to place an ad of his own seeking information and primary sources on the construction of 1950s and 1960s cars. He did not mention, if indeed he noticed, that the Pontiac ad he referenced was my own. But I was able to tell him that it resulted in a *flood* of information: all the data I was seeking and some I didn't know existed. I was directed also to some primary sources, people who had worked on the engines, designing, building, and modifying them, during their automotive careers. Clearly we do have members interested in and knowledgeable about post-war history. In contrast, my more recent plea for simple specification data on a 1931 Checker has yielded only a couple of inconclusive replies, though whether this more accurately reflects the level of interest or merely a scarcity of data I'm not sure.

Our member closed his letter with an ominous thought: "Just as the Carlisle event became necessary to answer the needs of hobbyists that Hershey refused to acknowledge, a post-war automotive historical society is always a possibility to consider." I hope not. I think this division would not serve either constituency very well. Our membership, of those with pre-war, post-war, car, truck, bus, personality, racing, and marque interests, now stands at slightly over 700. Though I like to think of us as a healthy organization, we are, in fiscal terms, really on the edge of viability. Many of us feel we could, and should, have twice as many members. Our fixed costs could easily support that, and the revenues from additional membership dues could be devoted almost entirely to more publications, more programs, and more history. Smaller, separate societies would be able to offer less to their members than we currently do, and I don't think it's a sure bet that post-war partisans would reap more benefits from a dedicated post-war automotive history society.

So what's the answer? If you feel slighted because of your interests, follow the example of this member. Get your light out from under the bushel! Seek information on your area of interest through the *Journal*, or by corresponding, e-mailing, telephoning or otherwise networking with other members with similar interests. When you've got something to share, submit it for publication - you'll not only help others who need your information, you'll give the publications a balance that I admit they need. Finally, recruit a member from among your colleagues with similar interests. You'll not only help with recruiting potential post-war writers, you'll create greater demand for late-model history.

In my experience, SAH members are often serious but seldom stuffy.

-Kit Foster

## W-EAU IS ME

*Frederick Usher* and *Peter E. Wahlberg* have reminded me that the Renault 4CV (*Journal* No. 161) was not air-cooled. It was water-cooled.

- Taylor Vinson

**PRÉCIS OF THE  
BOARD OF DIRECTORS MEETING  
April 27th, 1996**

The following is a précis of the major items discussed by the Board of Directors at the April 27th, 1996 meeting at Flint, Michigan. Anyone wishing a full copy of the minutes should send a self-addressed, stamped envelope to the secretary.

The meeting, held at GMI Engineering and Management Institute, was called to order by president Kit Foster at 9:30 AM. Ten of the directors were present at roll call; Tom Deptulski arrived after the meeting had begun. Absent were directors Don Leach and Pat Chappell. Taylor Vinson represented Don Leach by proxy. Host Richard Sarchburg was a guest at the meeting.

**Minutes of October 5th Meeting**

Draft minutes of the October meeting were distributed by Paul Lashbrook, secretary pro-tem at that meeting. Discussion followed on some points; Paul will distribute a final copy to the directors for action at the October 1996 meeting.

**Treasurer's Report**

Treasurer Paul Lashbrook distributed a report package covering the period to date in the current fiscal year. He has adopted a new computerized system, and there was much discussion regarding the various report formats presented. Paul will condense the reports, and provide balance sheets and income statements which can be compared to the previous report formats. These will be distributed to directors within thirty days. There was concern expressed that the processing of checks and credit card payments was taking too long, and Kit acknowledged that this was a problem, but promised that he and Paul would revise the procedure to ensure that all transactions were complete within four weeks.

**Membership**

Kit reported that membership currently stands at 661: 638 actives, 9 honorary, 13 founding, and one life member. Since the printing of the September 1995 Membership Directory, membership has grown by 73. A reminder to 127 members in arrears after the March 1st deadline has resulted in 25 additional renewals. Membership chair Matt Sonfield will contact members whose memberships lapsed within the last few years and invite them to rejoin. Matt also reported a 15 per cent response rate to letters sent to new prospects inviting them to join. Kit reported that the new credit card option for paying dues had been exercised by about 70 members. While it has not been extremely popular with US members, over fifty per cent of overseas members have taken advantage of it. He concluded that it was successful in its purpose of easing currency exchange for those members, and said the overall cost in card fees has been low.

**Awards**

Nick Fintzelberg reported that there are thirteen nominations for the Cugnot Award, and that competition is stiff, due to the high quality of each of the nominations. Karl Zahm, Leslie Kendall, Jim Schild, and David Gast make up the Cugnot review committee. There have been twelve nominations for the Benz Award; Benz reviewers are Leslie Kendall, Karl Zahm, Bobbi'dine Rodda, and Jack Garrison.

Matt Sonfield reported nine nominations for the Brigham Award. The committee, composed of Eric Vest, Taylor Vinson, Nick Fintzelberg, and Jack Martin was to complete their deliberations on the day of the meeting.

Kit Foster reported for Jim Wren that the Bradley and Ingersoll Awards deliberations were under way. Jim had said that he could still accept nominations for the Ingersoll Award.

Kit also reported for Dave Lewis that the call for nominees for the Friend of Automotive History Award had gone out, and that directors should submit nominations with biographic information promptly.

Taylor Vinson reported that he had not formulated a proposal on a means to recognize non-English language publication of automotive history, but would report to the Board in October.

**Publications**

Taylor Vinson reported for Sam Fiorani that *SAH Journal* has been published on schedule and significantly under budget. Much of the production work has been taken "in house" to reduce costs. He reported that the new *Journal* features were well-received by the members.

Taylor reported that he is shopping for a local printer for the *Review*. Issue number 30 is basically complete, and can proceed once a printer is selected. His schedule calls for number 31 by December 1996 and number 32 in the Spring of 1997. He also suggested we market the *Review* outside the membership.

Taylor also reported for ad manager Don Leach that he is somewhat disappointed in the response to his efforts to sell advertising space. Ad rates will remain unchanged for 1996.

**Archival Committee**

Helen Earley and Sinclair Powell reported that a formal agreement has not yet been executed with the Auburn-Cord-Duesenberg Museum for storage of our permanent SAH library, but that items can be placed there under the interim, informal agreement. The original plan had been to store only award-winning publications, but after some discussion Nick Fintzelberg moved that all nominated publications be placed there. The motion carried. The Archival Committee will monitor accessions, and recommend to the Board whenever they wish to consider de-accession of any items.

## Chapter Relations

Sinclair Powell reported that he had been unable to contact the Southern California Chapter. Nick Fintzelberg reported that a recent chapter mailing indicated 36 members, and the annual Literature Faire scheduled in July.

Sinclair reported that the Wisconsin Chapter currently has 35 members, and will be participating in the Iola car show. They are also working on a book project about Wisconsin automobiles.

The Leland Chapter met on December 10th, 1995 at Kriewall Enterprises in Romeo, Michigan; a copy of the minutes was given to the secretary. There are currently 60-70 members of the chapter.

Jack Martin reported that the Hoosier Heritage Chapter has 15 paid members, and is mostly a social activity.

Kit Foster reported no further news concerning interest in forming a possible Colorado chapter. Sinclair said he had had some discussions with Eric Vest concerning the possibility of a chapter in Ohio.

Kit reported for UK Chapter secretary Peter Card that there are now 46 members in UK, Europe, and the Far East, and that a literature swap was held in November.

The Pioneer Chapter appears to be dormant.

## Nominations

Nominations chair Taylor Vinson reported that he has a slate of six nominees willing to run for the three director positions open in 1996; each of the incumbents has declined to run for re-election.

## Silent Auction

Jim Schild has received 81 items from 17 contributors. He will solicit donations from some past contributors, and expects no problem in having the catalog out shortly after the July 1st deadline for contributions.

## Automotive History Conference

Kit reported that 35 proposals have been received in response to the call for papers for the September conference. Thirteen of these were from SAH members. Present plans are to schedule eight sessions over two days, with a minimum of concurrent sessions. The conference will extend over four days, September 4th to 7th, at the Henry Ford Museum, and will include tours, meals, and receptions in addition to the sessions. Members will receive a mailing from the Museum shortly. Nick Fintzelberg suggested we consider holding a conference annually; Kit favored debating this at a post-conference meeting.

## European Meeting

Taylor Vinson gave a report on SAH's first-ever meeting outside North America: 30 people met at the Automobile Club de France on February 8th, and enjoyed an excellent evening. Two new members were enrolled as a result of the meeting. He recommended scheduling another meeting on February 13th, 1997.

## Hershey 1996

Paul Lashbrook needs help for hospitality functions at Hershey. He will make a list of specific tasks that he will need people to do. The Society has joined AACA and will apply for permanent spaces of its own, but we will not know how this comes out until early autumn.

## Old Business

After Kit Foster's report on the current number of life, honorary and founder members, it was decided to make no changes in the policies regarding these classes of membership.

Eric Vest has taken the lead on the proposed award for student writing on automotive history. He will make a report at Hershey.

## New Business

Kit introduced the idea of an occasional award to recognize notable achievements in automotive history that do not fall within the categories of our current awards, or which, though notable, are unlikely ever to win such an award. After discussion, the directors voted to establish the Directors' Award of Special Recognition. Jim Wren and Richard Scharchburg had made a nomination for this award, but the board decided it would not consider any nominations for award during 1996 but would accept nominations for review and possible action for 1997.

## 1997 Spring Meeting

Upon invitation by Kit Foster, the Board decided to schedule the 1997 Spring meeting for April 5th, 1997 in the Hartford, Connecticut/Springfield, Massachusetts area.

The meeting was adjourned at 4:40 PM.

Nan Martin, secretary  
Précis by Kit Foster

## IT HAPPENED YEARS AGO

*One hundred years ago...*

June 4, 1896 - Henry Ford drove his "Quadricycle", for the first time, down the road of Detroit.

*Eighty-five years ago...*

May 30, 1911 - First Indianapolis 500 race won by Ray Harroun driving a Marmon Wasp.

*Seventy-five years ago...*

May 28, 1921 - Ford builds its five millionth car.

*Sixty years ago...*

May 24, 1936 - Buick built its three millionth car.

*Fifty-five years ago...*

June 6, 1941 - Louis Chevrolet died.

*Fifty years ago...*

May 29-June 9, 1946 - Detroit celebrated the Automotive Golden Jubilee.

## COAST TO COAST IN A 1915 KISSELKAR by Val V. Quandt

There was a feature story in the Hartford, Wisconsin, newspaper called the *Hartford Press* telling of the planned transcontinental automobile trip of Miss Anita King, of Los Angeles, California. The date was late August of 1915, and Miss King, a Hollywood actress and automobile racing enthusiast, began her journey on September 2, 1915.

The remarkable feat that she attempted and accomplished was to cross our continent from San Francisco to New York City, totally unattended. She did this in a 1915 KisselKar 42-Six. This vehicle had earlier been owned by Mr. A.P. Kissel, one of the Kissel brothers family that owned and ran the Kissel Motor Car Company. Miss King had owned and driven a KisselKar as early as 1908.

There is no doubt at all that this trip gained publicity for the car and its company, for Miss King and the movie company that she worked for, Paramount and Lasky films. Anita King at that time was known as the Paramount girl. She was adventuresome and described as being attractive.

At the time there was a large exposition in San Francisco and Miss King left in her KisselKar from these grounds with letters from the mayors of this city and of Los Angeles to bear to the mayor of New York.

As then recounted by Mr. H.S. Daniels, publicity manager of the Kissel Motor Car Company, "it will probably be a rather long and tiresome journey for Miss King, and not one entirely devoid of danger or possibility of accident. Many things might happen and there will be changing and difficult road conditions along the line but every possibility has been discounted in advance and she expects to drive up Broadway in New York before the end of September.

"The Kissel company has arranged to have a car meet her on arrival at the principal points and escort her part of the way East from each of these stops so, though she drives along and makes her own repairs, she will not be entirely lonesome after all. She will have an automatic and a rifle, both of which she knows how to use." But indeed she was much alone on this trip, and especially at the myriads of times where the road signs were extremely poor and the roads virtually impassable.

Miss King drove along the Lincoln Highway. She stopped along the way at dozens of movie theaters to talk about her trip and about her upcoming movie, the "Paramount Girl."

On September 17, 1915, the *Hartford Press* had gotten the following letter from her, written out of Salt Lake City, Utah. "Was lost and in distress from Saturday morning until Monday night. In leaving Fallon, Nevada, en route to Austin on the Lincoln Highway, I became lost due to poor beds and I worked for ten hours trying to extricate myself. There was no food and I finally fell exhausted. The next morning at two o'clock I was picked up by three prospectors and, leaving my car, was taken to Lovelock. Several hours later, I returned to the car and succeeded in getting it out unaided. Drove almost three days and two nights without a stop all the way into Salt Lake City, on terrible roads. If all does not turn out well, I shall at least not be a coward. You can say that I held out until the last breath."

Miss King had arrived in Chicago in the last week of September where she was hosted royally by the mayor and other dignitaries.

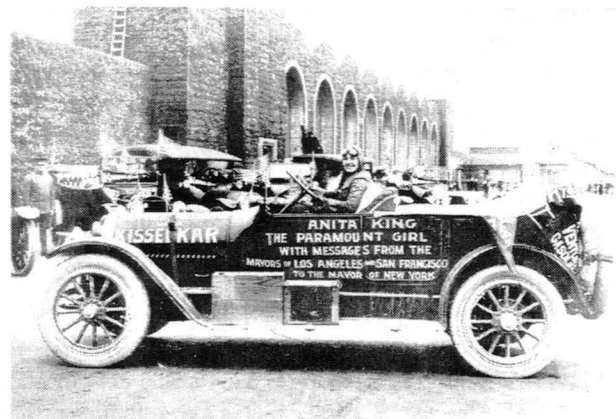
While in the state of Ohio, she recounted an earlier experience she had on her trip. In the snow sheds of the Sierra mountains, she encountered a man whom she called a tramp. He insisted that she let him travel in her car with her. "I would not permit myself to show how frightened I was, but I handed him a flask of whiskey I had in the car and asked him to come to the theater in Reno, where I was to appear the next night. Sure enough he came, and brought me a wilted bouquet of flowers."

Anita King arrived in New York on October 19, 1915, "tired but happy." She was received in this city by a large delegation including the city mayor. Here she offered a large silver loving cup to the mayor as a gift from the Kissel Motor Car Company. This bore the inscription, "The First Woman to Cross the American Continent in a Motor Car Alone."

Crossing the country, the only mechanical problems she encountered were two broken fan belts and a failed spring, while enduring terrible weather and road conditions. On thirty days it rained.

Within a week, Miss King had boarded trains returning her to California. On the way back, she paid a visit to the Kissel Motor Car Company to experience the factory where her KisselKar was made. Here she was teased that she might want to change her movie title from the "Paramount Girl" to the "KisselKar Girl." She was to return to Los Angeles to film the "Paramount Girl," much of which would be based on her transcontinental Kissel Kar trip.

*The writer is indebted for some of his archival materials to Curt McConnell of Lincoln, Nebraska, who has done research on the Anita King story in connection with his forthcoming book on transcontinental record breaking trips.*



"The Paramount Girl", Anita King, behind the wheel of her trans-continental Kissel Kar.

*Photo from the author's collection*

## 25 YEARS AGO AT SAH

From Newsletter No. 17, May/June 1971

The *Newsletter* noted three new members, two of whom are still with us: *Willard Prentice* (#0128), the noted historian of automobiles of Maryland, and *Jim Wren* (#0129), chair of the Bradley and Ingersoll Award Committees. Another current member, *Perry Zavitz* (#0082), had just become Secretary of the Society.

One of SAH's initial members was *Dr. Vicente Alvarez* of Buenos Aires. According to the *Newsletter*, Dr. Alvarez was critically injured at the 1971 Indy 500 when the pace car crashed into the press stand of which he was an occupant. We know that he survived, for he was a member for many years afterwards. But for the past two or three years he has not renewed and we wonder if any of you know whether he is still living, and, if not, could prepare an appropriate tribute.

Founder Member *Nick Georgano* (#0032F) assured us that Rolls-Royce continued to produce motor cars, which was in doubt at the time of *Newsletter* No. 16 (See *Journal* No. 161). Indeed, the company had just launched its Corniche (to be produced for most of the next 25 years!).

And, as the turn of the 20th and 21st Centuries, the electric car was in the news, *Newsletter* readers being treated to a 2-page article on the Henney Kilowatt.

## DO-RANT

When Walter introduced the Chrysler back in the '20s, the ads helpfully advised the reader to "Say 'Cri'sler." Until now, haven't we all assumed that Durant was pronounced "duhRANT"?

Well, W.C.D. seems to have called himself "Willie DO-rant", at least in a recording that *Dick Scharchburg* played for the Board after its meeting at GMI on April 27. All the great man's legendary charm and vitality comes through at the age of 70 in a New Year's Day 1932 message to an old family friend, which he recorded three times, never varying in the unfamiliar pronunciation of his surname.

Old habits are hard to break, but here's a compromise: let's pronounce the gentleman's name the way he did, but call the car the way we're used to. Could Solomon come up with a better solution?

- Taylor Vinson

## NUVOLARIANA SOUGHT

The Museo Tazio Nuvolari, located in northern Italy, is planning a celebration of the famous racing driver's victory in the Vanderbilt Cup commemorative race held at Roosevelt Raceway in Garden City, New York, on October 12th, 1936. Museum director Ing. Luca Bergmaschi would like to hear from people with information, articles, memorabilia, or anything related to the event. Contact him at:

Museo Tazio Nuvolari  
P.zza Broletto, 9  
46100 Mantova, Italy

## OLD AUTO PLANTS TO BE DEMOLISHED

SAH members who are interested in industrial archeology may wish to note the planned demolition of an abandoned Ford plant in Alexandria, Va., and the one in progress of the Paterson Co. in Flint, Mich.

The Ford structure was designed by noted architect Albert Kahn and built in 1932 on the Potomac waterfront near Alexandria's Old Town. Preservationists sought to save the building as the only 20th Century example of the city's industrial activity. As a local commentator wrote: "What building preservation is about is to let the structures tell a story--a story about how Alexandrians once lived and worked; how their city changed over the years, and how certain economic and political events altered their lives."

The city's Board of Architectural Review delayed a decision on the demolition until a neutral, third-party expert could examine the structural problems of the old plant and determine the cost of repair. The engineers found that the plant was structurally unsound and that the cost of stabilizing the foundation piers alone would exceed \$7.2 million. The developer of the property has agreed to create a picnic area or a concert pavilion utilizing the roof trusses of the Kahn building. The proposed site plan also includes a memorial to Kahn.

When the SAH Board met in Flint at the end of April, it learned of the demolition in progress of the factory where the Paterson was made at the time it ceased operations in 1923. The Alfred P. Sloan Museum has acquired several of the windows from the building, which the Board saw being unloaded from the van that had rescued them.

- Taylor Vinson

## HORSELESS CARRIAGE FOUNDATION LIBRARY MOVE COMPLETED

The Horseless Carriage Foundation Library has completed its move from the San Diego Automotive Museum to its own quarters at 8186 Center Street, La Mesa, California.

Established in 1985 by the Horseless Carriage Club, the Foundation is under the direction of SAH member *David K. Gast*. Its goal is "to make automotive research and restoration information readily available to hobbyists, restorers, and scholars world wide." A partial list of its holdings include the Richard A. Teague Literature Collection, the Art Twohy Collection of Pre-1916 Literature, the Dr. Alfred S. Lewerenz Research Collection, and the Archives of the Horseless Carriage Club of America. The Library recently acquired the collection of the late Julian Eccles of Klamath Falls, Oregon, which weighed 7 tons.

The Library would welcome volunteers (especially appraisers) in the La Mesa area to help it with its sorting and filing. It is open Thursday through Saturday, 10 a.m. - 4 p.m. Mailing address: P.O. Box 4119, La Mesa, CA 91944-4119. Phone: (619) 464-0301. FAX (619)464-0361.

## BOARD MEETS AT FLINT, VISITS LANSING

The spring meeting of the SAH Board of Directors was held on April 27th at Flint, Michigan. *Richard Scharchburg*, Thompson Professor of Industrial History at GMI Engineering and Management Institute, hosted the meeting in the Institute's Campus Center.

On the afternoon preceding the meeting, directors and guests were given a tour of Flint's Alfred P. Sloan Museum and the museum's archives. Bill Holleron of the GMI Alumni Foundation Collection and Jeff Taylor of the Museum staff conducted the group on a tour of the Museum (including basement storage areas) and the nearby archive building.

A precis of the minutes of the Saturday Board meeting appear elsewhere in this *Journal*. After lunch, GMI Vice President and Provost John Lorenz gave an illustrated lecture on gas-powered model racing cars, of which he has a substantial collection and has conducted extensive research. Following conclusion of the meeting, Professor Scharchburg gave the directors a tour of the GMI Alumni Foundation Collection of Industrial History, which is housed in the Campus Center. The Collection contains the papers and archives of Harlowe Curtice, William C. Durant, Elliott M. "Pete" Estes, Charles Stuart Mott, Walter Marr, Charles F. Kettering, and John R. Bond, among other notable materials, and received SAH's James J. Bradley Distinguished Service Award in 1989.

On Sunday, a group of directors drove to Lansing, where they were the guests of *Helen Earley* at the R.E. Olds Transportation Museum. The Museum preserves and interprets the history of all Lansing-area transportation from 1883 to the present, including Olds engines, REO cars and trucks, wagons, aviation, and bicycles, in addition to Oldsmobile cars and trucks.

Oldsmobile, the USA's oldest surviving automaker, will observe the division's centenary in 1997, and plans are building for a gala observance. An 1897 Olds, one of four built and the only survivor, is on the display at the Museum, on loan from the Smithsonian Institution. Directors were welcomed and given a tour by Museum director Penny Ruff.

-Kit Foster

## VOLVO'S USA 40TH

Volvo is observing its 40th anniversary in the U.S. with the issuance of a 146 page history of its presence here, called "The Story of Volvo's First Forty Years in America."

The book, liberally illustrated with color and black and white photos, may be obtained by writing Volvo of North America, Inc., Rockleigh, NJ 07647.

## RAYMOND M. WOOD (1916-1996)

The automotive historical community lost an irreplaceable resource with the passing of Ray Wood, 80 of St. Albans, Vermont on April 13, 1996. After attending Bellows Free Academy and Burlington Business College, Ray joined his father in the family business, the Foundry Repair Shop. He served with the U.S. Army Corps of Engineers during World War II and was involved in the building and reconstruction of many bridges on the Continent during the Allied Offensive. Returning to St. Albans, he married Marilyn Seward, who died in 1989.

The Foundry Repair Shop name was a reflection of the original operation of Robert M. Wood, Ray's father. Subsequently, the company became successive dealerships for Franklin, Marmon, REO and Dodge vehicles. Ray was also involved with high-powered watercraft on nearby Lake Champlain and, at one time, shared ownership of an aircraft.

Because of his phenomenal memory, Ray became an inexhaustible font of information relative to all things automotive. For more than 20 years, he was the writer, editor and producer of the *REO Echo*, the magazine serving more than 650 REO club members throughout the world.

Ray was a member of the Society of Automotive Historians, REO, Franklin, Marmon, and Antique Truck Societies, and the Antique Automobile Club of America.

Ray is survived by his daughter, Elizabeth (Beth) Wood of South Burlington, Vermont, and thousands of automotive enthusiasts.

The most recent issue of the *Echo* was written and assembled by Ray prior to his final illness suffered March 27, 1996. This is just one small indication of the devotion that Ray applied to *his REO Echo* and of the service he provided to the members of the REO club. Ray can never be thanked enough for what he did for that organization. Please remember him in your thoughts and prayers.

For those who wish, gifts in Ray's memory may be made to the St. Albans Historical Society, P.O. Box 722, St. Albans, VT 05478.

- Jack Perkis

## CENTENNIAL BOOK ON THE WEB

Writer for the *Detroit Free Press* and *Automotive News*, Richard Wright, has written a book on the 100th anniversary of the American automotive industry. Now an assistant professor at Wayne State University, Wright has put his book *The American Automobile: A Century of Achievement* on the internet. The book was written to show how the automobile has changed our society in the past 100 years and the effects it may have in the next century.

The 20 chapter book can be downloaded at site [http://www.comm.wayne.edu/auto100/auto100\\_00.html](http://www.comm.wayne.edu/auto100/auto100_00.html).



## ZORA ARKUS-DUNTOV (1909-1996)

The Belgian-born, German-trained engineer best known for making the Chevrolet Corvette an American icon, died April 23 of kidney failure due to cancer in Detroit's St. John Hospital. He was 86.

Born of Russian parents, Zora Arkus-Duntov grew up in St. Petersburg, Russia. He was reported to have smuggled gold for profit as a youth. In 1934, he graduated from the Institute of Charlottenburg in Berlin with a degree in mechanical engineering.

He fled from Nazi Germany to arrive in France, where he flew for France in World War II. When Paris fell, he escaped to Britain. In 1941, he emigrated in the United States, eventually becoming an American citizen.

In the post-war period, he became a successful race car driver and aircraft engineer. Mr. Arkus-Duntov won his class at LeMans in 1953 and 1954. He was also modifying a BD-5 short-wing stunt plane for a speed record attempt just prior to his death.

His race car experience led to the development of the ARDUN overhead-valve conversion for the Ford flathead V8 engine, used in many post-war modified hot rods.

After joining Chevrolet in 1953, Mr. Arkus-Duntov convinced the Corvette team to bring him aboard. It was Mr. Arkus-Duntov's work that persuaded General Motors to transplant the 1955 Bel Air's V8 engine into the front of the 1955 Corvette, thus changing the fiberglass sports car's direction. He worked on fuel-injection, and four-wheel disc brakes for the legendary two-seater over the next twenty years before retiring from General Motors in 1975.

His remains were cremated and will be entombed in a display at the National Corvette Museum in Bowling Green, Kentucky.

## SOCAL PLANS 14TH LITFAIRE

The Society's Southern California Chapter will hold its fourteenth annual Literature Faire and Exchange, an automotive literature swap meet, on Sunday, July 14th. The event will take place at Pasadena City College, Colorado Boulevard at Hill Avenue, in Pasadena; it opens at 6:00 AM.

Vendor spaces, which are 20 x 20 feet, are available, by advance registration only, for \$25.00. Inquiries and reservations should be directed to:

Darwyn Lumley  
1225 Naples Ave.  
Placentia, CA 92670  
Phone (714) 524-3119  
Fax (714) 961-8140  
Email LitFaire@aol.com

The Literature Faire is limited to automotive literature, memorabilia, and small collectibles. No parts or cars are allowed, and no spaces are sold on the day of the event.

This is a major West Coast event in the world of automobilia; come early to get the best choices.

## DANTE GIACOSA (1905-1996)

*Editors note: the following book review of Dante Giacosa's autobiography has been reprinted as a tribute to the late Fiat engineer who died March 30, 1996.*

**FORTY YEARS OF DESIGN WITH FIAT**, by Dante Giacosa; translated from the Italian by Richard McKeon Sadleir. Automobilia, Milan. Hardcover, 8.5 x 10 inches (21.5 x 26 cm), 310 pages, 316 black and white photos, over 120 drawings, six charts.

Dante Giacosa was born in Rome on 3 January 1905. Richly endowed as a youth, he was attracted strongly by literature and the graphic arts, but his love for mechanical design and above all for the automobile led him to elect to study engineering at the Turin Polytechnic. With a degree from that fine school he began as a design engineer for SPA--then already a subsidiary of Fiat--in late 1928. soon he was transferred to Fiat proper, where he began his steady climb through the ranks until 1946, when he was appointed director of that great firm's Engineering division. The next 24 years were overflowing with important achievements, not merely in the design of chassis and engines for cars, but also in such other areas of design as coachwork, styling, military and agricultural vehicles, aero engines, hovercraft, and gas turbines.

For all of his personal brilliance, Giacosa had plenty of help, and one of the attractions of his book is the credit which he gives to his myriad associates and the wealth of human detail which he provides concerning them. Not only is the story of four decades of product evolution told here in fascinating detail, but also the whole family of La Mamma Fiat comes under more or less intimate scrutiny. For anyone interested in the history of the modern Italian automobile--and its far-flung international links--this is an *essential* book. As we have learned to expect from Automobilia, it is beautifully produced. I would rate the translation 9.8 on a scale of 10, which is very good. The book is an invaluable reference work which, one more time, has its utility decimated through the lamentable lack of an index.

It is interesting that, as the title suggests, the author prefers to stress his role as designer--with the artistic connotations of that term--rather than that of engineer. And he certainly was one of the world's most capable and productive engineers during a solid quarter-century.

- Griffith Borgeson, 1979

It is to be noted that, as Giacosa makes clear in his autobiography, he worked under Prof. Antonio Fessia at the time of the birth of the Topolino. On 1 January 1935, this brilliant scientist became Fiat's Technical Director of Mechanical Construction, in charge of automobiles, industrial vehicles, and aero engines. In articles in the Italian magazines *Auto Tecnics* for Dec. 1990 and *Auto d'Epoca* for Jan. 1995, prominent historian Ing. Vittorio Fano demonstrates that Fessia, from whom Giacosa received his orders, was the real father of the Topolino. Nor should one overlook the primary role of Fiat's top management in giving Fessia *his* orders. Fessia, born in 1901, died in 1968, since which time the role of Giacosa in the Topolino has been magnified. The old Italian proverb that success has many fathers, failure none is borne out one more time.

- Griffith Borgeson, 1996

## AUTOMOTIVE HISTORY REVIEW NO. 30

As the new editor of SAH's magazine, the *Automotive History Review*, I'd like to remove some of the mystery that has traditionally surrounded its gestation and appearance, through occasional visits with you here in the *Journal*.

The Board's goal of providing members with at least one issue a year has not been met recently, there being a hiatus of two years between *Reviews* Nos. 28 and 29. Editing and producing the *Review* is essentially a one-man operation by working folk who also have other fish to fry. Fortunately, there is sufficient material on hand and the prospect of more to come to work towards two issues a year for the foreseeable future.

But I can promise you that No. 30 will be a doozy, literally. The general subject is "Duesenbergs in Europe," and the next issue has been in preparation for over a year. *Fred Roe*, author of *Duesenberg: the Pursuit of Perfection*, begins with what is known of the Model A on foreign shores. Next comes the story of the Model J's Parisian importer, Motor de Luxe and its colorful Balkan proprietor, E. Z. Sadovich, translated by *Yann Saunders* from a 1979 article by the late Jacques Rousseau. Our third article tells the story of the custom-bodied Model J's and their creators, translated by *Yann Saunders* from a 1979 article by Alain Dollfus who has brought it up to date for us. *Fred Roe* has compiled comprehensive lists with photos of each of the custom-bodied Model J's and what is known of them, as well as the U.S.-bodied ones that were shipped to Europe for use on the continent. Finally, *Tom Solley* has provided a description of the sales literature issued by Motor de Luxe in promoting the car. By all accounts, this will be the most comprehensive account ever published anywhere on the topic, and, in that sense, No. 30 ought to be a collector's edition. Anticipating a continuing demand for it, the Board has authorized a print run of 1200 copies, three hundred more than for *AHR* No. 29.

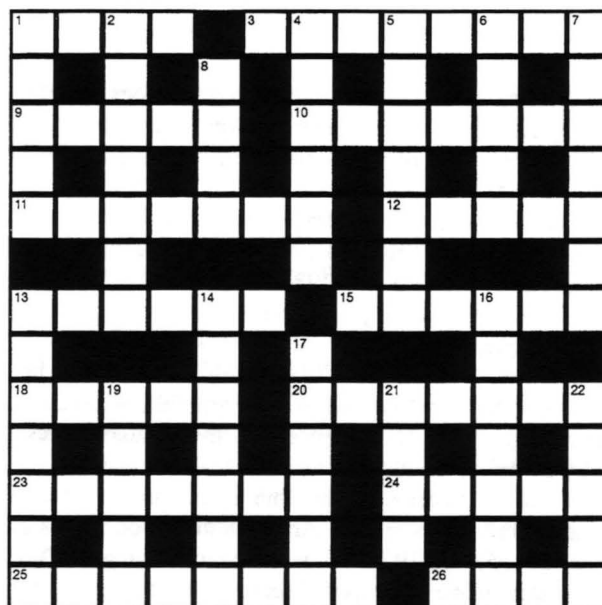
As of May 1, the editorial work was complete. However, like Prissy, I don't know nothin' about birthin' babies, and I won't promise a delivery date. As for production, we must settle on a new printer, obtain a bulk mail permit, get the galleys, and do the layout. I won't know until the galley page count whether No. 30 will be the first single-topic *Review* of the thirty, but other articles are ready for inclusion if needed.

What's more, enough of this may be on hand to fill *AHR* No. 31 which we hope to have out by the end of the year. As you know, SAH is a prime mover in the Industry Centennial Conference to be held in Dearborn in September, and we are planning for some of the papers given there to comprise a special issue a year from now, *AHR* No. 32.

- Taylor Vinson



As part of the American automobile's centenary celebration, Michigan has released this vanity license plate.



### CROSSWORD PUZZLE

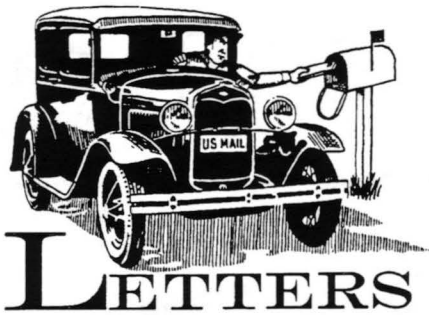
by Bryan K. Goodman

#### Across

1. Society that made vehicles in Antwerp 1910-1923 (abbrev)
- 3 & 9. Blown up cost of a new tyre (two words)
10. A four-wheeled London horse-cab named from the noises it made
11. Anglo-American car of the thirties on trial again
12. "Willows whiten \_\_\_\_\_ quiver, little breezes dusk and shiver"  
(Tennyson's *Lady of Shalott*) and one of them was a Dodge (1976-80)
13. Folded crease for coachbuilder Sala's first name
15. 1958 and 59 Fords named after a Ford
18. Belgian Excelsior contains British Lotus model
20. Actor who drove Genevieve
23. British Fords including the 105E with reversed slope rear window that became Escorts in 1960
24. Balearic Seat since 1985
25. Coupe or cabriolet with folding top and wind-up windows
26. Motors resulting from a 1904 argument between the founder of Olds and the board

#### Down

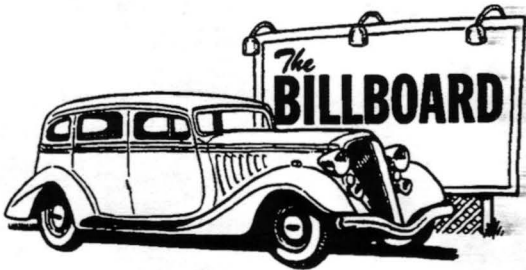
1. French cyclecar resembling Bedelia but driven from the front seat and how Lotus described the Seven
2. Five leads so is in trouble with the cars of Gabriel's aeroplane company in France 1919-1939
4. A poor horse and mini worker make a Belgian veteran and vintage car
5. First name of M.D. of Morris pre-war, chairman of Austin post-war leading to the merger with Morris. He became Lord Lambury
6. Dutch rally instructions allowed one to get lit up madly
7. Rust and decay was not correct for the cars made 1921-1932 by the man who was head of GM until 1920
8. The drive of the Benz Velo and other early cars
13. Drench, a dishevelled Walcker partner
14. Sir Walter's three wheeler involved a girl he reformed
16. From 1927 to 1930, it was a six-cylinder companion make for Studebaker
17. Italian helicopter maker MV made sporting motorcycles from 1946
19. Winner of the first (1906) Targa Florio race on an Itala
21. First name of Jellinek
22. Cattle hoof oil used for dressing leather cone clutches



## AUTO HISTORY ON THE NET

Ever since I bought the edition of Compuserve which includes the disc on making your own homepage, I have wondered if there is some way to utilize the Net to assist in gathering new information for my project. I have frequented a forum known as World Car Network which appears to have a rather limited following.

About a week ago a home page in Germany was mentioned on the WCN and it appears to have a lot of promise. I recommend a visit. My own homepage now links to it and also that of Mr. K. Iwatate, [former] SAH member in Chiba Japan. Perhaps others of our membership would like to avail themselves of this unique opportunity. For the uninitiated, construction of the homepage is easy with Compuserve's software and photos, if you wish to include them, can be scanned at Kinko's. Amongst other information on the German homepage you can access K. Iwatate's 100 years of Japanese Motoring History and Tom Krill's GM Overseas History Project. The homepage is reached at "http://ourworld.compuserve.com/homepages/m\_stahl" Thomas F. Krill, 74371.227@compuserve.com



The Billboard welcomes non-commercial advertisements from members. Ads are free, and should concern items of interest to historians: information, books, literature, photographs, illustrations, memorabilia; offered, wanted or to trade. Ads for vehicles or parts are not accepted. To advertise regular sales or services, contact ad manager Don Leach, One Poplar Point Road, Edgewater, Maryland 21037 for display ad rates.

WANTED: Information on the pioneer people who were not known and written about. I'd like to know about parts suppliers to cars; I never seen anything about them. Every small town made something for cars. Vic Johnson, 630 Valley Avenue NW, Grand Rapids, MI 49504

WANTED: Information, photos, memos, letters, sales brochures, etc., for automobiles manufactured in Kalamazoo, MI: Barley (1923-24), Blood (1903-1905), Cannon (1903-1905), Checker Cab (1923-1982), Cornelian (1913-1914), Handley-Knight (1921-1925), Handley (1925-1926), Lane Truck (1916-1917), Kalamazoo Truck (1913-1914), Kalamazoo Truck (1917-1924), Kalamazoo Railway Company (1887-1982), Michigan (1903-1905), Michigan Buggy Company (1883-1913), Mighty Michigan (1911-1913), Pennant Cab (1923-1925), Roamer (1917-1929), States (1917), Reed Tractor (1917-1922), Wolverine (1917-1921). David O. Lyon, 27405 Shaw Road, Lawton, MI 49065. Phone: (616)624-6757, fax: (616)387-3999. Email: DavidLyon@wmich.edu

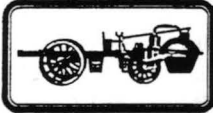
WANTED: Information, photos, letters, sales brochures, etc., for 1909-1910 Economy manufactured in Joliet, IL. David O. Lyon, 27405 Shaw Road, Lawton, MI 49065. Phone: (616)624-6757, fax: (616)387-3999. Email: DavidLyon@wmich.edu

WANTED: Information (photos, memos, drawings and the like) on the Ford X-Cars from the sixties: *Mustang II*, *Cougar II* and the *Allegro*. Additionally, desire all available information on the Ford Custom Car Caravan and the Lincoln-Mercury Caravan of Cars which were the auto show presentations that Ford and Lincoln-Mercury promoted across the United States from 1963 to 1966. Need lists of vehicles, memoranda, notes, copies of letters and all other data concerning the creation, promotion and other efforts related to the two Caravans. Information needed for a major article in a quarterly publication. Credit gratefully given to contributors. Mark S. Gustavson, 1348 Longdale, Sandy, UT 84092. Fax: (801)553-8908. Email: MSGSL@AOL.COM

WANTED: Information, photos, press or sales materials about the 1966 Duesenberg, Laforza or Rayton Fissori Magnum sport - utilities built in Italy in the 1980's, 1988-1992 Buick Reatta, Vector Aeromotive Corporation, and Subaru BRAT. Also information on the Chrysler "Liberty" project is desired. Sam Fiorani, P.O. Box 7073, St. Davids, PA 19087-7073. Phone: (610)275-6866, fax: (610)277-2505. Email: SVFiorani@AOL.COM

WANTED to complete my runs: *Antique Automobile* (1937/9 all issues, Dec 1940 #4, 1941 #2 and #5, 1942 all, 1943 #1, 1945 #4); *Bulb Horn* (all before 1942, Jan-July 1943, April-July 1944, April 1945); *Classic Car* (Spring 1954, Summer 1958, all 1986 to date); *Horseless Carriage Club Gazette* (Nov 1938, May 1939-misdated as 1938, Feb-May and Sept 1942). Have many trades of above and other US and foreign titles back to 1898. Peter Richley, 14 Queens Road, Ashford, Kent, England TN24 BHF. Phone: 1233 620552 Fax: 1233 620552 between 10 pm and 8am GMT.

WANTED: "Vanderbilt Cup, Long Island Motor Parkway" and other pre-1917 auto racing historical material. All responses answered. George Spruce, 33 Washington Street, Sayville, New York 11782. Phone: (516)563-4211.



# SAH JOURNAL

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St. Davids, PA 19087-7073

## FIRST CLASS



*The company famous for Zippo lighters built this car in 1947. Based on a 1947 Chrysler Saratoga (serial number 6767369), the Zippo car made the rounds of parades and district manager's routes. In the 1950's when the heavy body began to take its toll on the chassis, the car was taken to Toohey Motors, a Ford dealership in Pittsburgh, PA. It was to receive a Ford truck chassis with Mercury fenders. After Toohey Motors folded, the car disappeared. Anyone knowing the whereabouts of this car (or its parts) should contact the Zippo Manufacturing, 33 Barbour Street, Bradford, PA 16701 or phone (814)368-2700.*

*Photo courtesy of Zippo.*