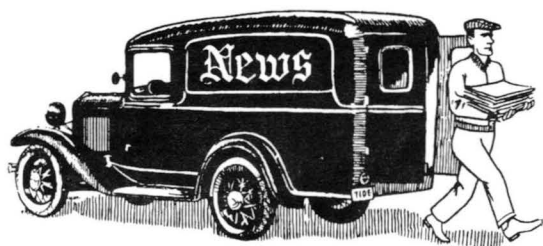


SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

January-February 1998

Issue Number 172



CALL FOR AWARD NOMINATIONS

No sooner do we award one year's awards than we need nominations for the next year's awards.

NICHOLAS-JOSEPH CUGNOT AWARD

The Nicholas-Joseph Cugnot Award recognizes the best book in the field of automotive history published during the previous calendar year. Nominations may be made by mail, email, phone or fax to:

Richard Scharchburg, Chair
12147 Pine Row Lane
Grand Blanc, MI 48439
(810)694-5539
(810)762-9836 fax
email: rscharch@ket.edu

CARL BENZ AWARD

The Carl Benz Award recognizes the best article on automotive history appearing in a periodical publication. As with the Cugnot Award, the Committee is anxious to learn of works appearing in non-automotive publications; original research and use of primary sources are among the most important criteria on which nominations are judged.

Don Keefe, Chair
6173 Doe Haven Drive
Farmington, NY 14425

E.P. INGERSOLL AWARD

The E.P. Ingersoll Award recognizes the best treatment of automotive history in other than print media. While all non-print media are eligible, previous winners have been video and audio productions.

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

RICHARD AND GRACE BRIGHAM AWARD

The best overall treatment of automotive history over all issues of a periodical is given the Richard and Grace Brigham Award. Since publications may only receive this award once in a five-year period, the previous winners are *The Automobile*, *The Road Back*, *Hispano-Suiza Newsletter*, *The Classic Car*, and *La Vie de l'Auto*.

Matt Sonfield, Chair
24 Tennis Court Road
Oyster Bay, NY 11771

FRIEND OF AUTOMOTIVE HISTORY

SAH's premier award is the Friend of Automotive History. This award recognizes exceptional contributions by an individual to the cause of automotive history. Nominations should summarize the accomplishments and contributions their nominees have made to this field.

David L. Lewis, Chair
2588 Hawthorn Road
Ann Arbor, MI 48104

The deadline for this year's nominations is March 1, 1998.

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EDITORIAL COMMENT:

CONCOURS D'ELEGANCE 2047

After returning from a recent Concours event, my wife asked me "What cars today would be in a Concours in fifty years?" I hadn't thought of looking at automotive history from a future point, so I posed this question to *Fred Roe* after leaving a CCCA meeting. He, too, was confounded.

We discussed this topic for a while agreeing on a number of points. Potential classic cars of tomorrow are not of the same ilk as pre-World War II classic cars. Today's cars and trucks are harder to define as future classics.

One magazine attempts to give a view on these cars. *Collectible Automobile* has a monthly forum called "Future Collectibles" where the attributes of a potential future classic are outlined. The October 1997 featured vehicle displays the differences between today's future classic and the classics of yesteryear.

The 1998 Ford Contour SVT could be a collector car of tomorrow, but it is nothing more than a sporty version of the mainstream and boring Ford Contour compact sedan. Replace the 175hp engine with a 195hp version, put in a 5-speed manual transaxle, tighten up the suspension, add "SVT" (Ford's Special Vehicle Team) badges and offer the car in limited quantities and, yes, it will be worth more than the basic Contour sedan. But it will never have the cachet of a 1930 Cadillac Madame X or a Darrin-bodied Packard. This type of model is lost to history.

Coachbuilding produced some of the most elegant and collectible vehicles in automotive history. LeBaron, Saoutchik, Fleetwood, and Murphy were among the most gifted stylists and could create a car with stunning beauty and personality, unlike the cold and boring cars of today.

While many of these coachbuilders have gone out of business or were absorbed into existing manufacturers, their financial conditions were not the reason that cars now seem to be created with a cookie cutter. I blame the United States Federal Government.

Well, not only the U.S., but many other governments around the world, too. In government's attempt to prevent us from hurting ourselves, rules and regulations have been placed on the manufacture and design of automobiles to make them safer. Because of these rules, no manufacturer can afford to build special models to be produced in the single and double digit numbers of the coachbuilt cars of the 1920s and 1930s.

I'm a big supporter of air bags, bumpers, seatbelts, anti-lock brakes, emission controls, and many other regulations that have made the cars of today far superior to those of just twenty years prior. But along with these regulations, we've eliminated the uniqueness that coachbuilt cars had. Thirty years ago, an occasional concept car slipped out from under the control of the manufacturer or studio that created it and found its way into the public market. Today, manufacturers cannot afford the possible liability problems associated with a Chrysler Atlantic or Buick Wildcat finding a private home. It's too bad.

Which leads me back to the initial question, "What cars today would be in a Concours in fifty years?" Many people know of my interest in the Vector automobile, which, due to its extremely low production numbers, would make a good candidate for a Concours entrant in 2047. Cars like the Dodge Viper and Plymouth Prowler will be produced in the tens of thousands before all is said and done, eliminating them from contention in my book, but would specific models, like the 1992 Viper (first year, only one color and no air conditioning) or the 1997 Prowler (only year for the 3.5L SOHC engine and only offered in purple) be included in such a list?

What do you think?

- Sam Fiorani, Editor

Activities of any brand-new president of an 850-member international organization often tend to be of a varied nature. This has been decidedly the case with me during the past three months. Only a single day after my return from our October 1997 meeting at Hershey I found myself in the new building of the Automotive Hall of Fame (AHF) in Dearborn, Michigan. This handsome facility, crisply styled, undoubtedly will attract thousands of persons over the coming months to its display of auto history and the leaders who helped make it. However, on this occasion, the small group who met in the impressive board room of the new structure were not there merely to enjoy the new building and its accompanying displays. Instead, we were assembled to serve as members of the screening committee of AHF, charged with the task of evaluating a large number of persons who had been active in the auto industry over a more than one-hundred year period, and determining their worthiness for induction into the Hall of Fame. The screening committee was created several years ago to bring the perspective of the auto historian into the Hall of Fame selection process.

Those of us on the screening committee were indeed a diverse group. While I specifically represented the Society of Automotive Historians, two persons from the History Committee of the Society of Automotive Engineers, *James Wagner* and *James Wren*, also have been long-time SAH member, and thus were perhaps wearing two hats. Three other committee members represented writers, editors and public relations personnel who deal with auto industry matters. This group included *Paul Eisenstein*, publisher of *The Car Connection* and also a SAH member. A new addition to the screening committee came from overseas. Dr. Harry Niemann, manager of the archives at Mercedes-Benz, joined the group and contributed a sound perspective on European automotive history.

The screening committee earlier had developed a very fair method of dealing with the many names brought before it. Each individual was discussed by the committee generally, and the large initial number reduced to a group of persons who were felt most deserving of consideration. Then, each of the finalist group was evaluated by the individual members of the committee on a point system. The votes were tabulated, and those on the final list ranked accordingly. Our recommendations then were turned over to Hall of Fame President *Gene McKinney* (still another SAH member) for submission to the final selection of the AHF.

In late December, while on a trip to Southern California, I was invited by SAH member *John Meyer* to attend the Holiday Motor Excursion in Pasadena. This rallye attracted a very large number of vintage car enthusiasts, many of them driving spectacular machines of the 1900-1930 era. Among those seen in the group were SAH board member *Leslie Mark Kendall* piloting the Peterson Museum's 1911 Pope-Toledo, and SAH member *Bobbie'dine Rodda* with her 1930 Franklin. This event gave your president an excellent opportunity to mingle with Southern California historic vehicle owners, and incidentally, to point out to various persons the advantages of membership in SAH!

Returning to the Michigan area, I immediately was invited by SAH member *Charles Hauser* to attend the North American International Auto Show, held at Cobo Hall in Detroit. This huge event would take a great deal of space to describe in detail, and I will leave it to others to do so.

Personally, I was keenly interested in the displays at the show of such concept vehicles as the electric-powered General Motors EV1 model, and the super-light car which has emerged from the Ford P2000 program. The Ford vehicle ultimately will be powered either by an electric motor combined with a fuel cell or by a hybrid gas-electric unit. Do these vehicles represent the wave of the future? Time alone will tell.

After covering the above activities, I have left little space for a description of day-to-day SAH activities. There have been plenty of those, of course. I have been busy seeking individuals to take on committee chair posts, and a complete list of these will be published in my column in the next issue of the *Journal*. In the meantime, I will look forward to seeing a number of you at the annual SAH European dinner in Paris on February 6. Best wishes to everyone.

- Sinclair Powell

25 YEARS AGO AT SAH

Issue No. 29 was the first issue of *The Newsletter* for 1973. This marked the end of Dick Brigham's first run as editor. The following issue would be edited by *G. Marshall Naul*.

The "President's Paragraphs" introduced the second Cugnot award. In addition to the previous award for distinguished book, an award would be given for outstanding magazine article.

An eclectic photo collage of Briggs & Stratton vehicles appeared on pages 3 and 4. The famous Briggs & Stratton Flyer or Buckboard shared page space with a motor wheel railway inspection car and an "Ice Skater Towing Device." An additional motorized scooter was also shown.

A fascinating article on "A Front-Wheel-Drive Packard" covered the pre-war experiments of the luxury auto maker. In addition to the fwd V12 Packard illustrated, an additional inline twelve was described. Unfortunately, the article goes on to say that although this car was driven by a small number of people drove the car, it was returned "to the company, and it was destroyed. No record or picture of this car remains." Too bad.

PERSONAL NOTE

Personal Note from the Editor: Thanks to all of the people who sent cards and season's greetings this year. I wish all SAH members the most prosperous of New Years. My New Year's Resolution for 1998 is to meet more SAH members and circulate more throughout the organization.

A LITTLE HUMOR

Daimler-Benz AG Chairman Juergen Schrempp, speaking at the 1998 *Automotive News* World Congress on January 13, explained that the shortest book in history is *500 Years of German Humor* after relaying the following story:

"A man walks into a Mercedes-Benz dealership and asks to see the new A-Class.

"The dealer replies, 'Yes, we have one. It's lying over there.'"

PRECIS OF THE MINUTES

October 9, 1997

Following the format adopted in 1993 to précis the minutes of SAH Board Meetings, the following is an account of the major items discussed by the Board at its meeting in Hershey, Pennsylvania, on October 9, 1997. Any member wishing for a full copy of the minutes should send a SASE to the Secretary.

The meeting, held at the Hershey Country Club, began at 7:56pm and adjourned at 11:20pm. President *Kit Foster* chaired the meeting and Secretary *Nan Martin* took the minutes. Twelve of the 13 officers and directors were present at roll call; *Nick Fintzelberg* represented the absent *Leslie Kendall* by proxy. Also attending were newly elected directors *Richard Scharchburg*, *Fred Roe* and *Sam Fiorani* as well as Benz Award Chair *Don Keefe* and *Automotive History Review* Editor *Taylor Vinson*. Past President *Jack Martin* was also in attendance.

Treasurer's Report

The financial statement for Fiscal Year 1996-1997 appeared in the previous issue of the *SAH Journal*. Income exceeded expenditures by \$10,548.52. The total funds in the checking account and money market accounts now total \$81,974.71, reaching a new high for the organization. A budget of \$34,245 for Fiscal Year 1997-1998 was proposed and approved.

Election Results

Election Committee Chair *Taylor Vinson* reported the results of the 1997 election. Only 205 ballots were returned, down from the 250 in the previous election. Elected to two-year terms were President *Sinclair Powell*, Vice President *Jim Schild*, Secretary *Nick Fintzelberg* and Treasurer *Kit Foster*. Elected to full three-year terms as directors are *Richard Scharchberg*, *Fred Roe* and *Sam Fiorani*.

Due to the election of two directors to positions as officers, two vacancies were opened in the Board. The Board agreed to fill those vacancies with the two candidates that received the next highest number of votes. They are *Charles Roy* and *Paul Lashbrook*.

Publications

SAH Journal Editor *Sam Fiorani* reported the *Journal* has been operating successfully. He has received many compliments on the direction of the publication as well as good input and excellent contributions. It was announced that the *Journal* had received a Golden Quill Award for 1996.

Automotive History Review Editor *Taylor Vinson* reported that Issue No. 32 had been delayed due to the need to change printers. It was expected to be out during the winter. While in the works, Issue No. 33 would be discussed further at the Spring Board Meeting.

Silent Auction

Committee Chair *Jim Schild* reported that contributions for the Silent Auction were down from 253 in 1996 to 233 this year. This year's 233 lots represented 256 actual items. The auction catalog had been mailed just prior to the meeting.

Chapter News

Of the chapters reporting news, the UK and Leland Chapters seem to be enjoying the most activity. The UK and Leland Chapters each report about 50 members, with the Leland Chapter also reporting several social gatherings, holiday parties and visits to collections and museums.

Hoosier Heritage and Wisconsin Chapters report a significant number of members as well as newsletters and organized events. Reports of activity in New England (Pioneer Chapter) and Ohio areas give encouragement that full-fledged chapters will soon be coming.

While reviewing chapter relations, the concern arose once again regarding chapters conforming to National By-Laws in regard to membership. A motion was made by *Matt Sonfield* that president-elect *Sinclair Powell* request chapter rosters per SAH By Laws and that these By Laws will be enforced. Seconded by *Tom Deptulski*. The motion was approved.

Membership

Matt Sonfield reported that when he took over membership in October 1993, there were 646 members. By October 1997, there were 826 members; 803 active, 14 founders, 8 honorary, and 1 lifetime.

A recent recruitment drive has been effective in boosting the roster. Recruitment of lapsed members has increased the membership as has recruitment of prospective member lists provided by directors.

SAH Press

Pat Foster and the Publications Committee have been endeavoring to establish the Society as a publisher of books of automotive history. It is their premise that there are many worthy works whose authors are not able to find commercial publishers. Being a member of SAH is not a prerequisite to having one's work published by SAH Press, the established name of this venture. The work to be published will be chosen by the committee. An initial \$6500 was allocated to fund this project.

European Meeting

The meeting to be held in France next year will be an officially recognized SAH event. The second official European SAH Meeting was scheduled for February 6, 1998, to coincide with *Rétromobile*.

Pioneer Chapter

Automotive History Conference

With the success of the first Automotive History Conference, a second event of this type has been planned. *Kit Foster* reported the new conference would take place September 9-12, 1998, at the Henry Ford Museum, Dearborn, Michigan. The National Association of Automobile Museums has agreed to join SAH for the second conference rather than conducting their own sessions. The theme of "Interpreting the Automobile" has been selected for this year's event. A call has been issued for papers to be presented at the conference. The deadline for proposals is January 15, 1998, and notification of preliminary acceptance will be made by April 1, 1998.

The History Tent and Fall Banquet

Paul Lashbrook reported that the History Tent was running very well and a number of officers donated their time and energy to watch the area during the week's activities. The Banquet was reported to be a sellout of 120 seats with a number of people on a waiting list for cancellations.

New Business

A committee to oversee a Student Writing Award was discussed. *Sinclair Powell* reported that there appears to be enough interest in such a program to pursue the idea.

The Spring Board Meeting was scheduled for April 4-5, 1998, in St. Louis. Newly-elected Vice President *Jim Schild* took charge to coordinate the activities for the event.

- Sam Fiorani and Nan Martin

The fall meeting of the Pioneer Chapter was held on Saturday, November 15th, in Plainfield, Connecticut at the Gold Eagle Restaurant on Route 12, Norwich Road. It was attended by 7 members and a guest.

With clearing weather conditions early Saturday morning, the following people made up the intrepid octet: *Kit Foster, Neil Loysen, Jack Middleton, John Montville, Bob Myers, Dennis and Ann Marie Nash,* and Maurice Schechter. Being an informal get-together, no minutes of the previous meeting were read. However, a write-up of the last meeting in East Longmeadow, Mass., was passed around for those people interested in learning about that group's visit to some historic automotive sites in the Springfield area. After a sometimes lively luncheon, the group convoyed about two miles to the "Haul of Fame" truck museum.

The "Haul of Fame" is located in the nearby town of Canterbury, not far from State Route 169, and is open on a limited basis. The museum is a huge 100 x 200 foot Butler-style building with a large showroom at one end. There is also an upstairs area for truck and heavy equipment memorabilia over-looking both the showroom and garage areas. A large meeting room, with a capacity of 100 seated guests, is located just below the upstairs area. The vast majority of over 60 vehicles housed in the museum are of the heavy-duty type, with Mack trucks being in the majority. However, other makes represented by one or more units are: Autocar, Packard, International, Sterling, and Walker Electric.

Our hosts for the afternoon visit, the brothers Denis and James Yaworski, were generous with their time in showing the SAH members the high points of the collection. They were actually opening the museum for a dinner that evening of the

Nutmeg Chapter of the American Truck Historical Society (ATHS) in the meeting hall. After an enjoyable time viewing the various exhibits and talking to the Yaworskis, the members gradually departed for their respective homes in Massachusetts, Connecticut, New Jersey, New York, and Rhode Island.

It was a very interesting afternoon for everyone and a suitable beginning for reactivating the Pioneer Chapter after several years of inactivity. Any SAH members in the Northeast, which includes New York and New Jersey, as well as all of New England, who have ideas for future get-togethers should contact the chapter's secretary, *John Montville*, at 8 Mockingbird Lane, Poughkeepsie, NY 12601-5614.

- John Montville



Pioneer Chapter members Jack Middleton (far left) and John Montville (second from the left) stand with "Haul of Fame" owners James and Denis Yaworski in front of a fully restored prewar Mack Model ED pickup.

- photograph courtesy of John Montville

OBITUARIES

FRANKLIN QUICK HERSHEY (1907-1997)

Honorary member *Franklin Quick Hershey* slipped the surly bonds of earth on October 20, 1997, after 90 years of conventional life and ascended to Heaven's great design studio.

He was born July 23, 1907, in Detroit where his parents were close friends of Henry Ford and Henry Leland. His mother was taught how to drive by Henry Leland's chauffeur and bought a new Cadillac every year from 1903 to 1926.

The family moved from Detroit to Beverly Hills in 1910 and were among the earliest settlers in the beginning movie colony. Frank began his higher education at Occidental College and then joined Walter M. Murphy Coachbuilders in Pasadena as designer from 1928 to 1932. During this time, many opulent and graceful automobiles emerged from the Murphy shops that are highly prized by collectors today. When Murphy folded, Frank went east to General Motors in 1932 and began his career as Chief Designer of the Pontiac studio. This was followed by Buick and then Opel, GM's German division, where he designed the Kapitän. This was followed by an assignment in Australia with Holden before he returned to the US and subsequently accepted a commission as Intelligence Officer with the US Navy in 1941. Upon being discharged, he returned to GM as Chief Stylist for the Cadillac Division until 1948 when he resigned to help form the Winkler Mill Craftsman, Inc. to make replicas of early American artifacts. At the same time, he accepted a position as Executive Designer with the Packard Motor Corporation that lasted less than a year. In 1951, he began as Director of Design with the Ford Motor Company, during which time he was directly responsible for the Thunderbird and the 1954 products. In 1956, he joined the Kaiser Aluminum & Chemical Corporation in Oakland, California, as Director of Design and Manager of the Industrial Design Department with responsibility for expanding the use of aluminum products and seek new opportunities in all forms including architecture, marine, automotive, appliances, and sports equipment. From 1964 to 1977, he was Director of Design for Rite Autotronics, Inc. of Los Angeles in the design of instrument groups and package design. He was also retained as a consultant to A.I.D. of El Cerrito, the Dine-at-Home Company, Luma Fabrics of San Francisco, Nomad of Southern California, Rain-Jet Corp. Burbank, and the Bert Angeles Associates Los Angeles.

He moved to Bullhead City on his retirement and found the time to ride in the senior division of Moto-Cross motorcycle racing just to keep track of what the young(er) people were doing. When that began to pale, he bought the shell of a house in Puerta Vallarta, redesigned it and then had it built—but that fascination didn't last long. Finally, he bought a mobile home in Hemet where the weather was ideal.

Writers of automotive history and design have often focused on his talents and achievements: his unique designs grace many automobiles and are captured forever in automotive history. Family and friends well know his legacy and will miss his energy, enthusiasm, and inspiration. His spirit will be missed by those he touched. Thanks, however, to automobile enthusiasts who value the intrinsic artistry represented by the automobile, his recognized talents and design contributions to the industry will live on.

He is survived by his wife Kate Morgan Hershey and his children Michael T. Hershey, Sara Hershey Golver, James Morgan Hershey, and Gordon Rhodes Hershey

JAMES H. VALENTINE (1931-1997)

Long a collector of data on California and Western vehicles, *Jim Valentine* had files of material compiled from publications in Los Angeles area libraries and museums. He was active in many clubs and contributed articles and items to the *SAH Journal* for many years in addition to his contributions to one of his favorite books, *The Tourist*.

It was through the pages of the *SAH Journal* that we first heard of each other. Beginning around 1974, we traded material, photos, sales literature and knowledge. In this correspondence, I received some wonderful items about things I knew little, if anything, about. Though we never saw each other, we talked by phone and by our letters and packets we traded back and forth.

He kept me informed of many things going on in California and sent me photos of things like Phil Hill's shops and museums. He knew the Barris workers, years ago and had material on things like Rusty Heinz's modified Cord. He was a regular at the annual Pasadena Rose Bowl car show and flea market, selling and buying things each year. He had access to several large collections of many now departed friends, where he gathered and recorded much information over the years.

Jim worked for Hughes Electronics until his death. He had been with many firms like Ryan Aviation and Northrup doing research, checking details and trying to improve vehicles; in other words, an engineer.

In the past few years at Hughes, he had been working on designs in their electric vehicle programs, including the GM Impact model and the C-Series electric trucks. He worked on Thomas electric buses and did work on the U.S. Electric Cars designs in Redlands, California.

Jim, a native of Minnesota, had lived in California many years and served in the Army during the Korean War. A musician, Jim played the trumpet in the military band in parades, in various ceremonies and to drum up enrollment while stationed in Indiana. Well, it was a dirty job but someone had to do it.

Jim shared unselfishly many things with me over the years. He kept sending me things when I had hard times and could not afford much to send in trade. He told me not to worry about it and that I could catch up later. And he was right.

Jim Valentine was born November 4, 1931, and passed away November 13, 1997, in his condo in Playa del Rey, California.

He is survived by his sister, Margaret Miller of Willmar, Minnesota, and her family. He was well known in California at local racing shops, libraries, museums and the Pasadena Vehicle Show and Flea Market where he had a booth selling literature, and worked with many well-known people. He helped many with his knowledge and details of things he saw. Many people will miss him as I do.

- Elliot Kahn

GERTRUDE B. FOSTER (1920-1997)

Gertrude Bates "Bunny" Foster, of Falls Village, Connecticut, mother of SAH treasurer Kit Foster, died November 29, 1997. A noted authority on horticulture, she wrote and lectured widely on the culture and uses of herbs. She and her husband Philip Foster started *The Herb Grower* magazine in 1947, and she served as its editor and chief writer for the next forty years. She was also a free lance contributor to a number of magazines as well as the author of two books on growing herbs, *Herbs for Every Garden* (E.P. Dutton, 1966), and *Park's Success with Herbs* with her daughter Rosemary F. Loudon (Geo. W. Park Seed Co., 1980). An Honorary Life Member of the Herb Society of America, she received its Helen Deconway Little Medal of Honor in 1975 for her contributions to horticulture. The commendation for the award noted that "her world-wide correspondence with herb enthusiasts bespeaks her tireless devotion to her special form of magic with herbs." She was also a Fellow of the Royal Horticultural Society in the United Kingdom, a member of the American Horticultural Society, and the Connecticut Botanical Society.

In addition to her son, husband, and one daughter, she is survived by a sister, Marie Louise Emory. A memorial service was held on December 20th.

PETER LETOURNEAU (1950-1997)

Peter Letourneau, of New Brighton, Minnesota, died September 6, 1997 of injuries suffered in an automobile accident. He was a partner in Iconografix, Inc. a publisher of transportation specialty books. An enthusiast of farming equipment, he had authored eight books on the topic. He was noted as an authority on John Deere equipment.

A native of Minneapolis, he had worked for Case Corporation as its travelling representative in Africa.

In addition to SAH, he belonged to a number of farm equipment organizations, and was a founding board member of Books for Africa, Inc. He is survived by his wife Kathleen, sons Samuel, Christopher and Nicholas, daughter Emily, his parents and one brother.

ROBERT J. GARY (1930-1997)

Robert J. Gary of Stevens Point, Wisconsin, who served as SAH treasurer from 1988 to 1992, died October 26, 1997. An engineering graduate of Loyola University, he had raced sports cars in the US and Europe, and had driven for Brooks Stevens' Excalibur racing team. In recent years he had maintained a private practice as a transportation consultant, and had helped in the design of a mass transit system for his city.

A member also of the Society's Wisconsin Chapter, he was an alderman for the City of Stevens Point. He is survived by his wife Janice, one sister, a niece, and three nephews.

RENEWAL TIME

You've been associated with the premier general automotive history organization in the world for a number of years. Each year, you get six issues (96 pages in 1997) of the award-winning *SAH Journal* newsletter; a forum where you can converse freely with more than 800 fellow automotive historians around the world just by sending one letter. You receive the outstanding *Automotive History Review* magazine. Probably most important of all, you get the biennial Membership Directory documenting the interests and addresses of all of the SAH members throughout the world.

The Society of Automotive Historians is a collection of some of the greatest men and women that have ever written, taught, or discussed automotive history. Count yourself in and renew your membership. Where else can \$25 go this far?

If you haven't renewed your membership yet, this will be your last issue of the *Journal*. To receive everything that your membership entitles you, return your 1998 membership renewal notice with a check for \$25 (US funds on a US bank, or credit card details) today to:

Kit Foster, Treasurer
Society of Automotive Historians, Inc.
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA

If you haven't received your 1998 membership renewal notice or it has been lost, simply jot down any corrections to your information (address, phone number, fax number, email address, interests) on a piece of paper and forward a check to the address above. Don't miss out on anything that SAH has to offer you.

INTERNATIONAL FORD HISTORY PROJECT FORMED

SAH member *Michael MacSems* recently announced the incorporation of the International Ford History Project (IFHP), a Washington state non-profit corporation. The mission of the IFHP is to facilitate the free flow of information among those interested in the development of the Ford Motor Company and its products. The main activity of the IFHP is the publication of a sporadic newsletter called *The Universal Car*, which is directed towards Ford historians, Ford club newsletter editors and collectors of Ford literature.

Response to the first issue of *The Universal Car* has brought in subscriptions from the USA, Australia, England and Germany. It is hoped that the second issue, which was mailed out in December will further diversify the readership. It is envisioned that *The Universal Car* will serve as "newsprint community" with Ford enthusiast submitting information on Ford history in their localities.

Subscriptions are US\$ 10.00 in the USA and Canada and US\$ 14.00 elsewhere. A regular publication schedule cannot be guaranteed, but a subscription is good for four issues. Checks are payable to IFHP, P.O. Box 11415, Olympia, Washington 98502, USA E-mail: IFHP@aol.com

CAMIÓNES HENCHO DE MEXICO

by Gary Bricken

Editor's Note: My friends down at rpm Magazine were gracious enough to allow this excerpted reprint. This article originally appeared in the December 1997 issue of that magazine. Thanks go out to Roxanne Campbell and Gary Bricken. Please excuse the jargon; rpm is a magazine aimed at owner-operators of Class 8 trucks in the U.S.

There has been a lot of talk about opening up the U.S./Mexican border to crossborder traffic. This "grand opening" was supposed to take place in December 1995. However, pressure from various groups, such as the Teamsters and Citizens for Reliable and Safe Highways, or CRASH, on Congress and President Clinton put the opening on hold, where it still lingers. Now, some of the border governors, most notably Pete Wilson of California and George W. Bush of Texas, are urging the president to get on with the opening. They claim the border states are ready to deal with all the inspections necessary to ensure that Mexican trucks are safe.

Oddly, more opposition to the opening comes from CANACAR, the Mexican equivalent of the ATA [American Trucking Association]. Many Mexican trucking companies want more time to prepare. But, for now, assume the border will be open eventually. This article is not about that heady, political mumbo-jumbo, anyway, but about the trucks sold and manufactured in Mexico that you are likely to encounter someday.

South of the U.S. border, you'll see names like DINA, Ramirez, Peña, KenMex and Famsa, and the occasional Traksomex, TractoCasa, Zamarripa and Vispa, plus old favorites like Navistar, Ford, Volvo, Mercedes-Benz, and Dodge.

The Mexican truck manufacturing industry did not come into being until the mid-1950s, and it was a low-volume and mostly custom-made arrangement until just a few years ago. The need for over-the-road rigs was easily filled with older U.S. trucks.

But, because customers wanting new vehicles faced a high import duty, the number of Mexican-made trucks increased. Almost all of these vehicles used old-style Detroit 318s or pre-N14 Cummins engines. Style was not as important as rugged manufacture, resulting in some vehicles with a class 6 and 7 chassis using larger engines usually found in class 8 machines.

Interesting features of Mexican trucks include massive tumbaburro, or a funeral for a donkey, bumpers; dual, spare-tire carriers; heavy-duty suspension systems; and driving lights mounted near the cowl. Many heavy trucks have directional signals mounted on the rearview mirrors, often at the top and bottom of the mirror head. Cargo boxes on bobtails, and some flatbeds, similar to our covered wagons, tend to be of heavy wood construction and have a "porta lona," or small deck, on the front to hold the tarp when it's not in use.

Three-axle bobtails and three-axle single trailers are common. There are some long-combination, double-trailer rigs (the maximum combined legal length is 101.7 feet) that have nine axles and operate similar to a Canadian B train arrangement, but the trailers are only 40 feet long. (In spite of

the rumors, there are no triple-trailer units operating in Mexico.)

Conventional tractors are short by U.S. standards; the maximum allowed length for a single trailer and tractor is 68.25 feet. The units generally have 220-inch wheelbases.

The Spanish words for truck are tracto-camion, camion or trocar, but a fifth-wheel tractor is called quinta rueda. Trailers are called by a variety of names. Vans can be referred to as vans, cajas (which means box) or remolque (mostly south of Monterrey). Two trailers are dobles or doble remolque. Plataformas are flatbeds, but the term is also used on shipping forms to refer to any type of trailer.

The trucks manufactured in Mexico today are in a league with any produced in the world. The involvement of U.S. and European firms has provided capital for expansion and access to the most recent technological data. Production facilities for most of the major brands are new, and manufacturing quality standards are held to the internationally recognized ISO 9000 levels. After three terrible years, production is up in 1997. The total production for classes 6, 7, and 8 for 1996 was 226 units. But, in January, production reached 803 units and may exceed 12,000 this year.

The next time you're along the 2,000-mile, U.S./Mexico border, watch for some of the following rigs. The S.A. or de C.V. following company names is an abbreviation similar to Ltd. or Inc.

Trailers de Monterrey S.A.

Trailers de Monterrey S.A. was founded under the brand name Ramirez by Gregorio Ramirez in 1952 to manufacture trailers.

In 1955, the company expanded to include the Sultana Intercity Bus and, in 1959, began production of the R-20 heavy truck that featured a Cummins engine and often had 12- or 15-speed transmission combinations.

Next introduced was the R-22, the rig most commonly seen today. Production rarely exceeds 350 units a year. In 1984, the R-44 was introduced and, like the R-22, featured Cummins engines and Hendrickson RTE-440 suspensions. In 1992, Ramirez started assembling Volvo trucks for the Mexican market. All truck production under the Ramirez logo ceased in 1994.

The year 1994 was also when production agreements with Navistar International Transportation Corp. was finalized. This agreement calls for Navistar trucks to be assembled at the Ramirez facility in Monterrey until the new Navistar facility in nearby Escobedo is finished. Ramirez also produces 48- and 53-foot vans, flatbeds and dropdeck trailers for sale through its growing dealer network in the U.S., Ramirez Trailers, a division of Raco Industries Inc.

International S.A. (Navistar)

Currently, International trucks are produced by Trailers de Monterrey S.A. in the facility formerly used to manufacture the Ramirez truck.

At the beginning of 1997, International started construction on a \$167 million manufacturing plant in the town of Escobedo, near Monterrey, in Nuevo Leon. This plant

is being built just in time for the March 1998 termination of a long-term licensing agreement with DINA Camiones.

Cab bodies are scheduled to be made at the Springfield, Ohio, plant, and engines will be provided by the Melrose, Ill., division, but the truck will contain the required 40 percent local content for sale in Mexico.

Peña, Trailers del Norte S.A.

This heavy-truck manufacturer was started by the Peña family in 1956 and was mostly an assembled truck using U.S. components. It looked similar to the Autocar, especially in the cab design. Over the years, the Peña became more a product of local Mexican manufacturers and used Cummins power.

Peña is a custom manufacturer that only makes trucks to special order, and they are largely hand-built. Hoods, grilles and cabs are often purchased from other companies, so these rigs often resemble other well-known brands like Autocar or Kenworth.

Peña Motors

This vehicle is similar to the Peña above and is manufactured, apparently, by the son of the founder of Peña, Trailers del Norte. The Peña Motors vehicles are more commonly seen, but annual production is still too low to be carried on lists provided by the Mexican Association of Truck Producers, known as ANPACT.

DINA - Diesel Nacional Concorsio "G" Grupo DINA S.A.

DINA, which stands for Diesel Nacional, started in 1957 wholly owned by the Mexican government. In the 1970s, the company obtained a virtual monopoly on diesel production in Mexico with the purchase of more than 50 percent of Motores Perkins de Mexico S.A. de C.V.

Early heavy trucks resembled Diamond T trucks of the era, but later models used bodies similar, if not identical, to Internationals. This resemblance will surely change when the licensing and technology agreement between Navistar and DINA expires in March 1998.

DINA is one of the most commonly seen trucks in Mexico and, for many years, was the dominant seller in classes 5 through 7. Older units using Perkins diesel engines and straight upright exhaust pipes can be felt coming at you for about 10 minutes before you see them.

In 1989, Diesel Nacional was purchased from the Mexican government by Concorsio "G". DINA, like all Mexican manufacturers, has suffered greatly in the economic downturn that started in 1993 with the devaluation of the peso. However, under the management and leadership of Concorsio "G" Grupo DINA, this company has become a major player in providing buses to the North American market after it purchased Motor Coach Industries International, or MCI, in 1994.

Kenworth Mexicana

In 1995, PACCAR (manufacturer of Kenworth and Peterbilt) bought out the final 45 percent of VILPAC, the Mexican manufacturer and partner of KenMex trucks since 1959.

Since the beginning, KenMex trucks have been the top class 8 seller in the Mexican marketplace. The production quality at the modern Mexicali facility is considered among the highest in the PACCAR group.

More than 38,000 KenMex trucks are in service in Mexico and some are exported to Latin America and the U.S. The older units strongly resemble the K900 conventional Kenworth, but with shorter chassis length, extra heavy spring suspension, extra fuel tanks and short sleepers.

In recent years, the T800 has gained a lot of popularity, along with the T600, and they are the most commonly seen, newer-model KenMexes. PACCAR, through Kenworth Mexicana, is preparing to increase production of classes 7 and 8 trucks in preparation for the final implementation of the North American Free Trade Agreement, or NAFTA, when new rigs will be needed to meet strict U.S. DOT requirements.

Traksomex, Zamarripa, TractoCasa, Vipsa

These are four low-volume manufacturers of heavy trucks. The Traksomex used Mack R-Series parts and a Superline hood and was made during the 1980s. Most Traksomex trucks had Cummins engines.

Zamarripa was made in the early 1980s and usually had a Cummins engine and some body parts that may have been purchased from Kenworth dealers along the border.

TractoCasa, which had a similar body design to Zamarripa, has enjoyed widespread popularity and again uses purchased parts like doors from border truck dealers. The hoods look similar to Kenworth, but are of local Mexican manufacture.

Zamarripa and TractoCasa were basically glider kits or, at best, hand-assembled trucks.

The Vipsa was a short-lived, small-production truck that used some Autocar body parts about 1992. Most of these small producers had or have shops in the Monterrey area.

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THE LAST DAYS OF PACKARD

by George W. Green

People still frequently ask me "Just what happened to Packard?" It's not an easy question to answer. We can cite such factors as lateness in getting into civilian production after World War II, unfortunate "cheapening" of the luxury image by launching the Clipper, etc.

As editor of the dealer house organ, I had a unique advantage of a catbird seat to observe the "last days" of this fine, old, 50-year-old firm. How could it just vanish from the face of the earth?

Packard's last days were a little more prolonged and subtle than its Pompeiian counterpart's fate, but both suffered momentous disasters of a sort from which they never recovered.

Originally hired to produce an executive newsletter (it was never funded), I ended up editing a 12-16 page monthly dealer house organ with no secretarial help, no travel budget and only limited mail and phone privileges. Out of a little cubicle with a chair, a card table and an old typewriter, I had to write all copy, select and crop all photos and walk it through the typesetter, engraver, art studio and printer personally. It was obviously a "cut and paste" operation.

While the "mechanical" part of my responsibility was tough, the "literary" phase was even worse. I had to "ghostwrite" each entire issue, including new and used car, parts and accessories, service, advertising and promotion, etc. Typically, I was running through the halls trying to get an approval from a busy executive on what "he" was saying in the next issue in his area.

I was always a little nervous about my future career, as every mail delivery brought something addressed to the last three editors. But I had a lot of confidence in Packard. Having been born and reared on the old east side of Detroit not too far away, I had driven by the famous old clock over the road so many times I felt very fortunate to have finally arrived.

Only because of my job, I was part of the "Key Men" group of 200 top executives, but reality made me suffer each time a list was printed, since I was the only one not residing in Grosse Pointe or Birmingham, etc. Worse, I still drove an old Chevrolet which I hid daily in the far corner of the parking lot. I finally bought a used Clipper to try to be "one of the gang" but it immediately developed terminal transmission trouble.

I always remember a lot of employees from all over the plant "hung out" in our offices in the summer, as it was one of the few air conditioned areas in the old multi-story factory designed by the famous architect Albert Kahn in 1903.

There were several interesting sidelights on how the auto industry functions. For example, new models were kept locked away at top security or shrouded completely if taken through the streets, yet itinerant graphic arts vendors would come in to offer me a peek at the new models months before official introduction time!

A vehicle on a 10,000 mile endurance run at the Utica proving grounds had its windshield broken by a pheasant at 5,000 miles and had to start all over again. The public, of course, was never told of such happenings.

The dealer roster dropped dramatically from about 2,000 to less than 1,500 as the sinking ship was beginning to be deserted. A valiant effort brought the number back quickly but at the expense of quality. New "dealer" pictures began to come to my desk of gas stations, lean-tos, etc., on stores of every kind in small, out-of-the-way towns.

The critical index pointing to the end was the accelerating demise of general sales managers. We lost about one a month in a six month period.

District managers and other field people were being lured over with fantastic salary levels, but many didn't stay very long when they grasped the situation. Unfortunately, many who left jumped on another sinking ship at Edsel.

Perhaps the most compelling harbinger of impending disaster was the little man with a tray full of new names and a Phillips screwdriver who stayed three weeks behind all the time changing names and titles outside office doors.

Also, outside management consultants came in who lined their locked offices with mysterious charts.

I could go on and on, but you get the idea.

I had a dream late one Friday night in which a sepulchral voice intoned a command to me "Go in Monday and resign." I did just that.

The proud old name of Packard will never die in the annals of luxury car history, of that I'm sure.

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by Patrick R. Foster

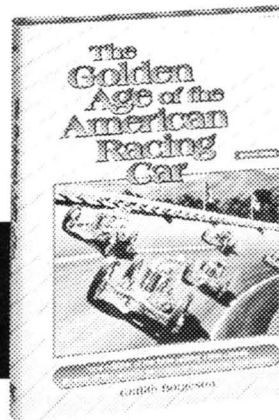
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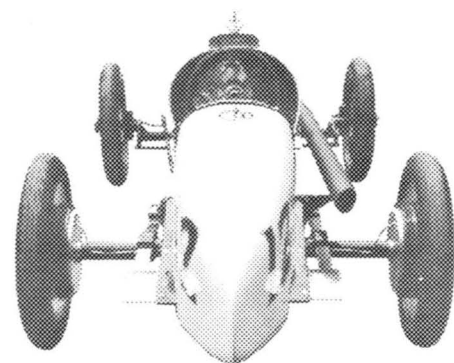
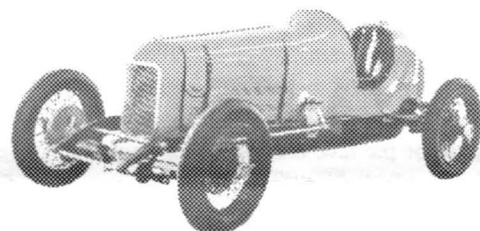
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IT HAPPENED YEARS AGO...

WHAT'S ON THE BACK OF A TEN-DOLLAR BILL?

by Dennis David

While attending the annual Society Banquet, the topic of money came up. Specifically, what kind of car is on the back of a ten-dollar bill? Veteran Society members mentioned that the subject had been brought up some years ago, but a definitive answer did not prevail. With the game afoot, a search began as all topics do, and that is the question, why?

A letter was dispatched to the Department of the Treasury's Bureau of Engraving and Printing located in Washington, D.C. The reply arrived about a month later, and the answer is not what everyone would think.

It seems that the engraved die for the back of the ten-dollar bill was designed by a man named Louis S. Schofield, in 1927. Apparently, Mr. Schofield designed no less than four cars for this vignette, and they were all patterned after a model that a designer created just for the bill. The car itself is a generic car, and is not patterned after any specific make or model. Although it may resemble several cars such as a Model A or a Hupmobile, the sad truth is, it's just a model. If one looks closely, there are actually four cars on the bill, and they are all just a bit different from one another.

The reason for its generic origin is also interesting. It seems that legal requirements will not allow the U.S. Government to indicate its endorsement of any commercial firm or product. If the car were a certain identifiable make or model, it would be a clear violation of the law, and as we all know the Government never bends the rules.

So there it is, the final answer on the subject. Several interesting thoughts come to mind. Obviously, the car is quite old, and if it were to be replaced or updated, what design would we use? Also, we know for certain that the car is a generic design, but what about artistic expression? Should we be satisfied with the Treasury's answer, or should we check the motor vehicle registrations to see what Mr. Schofield, was driving at the time. It certainly would be interesting if he owned a 1924 Maxwell or a 1925 Hupmobile. In any case, with the mystery solved we can rest easy, unless of course someone has access to those motor vehicle registrations.

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One hundred and fifty-five years ago...

February 16, 1843 - Henry M. Leland was born.

One hundred years ago...

1898 - William E. Metzger established the first independent automobile dealership in the United States.

Ninety-five years ago...

January 17, 1903 - Cadillac introduced its first production model to the public at the National Association of Automobile Manufacturers auto show in New York.

February 12, 1903 - An advertisement in *Life* magazine introduced the first four-cylinder model from Packard, the Model K.

Ninety years ago...

1908 - Otto Zachow and William Besserdich built the first successful four wheel drive vehicle in Clintonville, Wisconsin.

Eighty-five years ago...

1913 - Vanden Plas in England became Vanden Plas (England) Ltd.

Eighty years ago...

February 28, 1918 - Chevrolet Motor Company became part of General Motors.

Seventy-five years ago...

February 2, 1923 - Ethyl gasoline was introduced in Dayton, Ohio.

Seventy years ago...

1928 - Texaco became the first company to market gasoline in all 48 states.

Sixty-five years ago...

1933 - Buffalo businessmen purchased Pierce-Arrow from Studebaker.

Sixty years ago...

January 19, 1938 - The first mass-produced diesel engine was built.

Fifty-five years ago...

January 1943 - Due to the war effort, non-essential driving was banned in 17 eastern states.

Fifty years ago...

1948 - Cadillac introduced the first tailfins.

Forty-five years ago...

1953 - Oldsmobile built its 4 millionth car.

Forty years ago...

January 1958 - Connecticut opened its 129 mile turnpike to traffic. The highway extended from Greenwich to Killingly, near Rhode Island.

January 1, 1958 - Toyota introduced the first Japanese car to the American market. The Toyopet Crown Deluxe sold for \$2,000.

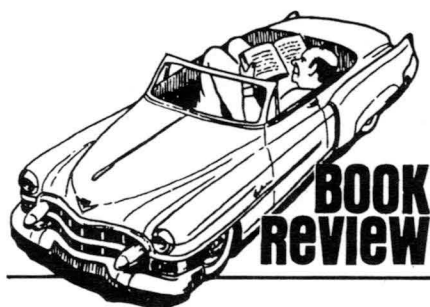
Thirty years ago...

1968 - British Motor Corporation merged with Leyland Motor Corporation to become British Leyland Motors. Companies involved included Austin, Rover, Jaguar, Vanden Plas, MG, and Triumph.

January 1, 1968 - Federal Motor Vehicle Safety Standard No. 208 instituted standard shoulder strap seat belts in all American market cars.

Ten years ago...

February 1988 - Renderings of the Lexus model were first publicly shown at the Chicago Auto Show.



A History of Knox Fire Apparatus, by John Hess, 1997. 60 pages, 11"x8 1/2", softbound. Price: \$19.95 postpaid. Available from Trukbooks, P.O. Box 615, Wappingers Falls, NY 12590.

A very interesting album-style book has been published by John Hess, president of the Knox Motor Car Club of America, covering the motor fire apparatus built by the Knox Automobile Company of Springfield, Mass. Long recognized as a pioneer in both pleasure and commercial vehicle production, Knox was also an innovator in the development of motor propelled fire apparatus. The Knox company was also a main proponent of the air-cooled motor and over-head valve design, but gradually switched to the water-cooled system by 1910.

Starting in 1906, the Knox Automobile Company began the building of chemical and hose wagons as well as squad cars based on its pleasure and commercial chassis' using air-cooled motors. The interest in such vehicles developed apace as their fame spread and the Knox company absorbed the C.N. Perkins Company of Lawrence, Mass., a local manufacturer of fire equipment. Knox soon developed pumping engines of various capacities, and was on its way to being a major contender in the supplying of apparatus for many major cities in the eastern part of the United States by 1912. The Knox-Martin 3-wheeled tractor was developed by 1911, and achieved some success in motorizing expensive horse-drawn steam pumping engines and hook & ladder trucks in various fire departments during 1912 and 1913.

Despite a successful and complete line of apparatus being offered by 1913, due to financial difficulties Knox faded very quickly after that year. A newly reorganized Knox operation introduced a very advanced 4-wheeled tractor in 1915, but dropped its line of fire apparatus, commercial vehicles and automobiles. Greatly reduced in size and scope, the Knox Company continued to supply parts and service to the loyal Knox owners until finally closing its doors in 1928.

While not an actual formal history of the firm's fire apparatus business, the book does contain many full page photos of some of the great fire units built by Knox prior to 1915. There is also data on specific types built by Knox and the book makes a valuable contribution to historical motor vehicle lore. Anyone having a deep interest in early fire apparatus will enjoy this book.

- John B. Montville

Röhr by Werner Schollenberge. Text in German, 9"x12 1/2", 488 pages with approximately 1,000 b/w photos. Published by Verlag Gunter Preuss, Darmstadt. Price: DM 86.

The subtitle is "A chapter in German Automobile History." The author tells me he spent 13 years researching and writing this book.

To comfort readers not familiar with the name Röhr, let me say that it was what the French call a "confidential" make of car, as if buyers were screened by passing an initiation ceremony and sworn to secrecy. Total production from 1927 through 1938 totaled 3,800 cars.

Röhr the man, on the other hand, was an important and much respected engineer of international repute. He was chief engineer of Adler from 1931 to 1935, at the young age of 42.

Hans Gustav Röhr was only 17 when he began building his own airplane, based on five years of testing model aircraft. That won him a trainee job with Rheinischen Aerowerken.

He was drafted into the Prussian Flying Corps in 1916, and, after a period of reconnaissance flights, he was made a fighter pilot. He was shot down in 1918, wounded, and ended the war in a hospital bed. When released, he was hired by Priamus Automobilwerk in Cologne as an aircraft engine designer (for which he was sadly lacking in qualifications).

Under the Versailles Treaty, Germany's aircraft industry was dismantled, and Röhr turned his attention to cars. He drew up his idea of a modern car, with all-independent suspension, but had to shelve it since the Priamus management preferred to keep its prewar models in production.

As he rose in the hierarchy, however, he was able to have his prototype built in the Priamus factory. A friend from his fighter pilot days then brought Röhr to Berlin, where he set up shop in rented premises. A further two Röhr prototypes were made in Berlin before he found financial backing to start production. He took over the Falcon Automobilwerke in Ober-Ramstadt near Darmstadt and reorganized it as Röhr Automobile AG.

The 1927 Röhr was a splendid machine, with a straight-eight engine and all-independent suspension. As a chassis designer, Röhr was in a class with Maurice Sizaire, Paul Joseph, and Georges Broulheit. But the company was not making money. Its contract to supply chassis to Hampton Cars Ltd. could have saved it, only Hampton went out of business in 1930.

For some time, Röhr had kept his mind busy with thoughts of front-wheel drive, and he approached Adler in Frankfurt with his new design, which went into production in 1932 (and was also built under license by Rosengart in France and, at a later date Imperia in Belgium).

When Röhr wanted his share of the license fees, the Adler directors refused, to which he reacted by quitting and taking his 5-man personal staff with him—not to any tinpot little local automaker, but to Mercedes-Benz.

During his brief period with Mercedes-Benz, he took steps to convert their cars, too, to front-wheel drive. In this book—for the first time—appear photos of the W-144 and its flat-four engine. Six- and eight-cylinder versions were also proposed, but Röhr's ideas were buried, as far as Mercedes-Benz was concerned, when he caught a bad cold on his way to Nürburgring for the German Grand Prix in August 1937, which turned into lung-inflammation that proved fatal.

Back in 1930, Swiss investors resurrected the Röhr Auto company, hired a new engineering staff which modernized the 8-cylinder Röhr and introduced the Röhr Junior, produced under Tatra license. In 1933, the management went to Porsche asking him to design an 8-cylinder luxury car, which became the Röhr Olympier—fantastic machine, but a commercial failure. The company declared bankruptcy in 1937, and production ceased around the end of 1938.

- Jan P. Norbye

Automobile History Day by Day, by Douglas A. Wick, 1997. 600 pages, 11"x8 1/2", 500 illustrations. \$50 soft; \$60 hardbound plus \$5 P&H from: Hademarken Collectibles, PO Box 7399 Northbrook Station, Bismark, ND 58507

I just embarked on a "Ninety Years Ago" club column and feel somewhat intimate with the concept of sorting time. This book should become every talk radio jockey's handbook when ever callers fail to appear. Trivia buffs ought to revel in its almanac presentation.

"Day by Day" means January 1st starts with the 1870 marriage of one of the Stanley brothers to the 1996 GM retirements in four pages. January 2nd ranges from mention of the 1447 Memmiger Chronicle to the 1997 death of "our" William T. Cameron in two pages. Nothing happened between '74 and '94 on this date. Most days manage to appear on a single page. This is both the strength and weakness of the volume.

If you want to see if there is something "new for you" check the five different indexes: Marque, Company/Organization, Personal Name, Place Name and Illustrations. The reader might be better served if the indexes were collapsed somewhat. The Place Name is international in scope and quite interesting. (Beaumont was listed for 1901 oil gusher and the 1887 birth of Weiss, a co-founder of the Humble Oil in 1917.) The other missing thing is interlinking of entries. The decade old "Chronicle of the 20th Century" set the almanac presentation standard for ease of use by the researcher.

One entry from July 31st caught my eye: 1916 "Pioneer female NASCAR racer Louise Smith is born." Never heard of her and thought it would be a perfect example to follow through the book. The indexes proved this to be a singular entry. I suspect others will receive similar frustrations with these meager "tips." The author hopes that the book "might be the genesis for future in depth articles on any number of subjects that deserve full(er) coverage...."

The illustrations constitute all sorts of odds and ends. Lots of ads and marque symbols closely related to the text. Barely a page goes by without something. The photos of course suffer from the usual commercial mud but are overall passable. Since the author is based in North Dakota and New Mexico, he offers many previously unpublished western scenes and I was quite amazed to find a photo of a 1908 Buick in my small western Minnesota home town. Checked the Place Name and discovered illustration locations were not included.

This is a self published endeavor and the author questions if "History" is the correct title. Sure it is, but is more like a kaleidoscope, slicing automotive time and restacking it like salami.

- DJ Kava



A CALL FROM HUNGARY

Fellow enthusiasts!

I am a rookie in terms of researching automotive history, but during the short period since I've been trying to discover traces of the Hungarian motorization and also lookin' around at the world's various automotive libraries it came to my mind that we neglected an important part of automotive history: did anyone every do a comprehensive automotive bibliography? Even if we'd manage to register the automotive magazines which have been published in the last 100+ years we'd ease our research methinks. If such thing exists (not just an American, but a world-wide resource) please be so kind to direct my attention. Otherwise I'd gladly stand up and ask for your help. I think that we are the best experts to do such a job and I'd be happy to coordinate the effort. Maybe our own publishing house would be interested in publishing this compilation some time in the future! **Pal Negyesi**, npaul@bendeguz.elender.hu, **AutoClassic, Hungary.**

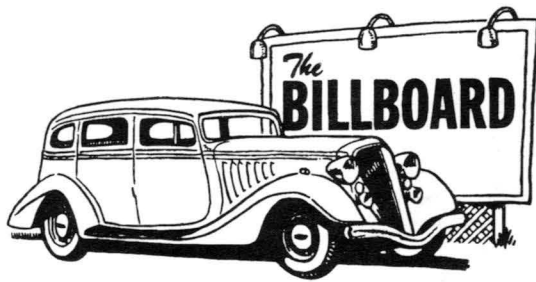
SIR HARRY RICARDO IN THE US

I am presently researching the biography of Sir Harry Ricardo, and I hope that some member of the Society may be able to help me.

The book on which I am working (to be published by Sutton Publishing Ltd. in the UK and probably in the USA by St. Martins Press of New York) is actually sponsored by the Ricardo company and I have complete access to its records and archives, including Sir Harry's personal papers. Unfortunately, although the Ricardo firm still enjoys strong links with the USA, none of its present staff have any personal knowledge of Sir Harry's activities there which effectively ended over thirty years ago.

As it is clear that Sir Harry enjoyed a high reputation in the States as a result of his consultancy work for such firms as Caterpillar and the Waukesha diesel engine company, we are keen to include an American dimension in the book and to account for his contribution to the US automotive and aero-engine industries.

Has any US writer or historian made a study of these matters? I would like to contact anyone who could throw some light on the subject, so as to give American perspective to my assessment of Sir Harry's achievements as "The High Priest of the Internal Combustion Engine." **John Reynolds**, 18 Partridge Close, Upper Bruntingthorpe, Butterworth, Leicestershire LE17 5QY England, phone/fax (0116) 247-8400



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 Ken Yerama, 221 Freeport Drive, Bloomingdale, IL 60102 for display ad rates.

WANTED: Photos, articles, and names of experimental or production automobiles with wheels arranged in a diamond (lozenge) pattern. Your help would be greatly appreciated. **Ferdinand Hediger, Dörfli 8, CH-5600 Lenzurg, Switzerland.**

WANTED: Original or photocopy of Mr. Jacques Rousaleu's articles on the Mercedes 540|K vs. 851 Auburn as presented in Oct/Nov 1982 issues of *Le Fanatique de l'Automobile* (French) 16 pages. Please contact, **F.D. Wilson 4576 Winding Way, San Jose, CA 95129.**

WANTED: 1936 Packard Data Book for Super-Eight. **The Classic Motorist, P.O. Box 363, Rotterdam Jct., NY 12150-0363.**

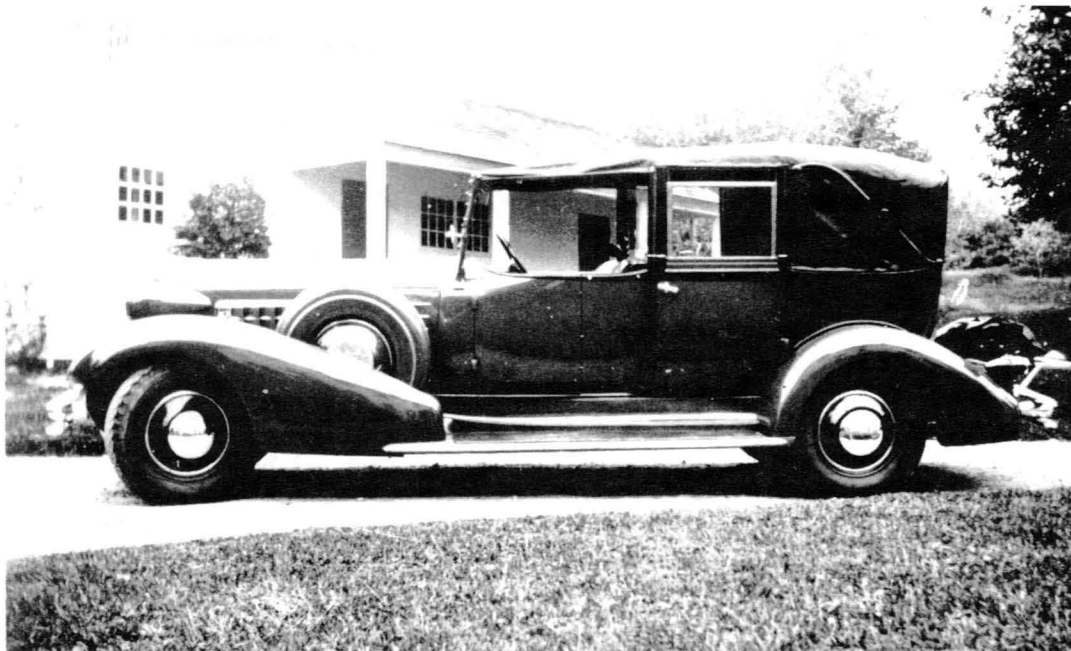
WANTED: Anything relating to the 1952 Targa Florio, programs, posters, postcards, photos, etc. **E.A. Singer, R.F.D. 1682, Laurel Hollow, NY 11791-9544. Phone: (516)367-3293. Fax: (516)367-3260.**

WANTED: Black and white photographic postcards of the late 1930s Berlin Motor Show, particularly showing Alfa Romeo's stand in 1939 (or any other photograph of this stand other than 3/4/39 *Englebert* magazine). **P. Marshall, Mariners, Courtlands Avenue, Esher, Surrey KT10 9HZ. UK.**

WANTED: Issues of *Owner Operator* magazine featuring Patty Kotero or Vanna White, May-June 1971 issue of *The Bulb Horn*, June 1952 issue of *Antique Automobile*, issue of *TV Guide* featuring the "Hawk" from the TV movie "Wheels" (late 1970s) and issues of *Playboy* and *Town and Country* featuring the Vector automobile (probably around 1980). **Sam Fiorani, P.O. Box 432, Bedford, MA 01730. Phone: (978)562-1090.**

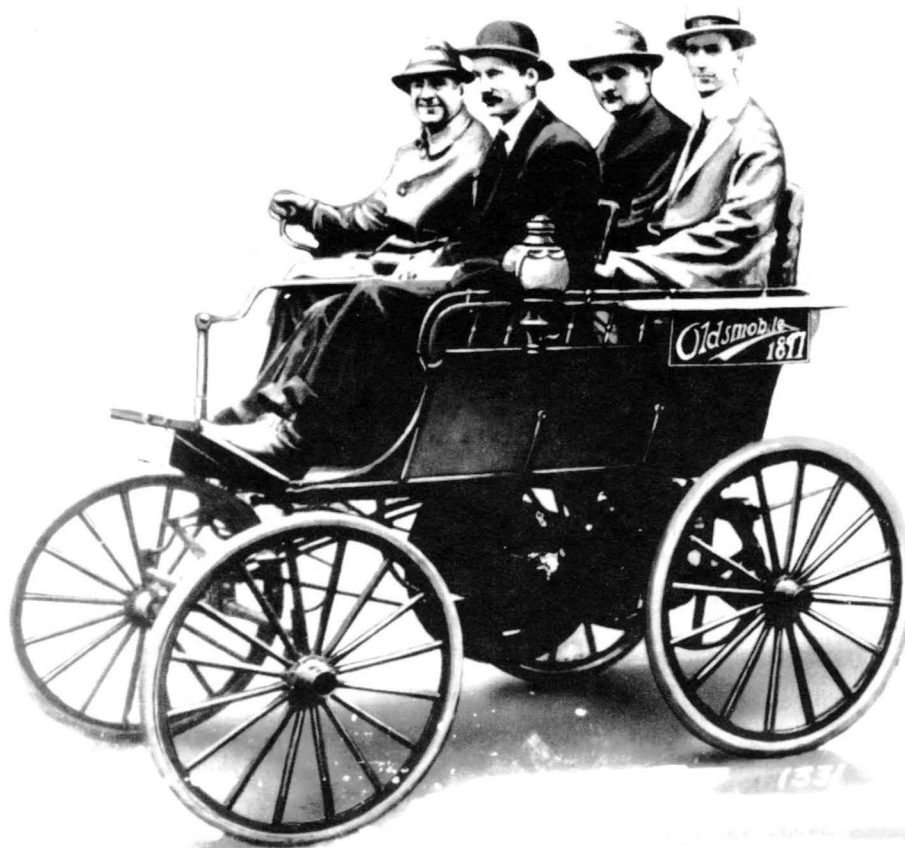
NEEDED: A good home for auto magazines: *Antique Automobile*, *Bulb Horn*, *Automotive News*, etc. No charge, you pay the shipping. List available. **G.M. Naul, 534 Stubly Road, Granville, OH 43023.**

OFFERED: British sportscar books and magazines: *Classic & Sportscar*, *Thoroughbred & Classic Cars*, *Sports & GT Market*, etc. Also Austin-Healey, CCCA and Packard Club publications. **The Classic Motorist, P.O. Box 363, Rotterdam Jct., NY 12150-0363.**



The mother of SAH member Thomas T. Solley was so enamored with the Holbrook body on her 1929 Lincoln that she had it transferred to this 1934 Cadillac eight-cylinder chassis. It is so interesting to see how fast the lines of automobiles changed so quickly in this short time frame.

- photograph courtesy of Thomas T. Solley



Aug. 21, 1897

Directors Meeting

It was moved by Mr Stebbins
that R. E. Olds be elected manager
for the coming 11 months Carried

It was moved by Mr Stebbins
that the manager be authorized
to build one ~~perfect~~ carriage
in as ^{nearly} perfect a manner as pos-
sible and complete it at the
earliest possible moment

Carried
On motion meeting adjourned
A.C. Stebbins
Sec'y

The hand written note reads "Directors Meeting, August 21, 1897. It was moved by Mr. Stebbins that R.E. Olds be elected manager for the coming 11 months, Carried. It was moved by Mr. Stebbins that the manager be authorized to build one ["perfect" crossed out] carriage in as nearly perfect a manner as possible and complete it at the earliest possible moment, Carried. All motion, meeting adjourned. A.C. Stebbins, sec'y"

- from the editor's collection