

SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

May-June 1998

Issue Number 174



NAAM AND SAH TO HOLD JOINT AUTOMOBILE HISTORY CONFERENCE

"Interpreting the Automobile" is the theme of the second biennial Automobile History Conference, sponsored by the National Association of Automobile Museums (NAAM) and the SAH. The joint conference will be held Wednesday to Saturday, September 9 to 12, 1998, at the Henry Ford Museum & Greenfield Village, Dearborn, Michigan. The conference coincides in part with the museum's annual "Old Car Festival."

The Automobile History Conference is sponsored by NAAM and SAH for the members of the two organizations, and for staff members of institutions which are members of NAAM or of SAH. The conference is a symposium exploring the impact and meaning of the automobile in America. Joint sessions will address the automobile as symbol, as artifact, and as folklore, along with an examination of how and why historians and museums can work together.

Separate SAH sessions will feature guest speakers presenting solicited papers about how to get started in automotive history, building and using the automobile, the automobile and gender, and the automobile in its world. NAAM has assembled highly-participatory facilitated discussions to assist those in the auto museum field. Measuring the effectiveness of marketing, disaster preparedness and damage control, creating a collections focus, and education in museums, are among the topics. Behind-the-scenes tours and field trips to the museum's off-site vehicle storage, and to an operating steel factory, are scheduled.

The National Association of Automobile Museums (NAAM) is a trade organization for the institutions and people of the automobile museum world. The mission of the association is to link auto museums, enabling them to foster education, share exhibits, and exchange vital data about collections.

Details about the conference and registration are available from Special Events, Henry Ford Museum & Greenfield Village, 20900 Oakwood Boulevard, Dearborn, Michigan 48121, (313)982-6044.

IN MEMORIAM:

JEFF GILLIS (1950-1998)

Jeff Gillis, probably the outstanding authority on the history of the Durant car and its siblings, died March 25th at his home in Green Bay, Wisconsin, following a heart attack. He was 48.

He is survived by his wife, Eileen, two sons and a daughter.

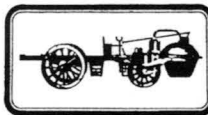
Jeff was the founder and president of the Durant Family Registry and the editor of its outstanding quarterly publication, *Durant's Standard*. He was working on the final stages of a book on the Durant empire at the time of his death. The book was to present comprehensive history of the Durant-based cars including the Durant itself, Flint, Locomobile (after 1922), Star (and the Rugby export version), Mason Truck, the DeVaux, the '33-34 Continental, the Canadian Frontenac, and the stillborn Eagle and Princeton cars. At press time, the future of Jeff's anticipated history of the Durant Corporation was unclear.

Jeff was widely known and highly regarded in his pursuit of accurate automotive history and was prominent in attending various automotive events and seminars surrounding automotive history in general and Durant, and its affiliates, in particular. Jeff's loss is a major one in automotive history and a personal one to his host of friends and acquaintances in his chosen field. The *SAH Journal* extends its deepest sympathy to his family in their great loss.

- Keith Marvin

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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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	Issues	Dates
Richard B. Brigham	1-29	September 1969-(undated) 1973
John Peckham	30-50	July 1973-December 1976
G. Marshall Naul	51-59	Feb 1977-July 1978
Walter Gosden	60-87	Nov 1978-Dec 1983
Richard B. Brigham	88-117	Jan/Feb 1983-Nov/Dec 1988
Christopher G Foster	118-157	Jan/Feb 1989-July/Aug 1995

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EDITORIAL COMMENT

SPREADING THE WORD

A few months ago, a member of SAH wrote to me about the association of this organization with significant automotive anniversaries. It was proposed, at one time, that SAH get more involved with the 100th anniversary of the American automotive industry. While the Automotive History Conference was a significant contribution to our field, it may not have had as great an impact in spreading our name.

The 100th Anniversary of the American Automotive Industry was well celebrated in Michigan and within a few major publications. SAH is little more known now that it was before that milestone occurred. It is my belief that the Society of Automotive Historians, as a whole, could harness the power of a significant event to catapult the organization into a well-known and well-respected group which it deserves from the near obscurity in which it resides.

If this could occur, "Member: Society of Automotive Historians" written on a resume would provide a significant boost to a journalist contributing to a publication or an educator contributing to a seminar or a hobbyist moving up through the ranks of an individual marque association.

I'm proud of being a member of this group. I get respect from peers after I've explained what SAH is. I don't want it to be necessary to explain who the Society of Automotive Historians are; it should be in the owner's manual of "car buffs" around the globe. Like AACA, CCCA, VMCCA, SAE, and IMPA, SAH should be part of the lingo.

In the coming few years, a number of anniversaries will be marked with great hoopla. The New York Auto Show will have its one-hundredth anniversary in just a couple of years. Ford, Cadillac and Buick will turn 100 in five years. Rolls-Royce will mark a centennial the next year. SAH can get associated with these events which will be celebrated loudly. While SAH could get noticed, some of our membership would also get starring roles.

This idea has been derided for "taking paychecks from individual members." I don't want to deprive anyone of a duly deserved position with these or any other event, in fact I want to help put our members names on those paychecks. I also want to position SAH to get credit for the wealth of information it has within its membership rolls.

When someone calls me up for help with a TV show or magazine article or research project, I reach for my membership directory and find someone who can best fit the needs of that project. I usually end the conversation by asking for a credit to be given to SAH. I want SAH to move to that next level.

We get some recognition from certain publications such as *Old Cars Weekly* and *Sports Car International*, to name just two, but the Society of Automotive Historians should be mentioned in more varied media such as the growing number of TV shows and documentaries about cars.

Any ideas on how SAH and its members can get involved with these near-future projects on automotive history?

-Sam Fiorani

Officers and directors of our Society attended an interesting 1998 Spring Board of Directors meeting in St. Louis on the weekend of April 3-5. Host for the meeting was SAH vice-president *Jim Schild*, who did an outstanding job of making this a memorable event. In addition to spending much of Saturday, April 4, on SAH business (see pages 4 and 5), those attending found time in the afternoon of that day to tour the Hunter automotive restoration facility and car collection (SAH member *Stephen Brauer* heads the Hunter Engineering Corporation). Sunday was highlighted by a short tour of old-line St. Louis neighborhoods, with the group then assembling to view the collection of *Fred Guyton*. Fred very thoughtfully provided a delicious lunch for those attending.

The future direction of SAH was one of the the topics receiving substantial attention by the board at the St. Louis meeting. An initial topic concerned the name of the Society, and suggestions for potential changes. After reviewing several proposals, including the possibility of adding the term "International" to the present name, it was agreed to leave the name of the organization as it is for the present.

Among the items contained in a president's report on potential SAH work programs and future goals was a proposal for development of a broad-scale directory of research sources. Such a directory would identify collections of automotive history materials in libraries, museums and other facilities across America, and perhaps other nations. In addition, the directory might list private collections in instances where private parties were willing to grant researchers access to documents.

It was noted that collecting and assembling the material for such a document would be a good-sized task, requiring participation from numerous persons. The question of whether a charge should be made for a completed directory was discussed, but it was agreed that it should be made available to SAH members without cost.

Relations of SAH to such important groups as the automotive industry were considered. In connection with this, director *Sam Fiorani* proposed that SAH consider offering its assistance in a historical capacity to various automotive firms as they prepare to celebrate their centennials. It was agreed that the president would appoint a committee in the near future to explore this proposal in some depth.

Taylor Vinson suggested that SAH give serious thought to holding a series of automotive history "weekends" in various cities which were identified with the motor car industry. Such sessions might include talks on the role played by a city in automotive history, together with visits to local museums and to motor vehicle factories still in existence.

The carrying out of programs involves participation by people, of course, and mention should be made of various recent SAH committee appointments. Long-time SAH member *James Wagner* has agreed to serve as liaison with the Society of Automotive Engineers' History committee while *George and Stacey Hauley* will serve in a similar capacity with the Canadian Automotive Historians organization. Two long-time SAH members who have served as past officers and directors, *Jack*

Martin and *Matt Sonfield*, have agreed to become members of a finance committee which will take a broad look at the Society's financial and budget policies. *G. Marshall Naul*, another long-time SAH member, will head the library and archives function. *Walter McCall*, retired public relations director for Chrysler of Canada, will coordinate the Society's programs in the public relations area (others will be asked to work in this field, also).

The new membership chair will be *Eric Vest*, former SAH director. Eric already has begun to discuss with other automotive-related organizations the possible exchange of membership lists. Two other members, *Leroy Cole* and *Jeff Godshall*, will handle the Brigham Award function, succeeding *Matt Sonfield*. The new committee to study the proposed student auto history award program will include *David Lews*, *Richard Scharchburg*, and *Charles Blackman*.

As is generally the case with organizations whose functions are performed purely by volunteers, SAH is constantly looking for additional members willing to assume responsibilities in connection with Society programs. Please contact me if you have an interest in such work.

Moving from SAH program areas to the field of automotive history generally, your president along with many other persons was saddened to learn a day or so ago that the plant of the old Packard Motor Car Company, located on the east side of Detroit, is scheduled for demolition. The facility, one of the first reinforced concrete structures designed by renowned industrial architect Albert Kahn, boasts a floor area of 3.5 million square feet. Manufacture of automobiles at the plant ceased in 1956, when Packard merged with Studebaker. The structure is located within Detroit's "Renaissance Zone," and state and local officials apparently decided that it must come down to make way for new economic development projects.

When demolition of this facility takes place, it will mean that only one of the plants owned by the renowned "Three Ps of American Motordom," Pierce-Arrow, will remain. The factory of the third firm in this triumvirate, Peerless, fell to the wrecking ball in Cleveland a year or so ago.

Best wishes to everyone.

- Sinclair Powell

MY HUMBLEST APOLOGIES

The previous issue of the *SAH Journal* had more than its share of errors. Thanks to people like *Keith Marvin*, I noticed even more after the issue left my hands. While apologizing does not make the issue any better, I hope it begins to express how seriously I take this job.

Each issue is written on my computer. Until last March, this had never been a problem. In the middle of March as I was preparing to print out a final draft of the *Journal*, my disk crashed and most of the issue disappeared. I recovered much of it through some fancy footwork, but not all was saved.

Thank you for your patience and understanding. I strive to make each issue better than the last and I hope that January-February was only a temporary setback. Please keep your comments and criticisms coming. Each letter helps improve this publication a step further.

- Sam Fiorani

PRECIS AND REVIEW OF SPRING SAH BOARD MEETING

April 4, 1998

As this a review of the major items discussed by the SAH board at its Spring meeting in St. Louis, Missouri, any member wanting a full copy of the minutes should send a SASE to the secretary, *Nicholas Fintzelberg*.

This meeting, held at the Holiday Inn, was called to order by President Sinclair Powell at 8:50 am, with Secretary *Nicholas Fintzelberg* taking the minutes. The meeting continued until 1:30 pm, and reconvened at 4:15 pm. Final adjournment was at 5:50 pm. Nine of the thirteen officers and directors attended, with *Thomas Deptulski*, *Patrick Foster*, *Michael Lamm* and *Charles Roy* being absent. Former president *Taylor Vinson* also attended.

REPORT ON CHAPTER RELATIONS

Under new SAH policy, the six chapters of the Society were to be notified that, except for those persons qualifying under a "grandfather" clause, all members were so notified and asked to submit membership lists to the SAH secretary, as required by the by-laws.

The President further mentioned that he met personally with representatives of four SAH chapters, and obtained from such persons useful suggestions on activities which might be undertaken by the parent organization. The consensus was that SAH should continue to build up its library, and that the organization also should develop ways and means of assisting members in the area of research.

The board expressed the view that automotive history



Spring Board Meeting Attendees: (left to right) Taylor Vinson, Jim Schild, Sam Fiorani, Fred Roe, Kit Foster, Paul Lashbrook, Leslie Kendall, Sinclair Powell, Nick Fintzelberg, Richard Scharchburg.

certainly should not be viewed as "American" only, and that our outreach has been and should continue to be worldwide. Existence of the UK Chapter and the holding of an annual SAH dinner in Paris were cited as examples of the Society's wide-ranging program.

A report was given on SAH involvement in the Automotive Hall of Fame Screening Committee. The method by which nominations of desirable candidates for Hall of Fame induction might be made was described. Activities of the Society of Automotive Engineer's History Committee and the possibility of joint SAH-SAE projects were reported.

LIBRARY, ARCHIVES AND RESEARCH

The naming of *G. Marshall Naul* as the person in charge of SAH library and archive activities was noted. Naul had responsibility for the SAH library in earlier years. In connection with the effort to build up the Society's library, board members agreed that an effort should be made to seek bequests of private collections of auto history books. The President reported that one SAH member already has indicated an intent to make such a bequest.

AWARDS

Director *Richard Scharchburg*, who chairs the Cugnot Committee, discussed the annual review process and the need for a permanent set of standards to guide those conducting the review. He then informally submitted guidelines which he sent out to this year's reviewers. The board endorsed this approach in principle, and delegated to the Cugnot Committee authority for use of these guidelines, plus adoption of additional criteria for selection of Cugnot winners.

With the naming of members of a committee to evaluate how a student writing award might be established, it is anticipated that action could well be expected on this as early as 1999.

LONG-TERM FISCAL MATTERS

The President announced the naming of a committee to examine in depth the fiscal affairs of SAH. This committee is to look at both the revenue and expenditure aspects of Society finances, with some emphasis on long-range goals. It was noted that preparation of annual budgets for SAH presents some difficulties because of the publication schedule. The possibility of a two-year budget cycle was mentioned. Also discussed was the possibility of the Society seeking foundation grants for specific projects.

EXTERNAL RELATIONS

The need for an expanded public relations program was noted. Allied with this it was reported that SAH has little or no name recognition in the automotive industry, and that an effort should be made to correct this problem. The President promised vigorous follow-up in both areas.

TREASURER'S REPORT

Treasurer *Kit Foster*, reported on SAH finances, submitting copies of the balance sheet, cash flow statement, and report of income and expenses versus budgeted amounts. Current expenditures were well within the amounts authorized in the budget.

MEMBERSHIP

Kit Foster reported on membership matters, announcing 47 new members since October 1997. Offsetting this is the fact that we presently have 160 lapsed members. These persons have been sent a reminder of their tardy dues.

With respect to the membership directory, it was explained that due to numerous address changes and new telephone area codes, it is behind schedule.

PUBLICATIONS

Kit Foster presented the report of *Patrick Foster*, editor of the SAH Press. It is anticipated that 1,000 copies of the initial book will be published. It was agreed that the President would monitor the Press expenses to insure that they were kept within the \$6,500 total authorization made in October 1997.

Sam Fiorani reported on the *Journal*. He noted that a new advertising manager had been appointed and that a number of advertisers had been secured for the next several issues.

Taylor Vinson reported on the *Automotive History Review*. He was pleased with the work of the new printing company, which came in before deadline. He noted that all material was on hand for issue No. 33, which should come in under budget, and that issue No. 34 will come out in 1999.

SILENT AUCTION

Vice President *Jim Schild* reported that the current auction did well financially, although only 253 items came in, down somewhat from the last one.

HERSHEY HOSPITALITY TENT

Paul Lashbrook reported receiving excellent cooperation last Fall from officers and directors in manning the history tent, and thanked everyone. He indicated similar cooperation is essential this coming Fall.

1999 WINTER BOARD MEETING

Leslie Kendall (Los Angeles) and *Nick Fintzelberg* (San Diego) proposed a Southern California meeting of the board, March 18-21, 1999. Motion of approval was passed.

- Precis prepared by *Sinclair Powell*

HOW DAIMLER-CHRYSLER AFFECTS THE OLD CAR HOBBY

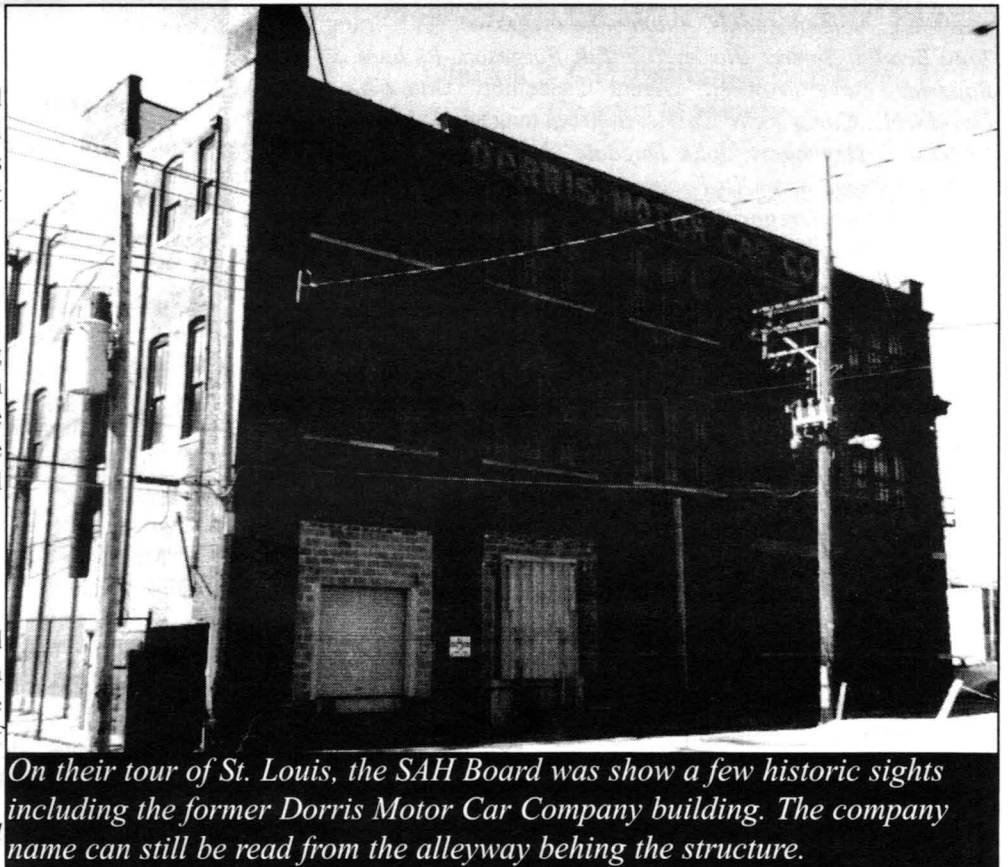
If you've been in a cave since before May 6, you should read the article on page 12 before going any farther.

Daimler-Benz and Chrysler Corporation announce their intention to merge operations recently. Many magazines, newspapers and other news outlets have focused on the effect this will have on the automotive world in areas like emerging markets and competition with GM, Ford, Toyota and VW, among others. There is one area that no one has looked at: the old car hobby.

Chrysler and Mercedes-Benz, at least in the United States, are two of the largest sponsors of the old car hobby. Classic car auctions from Atlantic City, New Jersey, to Scottsdale, Arizona, have been covered by Chrysler Corporation sponsorship while events like the Burn Prevention Foundation Concours in Pennsylvania have been paid for, in part, by Mercedes-Benz.

With these two companies coming together, will this consolidation of sponsorship monies leave a gap in the old car hobby? Let's hope that DaimlerChrysler continues to keep its name associated with these events with the same level of sponsorship the separate companies do today. I'd hate to see these items become lost in corporate cost cutting.

- Sam Fiorani



On their tour of St. Louis, the SAH Board was show a few historic sights including the former Dorris Motor Car Company building. The company name can still be read from the alleyway behing the structure.

J. SCOTT MATHEWS

At 8:44 pm on April 15, 1998, a daughter was born to *J. Scott* and Lisa B Mathews. At birth, Bethany Ann was 19 inches long and weighed in at 6 lbs. 12 oz. Bethany Ann is their second child, they have a 2-year old daughter named Emma. The whole family is doing well.

Scott Mathews is a professor at the American Graduate School of International Management in Chandler, Arizona. He and Lisa and Behtany and Emma live in Chandler.

ADDITIONAL NEWS

SAH JOURNAL GETS ANOTHER GOLDEN QUILL

Old Cars Weekly's annual Golden Quill awards were announced in the April 23 issue and, for the second year in a row, the *SAH Journal* was among the winners. The rules as listed in *Old Cars* for this award included, "to receive the award in consecutive years, the publication must not only maintain or surpass its previous year's achievements but must also meet the head-on competition from other publications, some of which may have made vast improvements."

As editor of the *Journal*, I am proud to be associated with this award, but I cannot take credit for winning it. From Issue No. 166 to Issue No. 171, the *SAH Journal* was blessed with some of the greatest writers in the automotive field. Those who contributed to the *SAH Journal's* 1997 award-winning year were: *Noland Adams*, *Automobile* magazine, *AVX Cars*, *Tony Beadle*, *Brooks Bierley*, *Griffith Borgeson*, *Richard J. Boudrias*, *Dave Brownell*, *Gianni Cancellieri*, *Don Chew*, *David Cole*, *Commercial Carrier Journal* magazine, *Jim Cox*, *Richard J. Degenhart*, *John Dugdale*, *John Lorne Findlay*, *Nicholas Fintzelberg*, *Kit Foster*, *Patrick R. Foster*, *Bryan K. Goodman*, *Max Gregory*, *Ferdinand Hediger*, *Conny Hetting*, *The Iowan* magazine, *Elliott Kahn*, *Don Keefe*, *Beverly Rae Kimes*, *Margus H. Kuuse*, *Michael MacSems*, *Jack L. Martin*, *Reed Martin*, *Keith Marvin*, *Katie McGregor*, *Walter Miller*, *Stan Mott*, *Albert Mroz*, *Kevin P. Murphy*, *Jan P. Norbye*, *Sinclair Powell*, *Peter Richley*, *John D. Rock*, *Fred Roe*, *Dr. Paul F. Sable*, *Steve Salmi*, *John B. Satterthwaite*, *Yanick Saunier*, *Scania World Bulletin* magazine, *Richard Sills*, *Peter F. Stevens*, *Raymond Vaes*, *Taylor Vinson*, *C. Edwin Wager*, *Mark Wallach*, *Bernard J. Weis*, and *Pete Whittier*.

Forty-one SAH members, eight non-members, four magazines and one website made up the contents of the six issues in 1997. While every one of those people made an important contribution, eighty-one people contributed to winning last year's Golden Quill. I like the idea of the Society of Automotive Historians having one of the best automotive association publications around. I want to restate and rephrase my quote from last year. "Everyone is invited and encouraged to contribute. The more the merrier." If two years in a row feels this good, let's go for three!

LEYLAND TRUCKS JOINS PACCAR

On April 28, PACCAR, the parent company of Kenworth, Peterbilt, Foden, and Daf truck companies, announced its intention to buy Leyland Trucks.

According to the *Detroit News*, financial terms of the deal were not disclosed, but the purchase is to be completed in May. Some of Leyland's trucks are marketed in Europe by PACCAR's Dutch subsidiary, DAF Trucks. Leyland had sales of nearly \$6.5 billion and sold more than 79,000 trucks worldwide in 1997.

ROLLS-ROYCE GETS A GERMAN OWNER, BUT WHICH ONE?

As the *Journal* went to print two months ago, BMW had been declared the winner in the bidding for Rolls-Royce for a reported price of around \$500 million. Only a couple days after the "winner" was announced, VW claimed that it had upped its offer to about \$913 million, including a bid on the Cosworth engine division. Vickers stated that a final decision would be up to the stockholders. A meeting of the Vickers stockholders is scheduled for May.

As this issue goes to print, VW is expected to be awarded control of Rolls-Royce and Cosworth. The company who produced the world's most popular car has a few tricks up its sleeve if this does not happen. Rumors have been floating that VW may launch one or two new brands possibly reviving the Horch and buying Lamborghini. Another story has VW buying the Bugatti name out of near-oblivion.

OBITUARY

IN MEMORIAM:

ASHLEY CLARK (1916-1998)

Linda Clark states that her father Ashley "was the person who got me interested in cars when I was a teenager and was a pioneer in the hobby, having restored everything from a 1922 Marmon Speedster to 1970s Cadillacs.

"My grandfather, Walter, was a new-car dealer from 1916 to 1937 and was the person who got my dad interested in cars when he was a teenager. Though he sold everything from Marmons and Cadillacs to Chandlers and Clevelands, my grandfather also had the first Chrysler-Plymouth agency in New Bedford, Massachusetts."

Quoting from the newspaper, "he was a World War II Air Force veteran. Prominent in the local insurance field, he was owner and president of Ashley Clark Insurance Agency, Inc. of New Bedford.

"Mr. Clark was a member of the Abraham H. Howland Jr. Masonic Lodge A.F. & A.M. and the Scottish Rite of Freemasonry. An avid collector of antique cars, Mr. Clark...won numerous awards for his preservation of automobiles. Some pre-World War II vehicles that he restored appeared in *Automobile Quarterly* magazine and at Heritage Plantation Museum in Sandwich."

His daughter added, "in addition to his AACA and CCCA memberships, my dad was a very active member in the Viking Chapter of the Veteran Motor Car Club of America. I always called him the premier car nut, and I've lost a great sidekick."

SAH EUROPEAN MEETING

May-June 1998

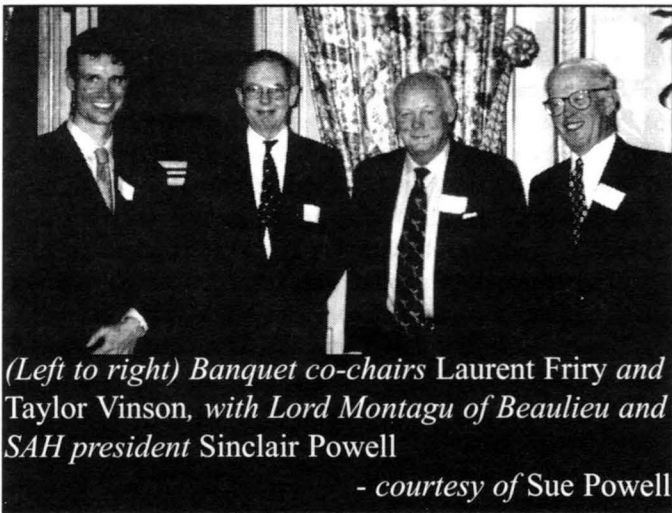
Paris is noted in song for April, but for lovers of a different sort, February is definitely the month to be there.

This year, the annual Rétromobile returned to Hall 2/1 at the Porte de Versailles and redeemed its reputation for being the outstanding old car show in France. Renault celebrated its centenary by showing a car from each decade. With three 1939 prototypes displayed side by side, Citroën honored the 2CV with a notable display that included a stretch limo from the UK. Peugeot observed the 50th anniversary of the 203 with models that included a spiffy '54 in Darl'mat trim. A great curiosity was the Panhard Dynavia prototype. The oldest American spotted was a Kline Kar. A 1947 Chrysler Town and Country convertible looked right at home in the display of wooden boats called Rétronautique. The favorite of many was a dark blue 1939 Chrysler Imperial convertible coupe with body by Pourtout, interior in white leather.

As usual, the show opened with a press conference at the stand of SAH's 1988 Bradley winner, the Fondation de l'Automobile Marius Berliet, presided over by *Paul Berliet*, who afterwards provided the assembled with a Lyon-style "breakfast" and regional wine. That evening, Friday February 6, 27 SAH members and their guests gathered at the Automobile Club de France for the Society's third annual dinner, arranged by the ever-helpful *Laurent Friry*. Once again, the site was the gilded Salon Bugatti overlooking the Place de la Concorde with its beautifully lit backdrop of the Seine, Assemblée Nationale, and Invalides.

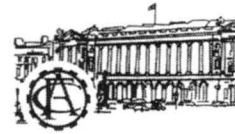
Six countries were represented: the United States, United Kingdom, France, Poland (*Robert Przybylski*), Finland (*Timo Laitinen*), and Australia (*Philip Schudmak*). Members and guests present who have attended all three dinners included *Jules Heumann*, *Richard Adatto*, *David Brownell*, *Bryan Goodman*, *Patrick Fridenson*, *Paul Berliet*, *Monique Chapelle*, *Laurent Friry*, and *Taylor Vinson*. A special guest was *Jasmine Borgeson*, who has taken over Griff's membership; the next morning some of his friends joined her in a champagne tribute to his memory at the Berliet stand.

SAH president *Sinclair Powell* presented the 1997 Friend of Automotive History Award to Edward, Lord Montagu, for his many contributions to the furtherance of automotive



(Left to right) Banquet co-chairs Laurent Friry and Taylor Vinson, with Lord Montagu of Beaulieu and SAH president Sinclair Powell

- courtesy of Sue Powell



1898 - 1998



Centenaire du 1^{er} Salon de l'Automobile

This is the cover of the menu for the February 6 dinner in France.

- courtesy of Taylor Vinson

history. Lord Montagu had been unable to come to Hershey to accept the award last October, being somewhere in Asia Minor on the 2nd Peking-to-Paris run. To the delight of all, he recounted his personal misadventures from the journey. His own Prince Henry Vauxhall had not gotten very far from Beijing when its fan went through the radiator, requiring his transfer to a Rolls-Royce once belonging to the Governor General of Australia. When that car broke its rear springs, The Good Lord was able to thumb a ride home in a Jaguar.

The SAH board has voted to make the Paris meeting a permanent part of the Society's calendar and another evening is planned for February 1999. These trips are not very expensive, comparatively speaking. Round trip air fares from the East have been around \$450, and two-star hotels are available for less than \$100 a night, as is the dinner. Once you make the trip, you'll be hooked. Why not put it on your calendar for next February? We'll let you know when the Rétromobile dates have been announced, probably the November/December *Journal*.

- Taylor Vinson

AUTOMOTIVE TRIVIA

by Sam Fiorani

I've begun posting some automotive trivia questions on the Internet. Most of the questions are, at best, novice level trivia. It is for that fact that I have sorted through them for the tougher of them, for your entertainment. (I apologize for the North American slant of the questions.)

EASY

- 1) Here's an old stand-by and an easy one, which came first the Ford Model A or the Ford Model T?
- 2) What does ALFA (as in Alfa Romeo) stand for?
- 3) Where does Romeo (as in Alfa Romeo) come from?
- 4) What company was Cadillac formed from?
- 5) Name the two men who built both Cadillac and Lincoln (the companies, not the cars)?
- 6) Why was the background color on the Rolls-Royce badge changed in the 1930s? What color was it before and what color did it change to?
- 7) Where did the name Mercedes come from?
- 8) Ransom Eli Olds founded two automotive companies, what were they?
- 9) Japanese are known for their American transplant operations, but they weren't the first to do this. Where in the United States did Rolls-Royce build cars?
- 10) Mercedes built cars in the United States decades before setting up shop in Alabama. Who built cars for Mercedes in the States and where were they built?

STILL FAIRLY EASY

- 11) What was the first car to use the "H-pattern" gear shift?
- 12) Name a post-war American-built four-wheeled passenger vehicle that had only one drive wheel.
- 13) Of the current major (Big 3) American brands, which one can be directly traced back to a carriage builder?
- 14) What American automobile company can trace its history the farthest (total years in existence as a company, not necessarily building cars)?
- 15) What American automobile company began by building aircraft engines?
- 16) What company designed the earliest incarnation of the Jeep?
- 17) What two American automobile brands were named for real men who never saw a working automobile?
- 18) For a time in the late 1950s and early 1960s, an American car company was the official importer for Mercedes-Benz. Who was it?
- 19) The late, great Larry Shinoda worked for a car company (no longer in existence) before he worked on the Corvette. What was the car company?
- 20) After Ed Cole worked for GM (you know, the guy who designed the Chevrolet V8 engine), he went to work for another American company. He died during his employment with that company. What was the company?

SOMEWHAT INTERMEDIATE

- 21) Two part question: What company used the slogan "Ask the Man Who Owns One?" What company used the slogan "Ask Anyone Who Owns One?"

- 22) From whom did General Motors buy the "Buick 231cid V6"? And what company originally built the engine?
- 23) What did the Eagle Premier, Renault 25, Volvo 260, Delorean, and Peugeot 604 have in common?
- 24) What (and when) was Ferdinand Porsche's first automotive design?
- 25) What company formed Freightliner?
- 26) What do Subaru of America, Yugo, and the Bertone X1/9 have in common?
- 27) In the same vein, what do Volkswagen, Mercedes-Benz, BMW and Alfa Romeo have in common?
- 28) In the 1980s, everyone experimented with four-wheel drive or all-wheel drive cars. AMC had the Eagle. Ford and GM each had one entrant in the United States. What were they?
- 29) What was the first car to have an optional driver's side air bag?
- 30) What was the first car to have an optional passenger's side air bag?

A LITTLE TOUGHER

- 31) Who built the Stellar (1980s)?
- 32) Who built the Optima (1990s)? Who sold it?
- 33) Who builds the Rocsta?
- 34) What is an Asuna?
- 35) What did the Passport franchise (not the Honda models) sell and where?
- 36) What was the last two-stroke car officially sold in the United States?
- 37) Name an automobile manufacturer based in Wales.
- 38) Where is a Proton automobile built?
- 39) Where is a Timor automobile built and by whom? Where is the Timor company based?
- 40) What was the first Big Three (American built) car to earn a Gas Guzzler Tax?

THE BIG ONES

- 41) Two Ford Taurus models were offered with a 5-speed manual transaxle. One was the 3.0L Yamaha DOHC V6 Taurus SHO. What was the other one?
- 42) What was the last of the Big 3 American automakers to build a steam-powered automobile prototype?
- 43) What was the last U.S.-built car to be offered with an inline six cylinder engine?
- 44) What was the smallest four cylinder engine offered in a U.S.-built car (post World War II)?
- 45) What was the largest four cylinder engine offered in a U.S.-built car (post World War II)?
- 46) What was the smallest eight cylinder engine offered in a U.S.-built car (post World War II)?
- 47) What was the last year a manual transmission was offered in a Cadillac?
- 48) How many front wheel drive pickup trucks are offered by dealers in the 1998 model year (certified for sale in the United States)? Name them.
- 49) What was the first post-World War II American car to be offered with an overhead cam engine?
- 50) Name a light-duty vehicle (commonly classified as a car or light truck) currently for sale in the United States that does not have front disc brakes?



*1956, The 300Sc.
Created for a handful of the world's
most discriminating enthusiasts.
Only 200 were ever built.*

*1955, The 300SL Gullwing.
This legendary coupe proved itself at
LeMans, the Nurburgring, and other
venues on the world's racing circuits.*

*1935, The 500 K.
A supercharged Mercedes-Benz
destined, as one critic put it, "to raise
envy in the hearts of real motorists."*

To be a Mercedes-Benz, you have to follow in some pretty impressive tire tracks.

For a preview of next century's classics, see your Mercedes-Benz dealer. Or call 1-800-FOR-MERCEDES.

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Mercedes-Benz

BUILT UP TO A STANDARD, NOT DOWN TO A PRICE

by Ralph Atkinson

George Preston Dorris was a pioneer automobile manufacturer in St. Louis, who co-founded the first successful auto company west of the Mississippi River, the St. Louis Motor Carriage Company in 1898. Dorris designed and incorporated many automotive innovations into every St. Louis automobile. Many of Dorris' innovations can be seen on a modern-day automobile. They included a steering knuckle system, a patented unit-type powerplant, transmission locking device, and the now obsolete float-feed carburetor. The St. Louis automobiles were also extremely well built and durable, and ranked first in numerous endurance contests, which were very important in the early days of the automobile industry. Even automobile pioneers like Henry Ford and Henry Leland (founder of Cadillac and Lincoln) thought highly of St. Louis automobiles and patterned their early automobiles after the St. Louis automobiles.

In 1905, business was good and the St. Louis Motor Carriage Company needed a larger factory to keep up with demand. They decided to move to a larger factory in Peoria, Illinois. Unfortunately, the company lost their chief engineer, George Dorris, during the move and could not survive without him. The company went out of business in 1908.

In the fall of 1905 after the St. Louis Motor Carriage Company moved, George Dorris, who by then was well-known in the automobile industry, organized the Dorris Motor Car Company. This company took over the old factory abandoned by the St. Louis. The Dorris automobile was officially introduced at the New York Automobile Show in January 1906. Dorris automobiles were built from 1905 through 1926. These cars were expensive, running as high as \$7,000. They were always of advanced design in engine, transmission and body development. A cruising speed of 65 miles per hour was common, even in the early models. Demands for Dorris cars were high and a new factory was built in 1911. Today this factory is home to luxury condominiums in the popular Central West End in St. Louis. Even with the new factory, Dorris cars remained basically hand-built and were assembled at an essentially leisurely pace, not much different from the way they were built at the turn of the century. Dorris even built other brands of automobiles. They built the Deering Magnetic in 1918 and 1919 and the Astra in 1920. Dorris purchased the Astra company outright and the model was discontinued.

The recession of 1920 hit Dorris hard financially and a plan was considered to merge the three well-known pioneering companies of Dorris, Winton, and Haynes under the name of Consolidated Motors Corporation. It even had the approval of stockholders in all three companies. However, the deal fell through in 1923, officially because of the difficulty in raising \$19 million capital for reorganization. Unofficially, Alexander Winton backed out at the last moment. Dorris then decided to raise the capital himself, but was unable to do so and the

company limped along until 1926. George Dorris would later become the receiver of Moon Motor Car Company in the 1930s and later would form Dorris Gears Company which is still in business in St. Louis.

Total Dorris production is estimated at 3100 cars and 900 trucks. The "competition was too keen" was what a Dorris company head told a referee in a courtroom during receivership hearings. Truly, Dorris automobiles were "Built Up to a Standard, Not Down to a Price."

The photograph (on page 5) of the Dorris plant in St. Louis is across the street from the former factory now renovated into condominiums referenced in this article.

IT HAPPENED LONG AGO...

Ninety-five years ago...

May 19, 1903 - Buick Motor Company formed by David Dunbar Buick, Frank Briscoe and Benjamin Briscoe.

May 20 & 21, 1903 - A contest was held on Broadway in New York to determine with which vehicles local merchants could replace their horses. The Knox air-cooled, gasoline-powered vehicle won the competition.

May 23, 1903 - Dr. H. Nelson and Sewall K. Crocker drove a Winton from San Francisco. The pair arrived in New York City on July 26, marking the first trans-continental crossing in an automobile.

June 16, 1903 - Ford Motor Company was organized as a corporation in Michigan. There were 12 stockholders and Henry Ford was named as vice-president.

Seventy-five years ago...

June 16, 1923 - Packard replaced the twelve-cylinder Twin Six with a new eight-cylinder Single Eight model.

Seventy years ago...

May 28, 1928 - Chrysler Corporation and Dodge Brothers merged.

June 11, 1928 - The first Plymouth rolled off the assembly line.

Sixty years ago...

June 4, 1938 - The first drive-in movie theater opened in Los Angeles.

Fifty years ago...

June 6, 1948 - Charles W. Nash died.

June 15, 1948 - The Rover Company of England introduced the Land Rover off-road vehicle.

Forty-five years ago...

June 30, 1953 - The first Chevrolet Corvette was produced.

Twenty years ago...

May 3, 1978 - The first Polonez rolled off the assembly line.

Fifteen years ago...

May 30, 1983 - The last Syrena popular car rolled off the assembly line.

June 16, 1983 - Nissan's first American-built vehicle, a pickup, rolled off the Smyrna, Tennessee assembly line.

Five years ago...

May 1993 - DeTomaso sold its 51% share of Maserati to Fiat.

May 1993 - Mercedes-Benz Project, Inc. founded to build vehicles in Vance, Alabama.

HISTORY IN THE MAKING

May-June 1998

DAIMLER CHRYSLER IS BORN

by Sam Fiorani

At 5:30 am on May 6, 1998, I was jolted awake by an announcement on National Public Radio that Daimler-Benz and the Chrysler Corporation were in negotiations to merge operations. My first thought was "this is April 1st, right?" Once I became lucid enough to realize the date, I knew that this would be the single biggest automotive news event in my life, to this point. I also knew that this would not be the biggest automotive story for long.

As an automotive market analyst for Standard & Poor's DRI, I spent much of that day speaking with news organizations about the events that were unfolding. Reporters from the *Los Angeles Times*, *Toronto Star*, *Baltimore Sun*, *Business Week*, Reuters and Bloomberg News were asking for quotes and information on this new company.

Whenever something substantial happens in the automotive world, I immediately get calls from friends and associates wanting to discuss the events. My favorite calls usually come from John Lawler of A&M Specialists and Taylor Vinson. John usually reiterates my thoughts on the subject while Taylor begins the conversation with some witty insight like "I hear the Chrysler Concorde has been renamed the 'LH320'" or "is it true that after the merger, Chrysler's going to introduce the K-Class?"

For those who want to know how the industry looks at this subject, here's a brief rundown.

The Wall Street Journal broke the story in its May 6 issue that Chrysler and Daimler-Benz were in negotiations. It was quickly picked up by every major news organization in most of the world.

Chrysler and Daimler-Benz announced in press releases that day, "Daimler-Benz and Chrysler Corporation confirmed today that they are engaged in discussions about a possible business combination of the two companies involving stock transactions in which stockholders of both companies would become stockholders of a new company....Each company also

said that it does not intend to comment further on the discussions unless an agreement is reached or discussions are terminated."

Daimler-Benz stock improved more than 7% to a 52-week high of 109 1/2 and Chrysler jumped more than 17%, just shy of its 52-week high. Chrysler's stock increased the next day to more than 52 besting its recent high of 49; all this when the Dow Jones Average (the most-widely used gauge of the New York Stock Exchange) had a bad week.

While few were surprised that Chrysler made such an announcement, every analyst was stunned by the suitor. Chrysler Corporation is the third-largest American automaker and, according to Standard & Poor's DRI, seventh-largest in the world. Daimler-Benz is much more diversified than Chrysler. Producing mainly buses, luxury cars and heavy trucks, the Mercedes-Benz brand is the world's 17th largest maker of cars and light trucks. When the 905,200 Mercedes-Benz light vehicles are combined with Chrysler's 2,878,000, DaimlerChrysler AG, as the new firm is to be known, becomes the fifth-largest automaker in the world. This propels Chrysler ahead of Japan's Nissan and Italy's Fiat and within 500,000 units of the German-based Volkswagen Group.

Daimler-Benz has desired moving into more mass-market automotive segments for a number of years. In most regions of the world, Mercedes-Benz ranks among the most prestigious brands of automobiles and their trucks and buses command a large portion of market share in Western Europe and South America. Its Oregon-based Freightliner division leads the Class 8 market in the United States and their new Sterling division will only enhance their standing in North America. The lack of car models in the under-\$30,000 segment and any light truck models have suppressed the company's growth.

Chrysler's very popular minivans, Dodge Ram pickups, and Jeep sport-utilities have allowed the company to reach record levels of sales in North America while an excellent lineup of cars has sold poorly due to perceived quality problems. The potential of this lineup with improved reliability and fewer initial defects is incredible.

This potential has not been lost on either company. Chrysler has recently been forced to scale back investment plans on their automotive side to focus on their more profitable light truck operations. The high quality image and production methods from Mercedes-Benz can (and most likely will) be used to improve the mainstream Chrysler products. With footholds in areas like the automobile markets in Brazil by Chrysler and in Japan by Mercedes-Benz as well as the heavy truck market in South America by Mercedes-Benz, the products of the combined company have much greater potential than either of the two alone.

In the lineups that each company brings to the DaimlerChrysler venture, there are very few overlaps. The only major competition the two have is between Mercedes-Benz' M-Class and Jeep's Grand Cherokee sport utilities.

Previous mergers and buyouts like BMW/Rover, Ford/Jaguar, and Renault/AMC pale in comparison to the DaimlerChrysler linkup. While a number of automotive combinations will most likely follow this announcement, few have the possibility of creating the impact of this event.

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I buy sales brochures, repair & owner's manuals, showroom items, artwork, models & toys, posters or any items pertaining to automobiles, trucks or motorcycles...I travel to purchase collections.

by Taylor Vinson

To this auto historian, the North American International Auto Show, held in Detroit this past January, was an intriguing blend of the past and the future.

For reasons best understood by themselves, designers of concept cars are harking back to the 1930s-1960s for their styling cues. Reprising in Cobo from its Tokyo debut was BMW's Z07, the company's view of what the 507 might have looked like had it remained in production, down to its banjo spoke steering wheel. Aston Martin's Vantage concept took inspiration from the DB4 GT Zagato. Two of Chrysler's concept cars would not have been out of place in the '50s. Plymouth's Pronto Spyder (another banjo steerer) seemed inspired by the Porsche 550, but reviving that true styling signature of 40 years ago, the wraparound windshield. Chrysler's Chronos was little more than a four-door version of the old Ghia d'Elégance. Both it and the Jeepster resurrected the low top-high fender-slit window look of we thought had died with the '48 Buick. Buick itself recycled the rear fender rear window shapes of the '57 Caballero in a concept "all activity vehicle" called Signia. This was a thing with more Pacer in it than Buick. In the furthest stretch of all, the pontoon-fendered three-toned four-windowed Mercedes Maybach brought to mind Spohn's '32 effort on the "Zeppelin" chassis. Given all this, small wonder I thought the red F-1 pickup on a plinth was a retro concept truck from Ford, but no such luck, simply a production '48 to celebrate the golden anniversary of the F-Series. Who would ever have thought we would again see production cars with separate front and rear fenders but, as the world knows, two retro-concepts from past years have now come to life: the New Beetle and the Prowler. An especially handsome rivet-bound press kit catalog has been issued on the Prowler with a brief history of pre and postwar drag racing in California, containing many nostalgic photographs.

One instrument panel returned to what we used to call a dashboard; like last year's Phaeton, the Chronos emerged from the contemporary large twin circular dials in front of the driver. This array adjoins a horizontal bar radio grille, itself above an engine-turned panel. Très Buick.

Names, too, are being recycled, as noted with Jeepster and Maybach. It's a puzzle why Mercedes-Benz would not use something from its own past for a flagship vehicle, say, "Grosser." Perhaps it feels that would send the wrong impression. Actually, it would be the right one. The next name to be revived may be Overland, one hears that's the project name for a Hummer-like Dodge truck. Ironic, but Hummer itself claims corporate descent from Standard Wheel Company, the company that built the first Overland. VW's bid for Rolls followed long after Detroit, but, as they say in Wolfsburg, the Silver Seraph is a Horch of a different color.

Chrysler valiantly sought to persuade that its 1999 300M four-door sedan is in the tradition of its previous letter cars, to the extent of issuing a handsome catalogue covering the 1955-65 models. Actually, wouldn't the true heirs be the Sebring

coupe and convertible with the 300M's 3.5L engine? Alas, no such will be forthcoming. The 300M relates more to the 300 series sedans of the '60s. Totally ignored in Chrysler's history catalog is the 300 coupe of 1979, somewhat like Soviet revisionist history, the c[ommiss]ar that wasn't.

Finally, there's retro clothing. No, the duster and goggles aren't back, but the leather cap with ear flaps is. Straight out of the '20s and the grainy photographs of car and cycle racing of those years comes BMW's "Cabrio Cap," shown in an immense 118 page catalogue of clothing and trinkets, yecept "Lifestyle."

There was a smattering of old cars among the new, most notably Porsche with a parade of five 911s, beginning with 1964 and ending with the all-new one for 1999, an instructive three-dimensional display of the evolution of the car. Downstairs was a small display of the sleek and simple performance cars of the '60s including Pontiac GTO, Chevelle SS, Olds 442 Cutlass, and Plymouth Roadrunner. The Henry Ford Museum supplied a press kit on Locomobile's "Old 16" racer which it had recently acquired (and glimpsed passing the SAH Tent at Hershey in '94 with *Jerry Helck* at the wheel).



Hood portholes and '50s-style fenders on this Buick Signia hide the most retro cue of all...it's a station wagon!
- from the editor's collection

We have seen the future and it's still green. There was much grist for the auto historian of tomorrow in GM Chairman Jack Smith's announcement that the company intends to introduce a hybrid vehicle in 2001 and a fuel cell one in 2004, the corporate display of two types of hybrids, on eEV and one CNG, and an informative press kit on the technical characteristics of each. Ford followed with its aluminum-bodied P2000 63 mpg sedan, and Dodge with its 70 mpg hybrid ESX2 sedan, what the third generation Intrepid may well look like in 2003 or thereabouts. From Ford came a historical chart showing the company's contributions to power train advancements and its research in alternative fuels during the course of the 20th Century. The evolution of propulsion systems is going to be among the most important automotive stories of the first quarter of the 21st Century, and we can be sure that some of SAH's younger members will be there to write about it.

by Gregg D. Merksamer

Despite the green theme running through the 1998 New York International Auto Show, it was obvious from day one that most of the the 1.1 million people who came to Manhattan's Javits Convention Center from April 11-19 (many of them teenage boys enjoying the Easter-Passover school vacation) preferred their cars big and brash. Once the opening day electric vehicle parade completed its silent journey from Tavern on the Green, salivating spectators surrounded the \$369,819 Bentley Continental Coupe (a "special edition" with electric blue paint and suede-accented leather seating) and 420 horsepower Callaway Corvette dominating the Crystal Palace atrium. This being "The Big Apple," city of big egos and even bigger wallets, the Bentley had a buyer before the show even opened to the public.

The 98th edition of America's oldest and biggest auto show will also be remembered for hosting a record nine worldwide debuts, among them the smallest vehicle in Lincoln's history (the Lexus-fighting LS6 and LS8 rear-wheel-drive sport sedans that go on sale early next year) and the largest vehicle in Honda's history (an as-yet-unnamed V6-powered minivan that features a third row seat that folds flat into the floor, dual power sliding doors and 2nd row captain's chairs that push together to form a bench). The splashiest model launch was undoubtedly the pyrotechnics-punctuated debut of Suzuki's V6-powered Grand Vitara sport-utility (Chevrolet will be selling the four-cylinder version as the Tracker), whose components were flashed on a screen, rendered in neon and stirred with a laser beam into a giant cauldron that burst apart to reveal the completed vehicle inside.

Porsche, still mourning the death of company founder "Ferry" Porsche on March 27 at the age of 88, staged the North American debut of its new generation liquid-cooled 911 and the world debut of the 911 Cabriolet, whose automatic soft top can be activated by pushing a button on the remote keyfob as well as the console (Porsche also announced that the firm would celebrate its 50th birthday as a featured brand at this year's Pebble Beach and Amelia Island Concours). Audi brought out the 5-door "Avant" version of its forward-thinking A6 (Quattro all-wheel-drive and Tiptronic transmission are standard at its \$36,600 MSRP), while Saab showed off safety of its all-new 9-5 sedan by displaying two examples that had crashed into each other at 37.5 mph, and Mazda had its recently revised Miata roadster doing a computer-regulated rumba atop its stand as surrounding signs beckoned show-goers to "Get in. Be moved." In addition to debuting the concept version of its Avatar mid-sized sedan, which impressed the press with such bold styling details as a toothy chrome grille, side marker "eyelashes" and aggressively chiseled wheelarches, Hyundai displayed the graffiti-covered 2-door Tiburon that a Missoula, Montana, salesman recently drove cross-country to (unsuccessfully) convince *Late Show* host David

Letterman to take a test drive and discover that Korea's #1 carmaker didn't deserve to be ribbed in one of his recent monologues.

The increasing diversity of the automotive marketplace was another theme at this year's New York show, epitomized by a floor display in English, Creole, Punjabi, Bengali, and Urdu that touted \$5,000 in incentives towards Ford's new natural gas-powered Crown Victoria taxicab (in the form of a year's supply of a fuel or a credit towards an on-site refueling appliance). To launch the vehicle, New York Governor George Pataki shared a podium with Ford Motor Company Chairman Alex Trotman, who pointed out that the average New York City taxi covers 80,000 miles annually and asserted that "more than 2.600 tons of pollution would be eliminated every year if the city's 12,000 medallion cabs operated on natural gas." Asked how he might insure that New York's new enhanced emissions testing program doesn't threaten New York's collector car population, Governor Pataki pledged his administration "appreciates the preservation of antique cars and we're certainly willing to hear any proposals enthusiasts might have and approach (their concerns) in a cooperative way," and suggested that the state's Department of Transportation would be the best avenue of approach.

New York had plenty of experimental concept cars on hand, exploring the boundries of automotive design with varying success. Mitsubishi's SST Spyder proclaimed that the firm's future sports cars would feature forms derived from flexed muscles and simple geometric shapes, while the compact Plymouth Pronto Cruiser coupe (powered by a 1.6 liter gasoline four that Chrysler and BMW will build together in Brazil) proved a big crowd pleaser during its North American debut. A stiff dose of reality was also on display at the Ultrasmith booth, where the Manhattan-based SUV customizer showed off Kroll O'Gara's "Level IV" Chevrolet Suburban (its hardened steel armor and 39mm thick windows can withstand high-powered military assault rifles) and "Level II" Lincoln Town Car; along with the new 540i Protection on display at BMW's stand (U.S. buyers are expected to order 100 annually at \$88,900 a copy), the O'Gara Town Car represents a new breed of relatively light and inexpensive armored automobiles (the \$48,000 conversion adds only 180 pounds) intended to protect ordinary American citizens against random handgun violence.

If one car at the New York auto show could sum up Gotham's love affair with automobiles in spite of gridlock, road rage, and four-dollar George Washington Bridge tolls, it had to be Volkswagen's all-new, front-engined, front-wheel-drive Beetle. Three examples—one red, one blue and one yellow—were on hand at the Javits Center to handle the "bug" that was going around, spurring the swapping of fond memories of how the rear-engined original got this person through college and that person to Woodstock; this busy curiosity shop instantly brought to mind the billboard Volkswagen recently installed along the West Side Highway: "Just what New York needs. A car that stops traffic."

THE LUSITANIA AND AUTOMOTIVE HISTORY

by Albert Mroz

May-June 1998

While the film "Titanic" has caught the imagination of the general public, for the automotive enthusiast and historian it is the sinking of the Lusitania in 1915 that would be far more relevant and fascinating. On board the Lusitania were the presidents of two American automobile manufacturers and more than twenty vehicles. Only one of the men would survive the tragedy.

The Lusitania was one of the largest ships of its day. She was 760 feet long with a displacement of 45,000 tons. Roughly speaking, she was the same size as the Titanic and was also considered to be unsinkable. She was also the fastest ship of its class and cruised at 24½ knots which required 68,000hp. On her maiden voyage in 1907, the Lusitania crossed the Atlantic from Liverpool to New York and set a new record speed of 25.88 knots, according to writer and historian Colin Simpson. The Lusitania's sister ship was the Mauretania, both of which were British Cunard vessels.

The two American automotive executives on board in May of 1915 were Charles Jeffery and Isaac Trumbull. Along with these two prominent men (plus others such as Alfred Vanderbilt) almost 2,000 other passengers did not know that the Lusitania had been modified for war. Hidden under her decks were mounted naval guns, and worst of all, on this voyage she was carrying over four million rounds of rifle ammunition, as well as other materiel. This has been confirmed. What other explosives and how many there were has never been exactly established because this cargo was contraband. Such illegal shipments had become common and manifests were highly "modified." What is known is that the Lusitania was the first "passenger" ship to be sunk by a German torpedo. The loss of life was finally tallied at 1,201 with only 761 survivors. The ensuing cover-up and twisting of truth as to WHY the ship went down with that much loss of life would astound even the most eloquent of today's lawyers.

One of the survivors was Charles Jeffery, who had taken the Lusitania on a "fact-finding mission" to Europe. It is believed he was escorting one of two Jeffery Quad trucks, which had been developed for the U.S. military. World War I had created a hot market for American trucks in Europe, especially of four-wheel-drive design.

Charles' father, Thomas Jeffery, had built the Rambler in Kenosha, Wisconsin, beginning in 1902. Thomas Jeffery's earlier work started with bicycles and evolved into automobile development in Chicago by 1897. Along with R. Philip Gormully, Thomas Jeffery had one of the largest bicycle companies in America, second only to that of Colonel Albert Pope. Gormully's sudden death prompted Thomas and his son to sell the bicycle business and move to Kenosha, Wisconsin, to manufacture automobiles. However, just a few years later, Thomas Jeffery died suddenly of a heart attack while vacationing in Italy, during 1910.

After his son took over the company, production of the Rambler continued. From a simple one-cylinder tiller-steered vehicle, the Rambler had become a successful, sophisticated passenger car built in many body styles including runabout,

touring, surrey, roadster, and limousine. Production increased to about 3,500 per year from 3,000, and light trucks and commercial vehicles were also offered. By 1912, the price of a Rambler Knickerbocker was as high as \$4,200. It was powered by a 50hp four-cylinder motor and rode on a 128-inch wheelbase. The least expensive Rambler that year was the two-passenger roadster which sold for \$1,600.

In memory of his father, Charles changed the name of the company to Jeffery in 1914. Also, after a visit from the U.S. Army Quartermaster Corps that year, the company began building the Jeffery Quad; a four-wheel-drive, four-wheel-steer and four-wheel-brake truck which was soon exported to Europe through 1918, along with the FWD and many other American trucks.

The "Rambler" returned in 1950 when Nash introduced a new compact car by that name. Nash took over the original title that Jeffery had introduced in 1902, but it was done in the legitimate sense that one enterprise bought out the other. Charles Jeffery retired at the age of forty when he sold to Nash to pursue his own personal interests and was not involved with the automotive industry after his harrowing experiences in the dangerous waters of the North Atlantic.

The other automotive pioneer on board the Lusitania was Isaac Trumbull who was escorting twenty of this cyclecars to England. He was one of seven brothers from Bridgeport, Connecticut. His oldest brother, John, was later governor of the state. Isaac and Alexander Trumbull had purchased the American Cyclecar Company of Detroit in 1914. A year later, Harry J. Stoope had designed the car, and it went into production. The engine was designed by K.L. Hermann of Hermann Engineering Company.

In its first iteration as the American Cyclecar, the engine had a displacement of 1.2 liters and used a friction transmission and chain drive. After Isaac and Alexander bought the company, the engine was apparently increased to 1.7 liters according to historian *G.N. Georgano*. Shaft drive was adopted and the friction transmission was superseded by a three-speed selective sliding gear transmission. Wheelbase was kept at 80 inches while tread remained at 44.

About half of the cars were right-hand-drive, and of the 2,000 Trumbulls built, approximately 1,000 were sold in England and Australia. In the U.S., the Trumbull roadster sold for \$425 while the coupe sold for \$600. According to author *Beverly Rae Kimes*, the Trumbull was "a honey of a cyclecar." Apparently, it was of high quality, which was the exception rather than the rule for cyclecars. Isaac was planning to sign an order for three hundred more of his cyclecars when he drowned off the coast of Ireland. With the death of Isaac Trumbull, the Trumbull Motor Car Company also met its demise.

Another strangely intertwining connection with the automotive industry was the diesel engine that propelled German submarines, one of which sank the Lusitania. All German U-Boats during World War I were powered by diesel engines. It was Rudolf Diesel who had invented this motor two decades earlier. By the time the Titanic sank in 1912, many German submarines were equipped with M.A.N. Augsburg diesel engines rated as high as 1,000 Bhp at 450 rpm. One of

the most successful applications of the engine that Rudolf Diesel had invented would be for marine use.

In an ironic twist of fate, Rudolf Diesel also lost his life at sea. He was en route to England aboard the steamer Dresden on September 29, 1913, with his chief engineer Luckmann and Georges Carels, who were to be partners in a new diesel engine manufacturing venture at Ipswich, England. After retiring for the night, Diesel was never seen alive again. His body was later recovered by fisherman, but it was never determined how or why he drowned. At the time, he was in financial ruin and suffered from depression and a heart condition. Rumors of an assassination began circulating less than a year later once World War I erupted. None of the explanations have ever been confirmed, although in his last personal letters, there are hints that Diesel may have intended to take his own life.

Attempts at salvaging the wreck revealed that the Lusitania's hull at the bow had been destroyed by an internal explosion. This would confirm that an enormous amount of munitions was carried on board the ship that fateful day in May of 1915. The civilian passengers were unaware of the cargo they were accompanying, cargo that would contribute to a watery grave for 1,201 of them. One in ten were Americans. Their loss greatly helped change American sentiment in favor of entering World War I.



THE NASH STYLING SKETCHBOOK, by Patrick R. Foster. 1998. 85 pages with over 100 illustrations and photographs. Softbound, 10½ x 8½ in., text in English. ISBN 0-9662019-0-6. Published by The Olde Milford Press, Milford, CT. Price, \$244.95 + \$3.50 shipping in the US.

Styling that never made production always intrigued me. When a stylist has been given free rein to let his or her ideas run wild, the end product rarely gets into production and, sometimes, must be toned down to even be converted into a "concept" for the car show circuit. What happens to these designs?

The Nash Styling Sketchbook has compiled many of these concepts from one of America's most innovative automakers of the 1950s. Quite a few of the sketches and prototypes outlined here had a major influence on the vehicles that finally reached the showroom floor. Many of them, like the cover art, allowed stylists to imagine the future direction of, not only Nash, but the entire automotive industry.

While concepts like the ones in this book rarely show the actual direction that the industry will take, it does show quite dramatically where the ideas for the styling of that time got its

influence. The cover art, referred to earlier, shows a driver and passenger, in jet-pilot garb, traveling in a monorailed car while a pair of jet fighters fly overhead. The styling on the railed car takes the '50s era automotive styling closer to its jet aircraft influence's, including turbine-inspired headlights, bubble canopy and rudder-like tail fins.

Many rare drawings and photographs highlight another historical aspect of this book. Developments of the Metropolitan and Nash-Healey themes illustrate the directions Nash explored in the days prior to American Motors.

New perspectives can be gained from historical time capsules like *The Nash Styling Sketchbook*. Not only is this a good background on '50s styling and of the stylists at Nash, but it generates a fresh outlook on the degree of which a stylist's concepts influence the next generation of automobiles. While a similar book from other automakers of the 1950s might be interesting, Nash is one of the few companies that lacked the levels of corporate structure to prevent such ideas from being realized in prototype form. *Pat Foster* may be "America's great AMC historian;" his specialty may have provided the perfect background for a very unique book that only Nash could have generated.

- Sam Fiorani

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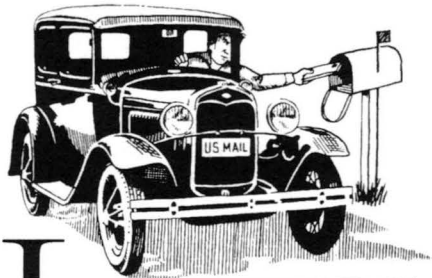
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LETTERS

MYSTERY LOCOMOBILE

I won't attempt a comment on the body which seems to me to be a transplant.

The serial number of 8018 is a 1914 model R-3 with left hand drive according to my Locomobile-issued list of serial numbers. But the car in the picture is a right hand drive. Is the negative reversed? Or serial number read incorrectly. **Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, NV 89433-6910.**

In looking at that "Mystery Locomobile" in the March-April issue, I think this is doubtlessly a much earlier Locomobile than 1919 (when the picture was probably taken as 1919 Connecticut plates were on the car at the time). Whoever made the body or had it made, apparently wasn't a perfectionist as noted by the loosely fitted or non-fitted seams. The custom work, also including Rolls-Royce-type radiator, did achieve its purpose if that purpose was to update the car.

It is not difficult to gauge the general age of the car if one looks at the back of the rear seat, which, with its rise at the rear, indicates the earlier date, as this rise would not have appeared in the Locomobile designs after 1914 or so. The lines of the Locomobile in 1919 were not as out-of-date as on many other cars although the current models were almost timeless in their design. I'd guess this car might have been a 1913 Model "48" or, at the very latest, a 1914. It might be noted that the car had right-hand drive. The Locomobiles of 1913 were so constructed. In 1914, the cars were available with a steering position on either side, a unique option in American car offerings.

If the picture had shown the car with its roof in the "down" position, this touring-car would appear as a later model as the roof's top bows would conceal the rise at the end of the rear seat which was a major determining factor of its earlier construction.

My guess is that the owner of this Locomobile wanted to bring the car up to date, which explains the homemade custom work here. This wouldn't have been unusual for one who had a Locomobile to play with as Locomobile's construction was designed to weather the passage of years, thus assuring the original purchasers of a basic design which would maintain its style over many years. Plus, the car had the mechanical perfection to keep it running trouble-free for that time, regardless of style changes.

The only factor against this overall idea by the designers and mechanical engineers at Bridgeport lay in the height of the bodies which did age the basic design. Hence, Locomobiles (like Pierce-Arrows, McFarlans, Rolls-Royces and other expensive quality makes) were updated in similar fashion as this phaeton. This, too, is one of the reasons the average Locomobile "48" cars seldom hit the junk yards, i.e. in their final years they served as sporting

cars for the younger generation or as wrecking and tow trucks for numerous garages after being converted for this purpose.

But Locomobile stood apart from the throng, at least to its clientele, and although it had become an anachronism by 1929 when the company folded, I think that with such updating as balloon tires, safety-glass and four-wheel brakes, the "48" was mechanically very much in line with its younger contenders in the automobile roster of that time. **Keith Marvin, 10 Montrose Street, Worcester, MA 01610**

HAIR DYE FOR SAH

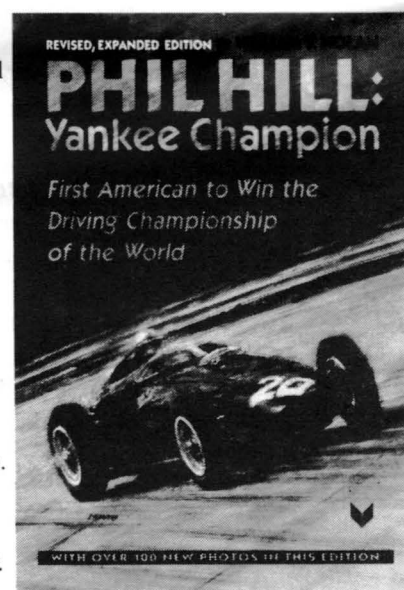
Michael Lamm and Sam Fiorani's comments in *SAH Journal* No. 173 about the aging of SAH members and the need to attract new, younger members were of great interest. I am about the same age (mid-30s) as *Gregg D. Merksamer*, whose letter in the same issue referred to himself as "a relative youngster." Mike proposes buying ads in street rod magazines and the like.

To be blunt, if I weren't a Society of Automotive Engineers (SAE) customer, I would never have found out about SAH. It was mentioned in a brochure SAE produced to advertise its books on automotive history. Of all the car magazines I have subscribed to, including over 20 years of *Car and Driver*, none has ever mentioned—let alone published an article—about SAH. I read other magazines such as *Cars & Parts* and *Special Interest Autos* sporadically, but even in these periodicals that cater more to automotive history buffs, SAH is not mentioned. The same is true for catalogues such as *Classic Motorbooks*. We need to let them know we're out here.

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But why not try for (nearly) free publicity first? Send the car magazines press releases about what we're planning, such as our activities at Hershey this fall. Maybe one of them will write something about SAH. And perhaps SAH can reach a reciprocal agreement with companies such as Classic Motorbooks here and Mill House Books and Race-Lit in Britain: you mention us, we'll give you an ad in *SAH Journal*. Such possibilities would expose SAH to more people who might respond than would breaking the bank with expensive ads. Dan Poynter's books on self-publishing have other ideas for publicity. Let's try them first.

Now for a quick comment about Mr. Merksamer's letter, which took issue with previous comments deriding today's vehicles as possible future classics. I wonder if sometimes we don't emphasize too much the great but expensive cars that few could get when they were built and that are seen today only in museums and car shows. Most people settle for a vehicle that is pretty good, not "great"—and I've heard far more praise for a Ford or Chevrolet someone had 30 or more years ago than I ever have for any of the exotic or expensive marques. Food for thought: is a Ferrari that requires constant fiddling and repair to keep running and can't be driven at anywhere near its potential on a public road really a better car for even the average car buff than a reliable subcompact that lasts 200,000 miles in all kinds of weather and road conditions? Perhaps in whatever approach we decided to use to attract new members we should keep this issue in mind. Knocking today's cars may turn off potential members. **Edwin Krampitz, Jr., P.O. Box 69, Drewryville, VA 23844-0069.**

MENTORS FOR HISTORIANS

Once again, your editorial remarks (and Mr. Lamm's letter) have prompted me to write. Yes, I agree it is important to perpetuate an appreciation for, and sense of, history, not just for our younger "car guys" but for any educated person.

Perhaps a point to be considered is that "history" is a continuum which stretches into the future as well. Just one example: at the 1998 Los Angeles Auto Show, the buzz was all about VW's "New Beetle." To my friends' horror, I bought into the infuriating public relations hype enough to stand in a long line to get a small plastic New Beetle pen holder (this *is* Los Angeles, remember).

Years from now, when the memory of the circus-like atmosphere at the New Beetle's introduction has faded, I will be able to tell the story to someone who wasn't there. If I am lucky enough to escape senility, which at this rate is unlikely, I could explain why my now antique New Beetle pen holder reads "VW Recycling" on the top and why those words are ironic. The future history of the New Beetle (or Mercedes A-Class, or the MCC Smart car, etc.) will be unknowable, we just have to wait and watch.

I was able to get involved with a club for what I thought was the French marque of my choice before high school, at age 14. Over these last 20 years, my involvement became deeper but also more complicated, until I ended up as the editor of the club's newsletter. Just before I was asked to leave, the folly of my youth was most evident—I thought that with a library of over 400 books, a full set of *Automobile Quarterly* and four file cabinets full of research, clippings, and photos, that I knew something

about history. Wrong! History is about so much more than names, facts, and figures—it needs *context*. That's where a good mentor is irreplaceable.

So far, the most important lesson I've learned as a dilettante auto historian is that the more one knows, the more there is to know.

P.S. I had the honor of knowing Strother MacMinn for one semester back in 1983. There was the definition of the term mentor. **Allan G.Y. Meyer, 21725 Ybarra Road, Woodland Hills, CA 91364-4328**

DIGGING FOR LOST GEMS

In the review of my book, it was mentioned that I dug deep to uncover details. There was some luck involved here, too. For example, I was looking for Corvette historical photos from 1956 Daytona Beach and Sebring races. Chevrolet had several Daytona Beach photos in their files which were available for this book. With that settled, I went looking for 1956 Sebring photos, but was told they didn't exist. However, give this a try: call a man named Bill Foster.

So I finally got his number, called and left a message on his answering machine. Several times; no reply. I was beginning to give up locating a source for Sebring photos when I got that return call. It seems Bill Foster is a school teacher, and he had been on vacation. So, how did he have anything to do with the Sebring races I asked. As a part-time photographer, he answered an ad for photo equipment for sale. A widow let him in a garage converted to a darkroom. And, did he want to buy some photo files? Her late husband was the Sebring track photographer, and she had considered just throwing them away. Happily, Bill bought them, and prints are available for a reasonable fee. In my 1956 book, you will see several references to the "Bill Foster Collection." My personal thanks to Bill for saving all these old photos, showing all cars, not just Corvettes.

That's just one instance where I was lucky—and a bit stubborn, too. **Noland Adams, P.O. Box 1134, El Dorado, CA 95623-1134**

THE WHEELED LSR

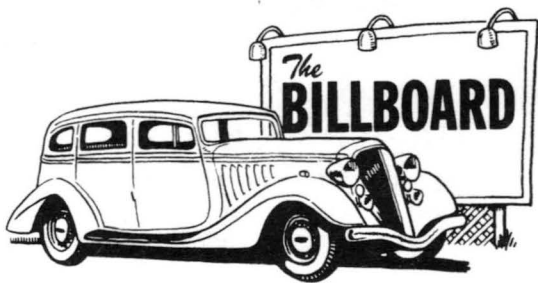
It was very interesting to read *Peter Marshall's* considerations about the wheel-driven Land Speed Record in *SAH Journal* No. 173 and, while I completely agree with him about the insufficient attention the "automobile" record attracts, I feel I have to correct him on a couple of points. The first and most important, as not many people are aware of this fact, is that the wheel-driven LSR no longer belongs to Bob Summers and his Goldenrod: on August 21, 1991 Al Teague with his "Spirit of 76" or "Speed-O-Motive" streamliner did 409.986 mph on the mile (410.507 on the kilo) at Bonneville.

Had the two vehicles been in the same group and class, the new speed would not have met with the 1% minimum increment rule, but the four engines of Goldenrod were unblown, while Teague used a single blown engine (and rear-wheel drive), so they belong to different groups and the two records both stand as "International Records", but it is now Teague who is the holder of the so-called "wheel-driven LSR". Let's hope David Tremayne will be able to update his LSR book to... put the

records straight!

The second correction to Peter Marshall's letter concerns his feeling that there is no interest any more in the wheel-driven record. It may be true that there is no great attention from the part of the media, but as far as the racers themselves, well, there have never been so many cars and drivers ready to go for the record as there are today. The real problem is the condition of the Bonneville Salt Flats, which have deteriorated over the years and offer too short a course for speeds of over 400 mph (the sand surface of Black Rock Desert, as a matter of fact, would not suit wheel driven vehicles as it does thrust vehicles). Nevertheless, besides Teague, who still hopes to better his own record, Don Vesco reached a one-way top speed of 432 last year with his turbine-powered "Turbinator", while at least another car still being run every year, Nolan White's "Spirit of Auropower" has already done over 400 one way. Given the right conditions, any of these three cars could set a new record any day. And there are more: the Burklands new streamliner has not been proven yet, but looks well up to the goal, while Roger Lessman is building a new car for his wife, Indy racer Lyn St. James, to drive.

And it is not just the Bonneville community that looks at this record: Glen Davis, from Australia, has just finished building his "BOAC Woomera" and other projects are developing in Europe, at least one, Richard Wittlesea's "Millennium" (again a turbine engined vehicle), having been seen, at least at shows. And there are more on the way. Attention from the media may be non-existent, sponsor money may be short, the condition of the course may be bad (Lake Gairdner in Australia might be a substitute, albeit costly), but be assured, Peter, the record will be broken, because there are enough people able and determined to break it. And not just once! **Ugo Fadini, via Storlato 19, 35132 Padova, Italy. Email: ugo.fadini@abc.it**



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 60108 for display ad rates.

WANTED: Photos of early Chicago auto shows for new book. **James Flammang, P.O. Box 30103, Chicago, IL 60630-0103. Email: tiretody@ix.netcom.com, Phone/fax: (773)545-4084.**

BOOKS FOR SALE: For my friend Ann Scott, I am selling the book collection of her husband Jeff, who died in 1981 and had been a motorsport journalist for the three decades previous. Plus a bunch of my own dupes. Over 200 books, virtually all out of print, many rare. For a list, send a SASE to **Beverly Rae Kimes, 215 East 80th Street, New York, NY 10021.**

WANTED: For research on carrosserie J. Saoutchik, catalogs, photos, drawings, literature citations, etc. Will pay for duplication and vow to return originals. On parle francais. **Raymond Katzell, 672 Medford Leas, Medford, NJ 08055. Phone: (609)-654-3672. FAX: (609)-654-7894. email: <katzell@skyhigh.com>**

WANTED: Ideas for teaching school children about Automotive History. Items needed include key points of the (a) American industry dating back to 1805 and before, and (b) the worldwide history of the automobile dating back to da Vinci and prior. All ideas and loaned use of photos/art will be appreciated. **Sam Fiorani, P.O. Box 432, Bedford, MA 01730-0432. Phone: (978)562-1090. Fax: (781)860-6465. Email: SAHJournal@AOL.COM.**

WANTED: Contributions to the *SAH Journal*. Articles up to 1000 words preferred. Highlights of current research, reviews of past research, current book reviews, book reviews of old favorites, artwork and mystery automobile photos. All contributions welcomed. Send all contributions to: **SAH Journal, P.O. Box 432, Bedford, MA 01730-0432. Email: SAHJournal@AOL.COM**

CALENDAR OF EVENTS

JUNE 1998:

- Carlisle All-Ford Nationals, June 5-7 - Carlisle Pennsylvania Fairgrounds, Carlisle, PA. (717)243-7855.
- AACA National Spring Meet, June 11-13 - Topeka, KS
- Goodwood Festival of Speed, July 12-14 - Goodwood Circuit, Chichester, England. (01)44 124 378 7766.
- GingerMan Summer Historic Races, June 12-14 - GingerMan Raceway, South Haven, MI. (616)931-5642.
- Mt. Equinox Hillclimb, June 13-14 - Manchester, VT. (413)584-4210.
- Pacific Northwest Hot Rod Nationals, June 17-19 - Western Washington Fairgrounds, Puyallup, WA. (510)838-9876.
- Antiques by the Bay, June 19-20 - St. Ignace, MI. (906)643-8087.
- Carlisle All-Truck Nationals, June 19-21 - Carlisle Pennsylvania Fairgrounds, Carlisle, PA. (717)243-7855.
- NHRA/Goodguys 10th Hot Rod Nationals, June 19-21 - Indianapolis Raceway Park, Indianapolis, IN. (510)831-6353.
- Ninth Burn Prevention Foundation Concours d'Elegance of the Eastern United States, June 20 - Mountaintop Campus, Lehigh University, Bethlehem, PA. (610)481-9810.

CALENDAR OF EVENTS (continued)

Greenfield Village Motor Muster, June 20-21 - Greenfield Village, Dearborn, MI. (313)271-1620.
 Eyes on Classic Design, June 21 - Edsel & Eleanor Ford House, Grosse Pointe, MI. (313)824-3937.
 Bloomington Gold, July 25-27 - Interstate Center, Bloomington, IL. (309)829-3976.
 Sprint Vintage Grand Prix, June 25-28 - Mid-Ohio Sports Car Course, Lexington, OH. (603)640-6161.
 Kruse International Auction @ New Hampshire International Speedway June 27 New Hampshire Phone: 800-968-4444
 Sixth Annual New England 1000 May 17 - 22, 1998 Starts in Freeport, ME. Phone: 800-645-6069 email: jean@vintagerallies.com http://www.vintagerallies.com/
 * 1998 Concours d'Elegance at Ault Park June 7, 1998 Ault Park Cincinnati, Ohio Contact: The Arthritis Foundation Phone: 513-271-4545 Proceeds benefit the Ohio River Valley Chapter of the Arthritis Foundation.

JULY 1998

Heartland Rod & Custom Nationals, July 3-5 - Iowa State Fairgrounds, Des Moines, IA. (510)838-9876.
 AACA Grand National, July 9-11 - Cherry Hill, NJ
 Great Lake Hot Rod Nationals, July 10-12 - Medina Fairgrounds, Medina, OH. (510)838-9876.
 Iola Old Car Show, July 10-12 - Iola, WI. (715)445-4000.

Americacruise '98, July 10-12 - Snowmass, CO. (213)782-2341.
 Zupan's Markets Historic Races, July 10-12 - Portland International Raceway, Portland, OR. (503)274-0019.
 Chryslers at Carlisle, July 10-12 - Carlisle Pennsylvania Fairgrounds, Carlisle, PA. (717)243-7855.
 Millers at Milwaukee, July 11-12 - The Milwaukee Mile, Wisconsin State Fairgrounds, West Allis, WI. (414)253-2660.
 Chrysler's Chicago Vintage Grand Prix and Concours d'Elegance, July 11-12 - Chicago, IL. (312)445-2757.
 CCCA Grand Classics, July 11 - Chesapeake Bay, Michigan, Northern California
 Merrill-Lynch/Brian Redman International Challenge, July 16-19 - Road America, Elkhart Lake, WI. (920)892-4576.
 Pittsburgh Vintage Grand Prix, July 18-19 - Schenley Park, Pittsburgh, PA. (412)373-8440.
 Michigan '50s Festival, July 22-26 - Novi Expo Center, Novi, MI. (248)349-1959.
 CCCA Caravan, July 23-August 1 - Pacific Northwest
 Summer Carlisle, July 24-26 - Carlisle Pennsylvania Fairgrounds, Carlisle, PA. (717)243-7855.
 Pennsylvania Vintage Grand Prix, July 30-August 2 - Pocono International Raceway, Long Pond, PA. (603)640-6161.
 Meadow Brook Historic Races, July 31-August 2 - Waterford Hills Raceway, Clarkston, MI. (248)650-5566.



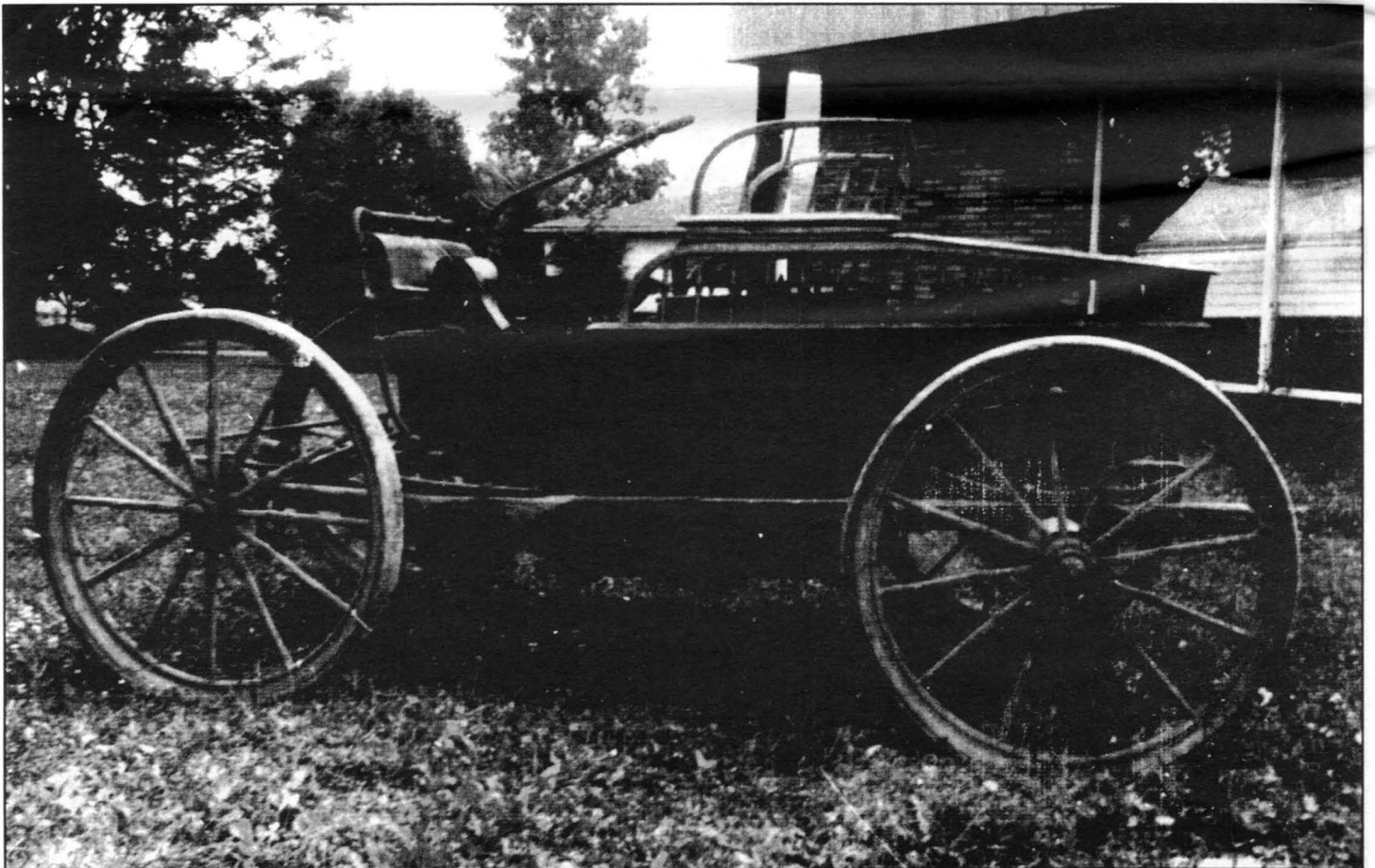
Ken Stauffer writes, "Although this photo may be known by those more interested in antique trucks, I have never seen it displayed. In Bob Karolevitz's book, "This was Trucking" (1966), is a partial photo of the truck on its arrival in San Francisco. My photo obviously is one taken at the start of the transcontinental trek."

- photograph courtesy of Ken Stauffer



According to the back of this photo "peasant women admiring 'Stalin's car'—ZIS-101 during test drive in 1936." Kit Foster adds "test drive? It appears not to have a tire on the front wheel."

- courtesy of Beverly Rae Kimes



"Here is another 'Mystery Photo'...I found this photo in a swap meet some years back."

- courtesy of Bob Zimmerman