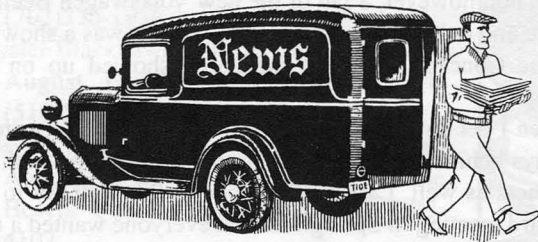


SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

July-August 1998

Issue Number 175



SEMON E. "BUNKIE" KNUDSEN (1913-1998)

His father was president of General Motors and he appeared to follow. He turned Pontiac from a stodgy brand into one of the hottest marques in America. He then became the head of the Chevrolet division. In 1967, he seemed to reach his destiny. When someone else moved into the top slot at GM, he moved over to head up rival Ford.

Knudson was only at Henry's company 19 months before being fired in a coup that led to Lee Iacocca's presidency. Knudson moved onto other positions including a stint as chairman and CEO of White Motor Company from 1971 to 1980.

Semon "Bunkie" Knudson died July 6 of congestive heart failure at the age of 85. He is survived by three daughters, one son, two sisters, 12 grandchildren, and 13 great-grandchildren.

DONALD T. MULLANEY (1931-1998)

Mullaney worked for Ford Motor Company beginning in 1963 after spending ten years as a design engineer at Chrysler Corporation. While at Ford, he worked on projects including the Maverick and the Mustang. Later, he would be named engineering manager for the redesign of the 1988 Lincoln Continental and work on many advanced concepts including electric cars.

But his time as the head of the team who created one of the most notable cars of the 1980s must rank as the high point of Mullaney's career. He was on the project that would become the 1986 Ford Taurus from beginning to end.

"He knew it would be successful," his son Don Mullaney Jr. told the *Detroit Free Press*. "But I don't think he dreamed it would be as successful as it has been."

The Taurus went on to gain many accolades including *Motor Trend* magazine's Car of the Year award.

Mullaney died of July 10 complications from prostate cancer. He is survived by his wife, Dolores, three daughters, one son, two sisters, and nine grandchildren. He was 67.

DAVID BABB

We have learned from the Wisconsin Chapter that David Babb of Belvedere, Illinois, SAH's assistant secretary from 1989-91, died recently. As assistant to Shelby Applegate, David constructed an extensive membership data base for the Society, resulting in the first automated production of our membership directory. An attorney in practice in Belvedere, his automotive interests centered on the Edsel, and he was active in the Edsel Club. He also maintained an apiary, and was proud of his production of "Edsel brand" honey.

SAH Journal extends the sympathy of the Society to his family.

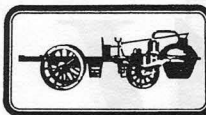
ANSEL SACKETT (1920-1998)

Ansel Sackett of Franklin, Michigan, SAH member number 1363, died on April 7th. Mr. Sackett's automotive interests centered around the Cadillac marque, for which he served as a co-founder of the Cadillac LaSalle Club in 1958. He joined the Cadillac Motor Car Division of General Motors in 1941, and retired as manager of dealer development in 1984. He served the Club as treasurer for 32 years and as managing editor of its magazine *The Self Starter* for ten years.

He is survived by his wife of 54 years, Harriet, two children and three grandchildren. *SAH Journal* extends the sympathy of the Society to the family.

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EDITORIAL COMMENT

STYLE AND THE MODERN CAR

Just three issues ago, I wrote an editorial where I wondered what would be on display at the Concours events in fifty years. It generated some heated mail, not the least of which said that I could be poisoning the well for younger potential members of SAH. That was not my intent and I am a fan of modern cars.

I am not, however, a fan of the new Volkswagen Beetle. I don't like and only thought it was cute when it was a show car called the Concept One. But then, one showed up on my doorstep.

When I get an "evaluation car," I usually look forward to a few days behind the wheel. My friends and family think it's kind of neat as well. Last year, I drove a '97 Audi A8 to the SAH board meeting in Springfield and everyone wanted a ride in it. But this was a "New Beetle"...that little round retro-looking car with the quirky retro-ads and the cover of nearly every magazine printed.

The drive was nothing to brag about. It's a good car with some minor ergonomics flaws inside and tons of headroom. We drove from Boston to Carlisle and back in just about two days. I did learn to appreciate one feature on this car in that time: it's got style.

I don't remember that last time that a new car turned heads. People would slow down to take a look. Pedestrians would walk the extra distance to get a close-up peek. Police officers would give a smile as we'd pass. Children gave the universal "thumbs-up" from other cars on the highway. Everyone would ask about it or tell us about the 1960 Bug they had as their first car. And **EVERYONE** would smile.

This kind of thing just doesn't happen any more. There was a time, or so I'm told, that a new car would impress everyone. Neighbors would come over to ask you about your new purchase. I remember going to the dealer's showroom every September to see the latest models. Companies have come up with cars like the Viper and Prowler, but they're expensive and relatively rare. Common cars are, for the most part, relatively bland and unimaginative.

Wind tunnels have replaced stylists and designers as the key ingredient in creating a new car. Sure, I can tell the difference between a Camry and an Accord and a Lumina, but to the average guy on the street, "they all look the same."

The Beetle is a flash in the pan. They are selling like the proverbial hotcakes today and will continue to do so for a short time. But the car's shortcomings will get in the way of its current success.

I hope that other companies take this exercise as a challenge. It doesn't have to be a "flashback" model like the Beetle, but I would like to see more head-turning designs. I believe it was Sir William Lyons who said that it costs just as much to design a good-looking car as it does to design an ugly one. There are stunning cars just waiting to be designed. Make it a four-door and under \$20,000...and make mine white.

- Sam Fiorani

Practically all motor car historians are familiar with the Automotive Hall of Fame, now headquartered in a new facility in Dearborn, Michigan. Not as well known to most of us, perhaps, is another institution established to honor persons who have displayed extraordinary creativity in the broad field of invention. The National Inventors Hall of Fame, located at Inventure Place in Akron, Ohio, has honored well over 100 persons since its initial award was made (to Thomas A. Edison) in 1973.

As president of SAH I attended the press conference held by the Inventors Hall of Fame at Henry Ford Museum in Dearborn on June 9th. At this session an announcement was made of six persons to be honored by the Inventors Hall in 1998 (a formal award ceremony is scheduled for later in the year). Among those scheduled for induction is the late Henry Timken, Sr., founder of the Timken Roller Bearing Company.

I was delighted to note that a person closely connected to the automotive industry was given recognition. After the announcement of 1998 award winners I quickly scanned the National Inventors Hall of Fame "Black Book," which lists all persons inducted into the Hall, to determine the number directly or indirectly associated with the motor vehicle. Two Americans were identified immediately, Henry Ford and Charles Kettering. Two European names also were quickly recognized, Nicolaus Otto and Rudolf Diesel. Another American whose achievements in the development of the electric vehicle have perhaps been overlooked was the distinguished inventor, Elmer Ambrose Sperry. Several other persons recognized who played somewhat peripheral but still important roles in advancing the cause of the motor car were Charles Goodyear (vulcanization of rubber), Leo H. Baekeland (developer of bakelite) and Eugene Houdry (catalytic converter). Henry Timken, then, is entering quite distinguished company!

Next I would like to discuss a bit further the subject of historic automobile factories and related facilities. In the last Journal I noted that the old Packard Motor Car Company plant, located on East Grand Boulevard in Detroit, was scheduled for early demolition. Another Packard-related complex also may meet a similar fate. The former Packard Proving Grounds, situated some 25 miles north of Detroit in Shelby Township, Michigan, has for several decades been owned by the Ford Motor Company. Recently plans were announced for use of a substantial part of the proving ground site for a postal distribution center, which might well require clearance of several buildings. An old aircraft hanger is certain to go, possibly followed by other structures with historic significance. Of particular concern to many is the future of the Packard Lodge, a Tudor-styled building designed by renowned industrial architect Albert Kahn in 1927.

Demolition of the old proving grounds structures, especially the handsome Packard Lodge, may meet with a substantial degree of resistance, however. The chairperson

of the Shelby Township Historical Commission observed that destruction of these Packard-related facilities would mean that the greater Detroit area had lost a piece of its history. An executive of Albert Kahn Associates noted that the buildings and test track at the proving grounds constituted a permanent record of the once-important Packard auto empire, and agreed that the loss of artifacts such as the lodge would be shameful.

Other once important structures with connections to automotive history have been lost to the wrecking-ball in the recent past. The old Kahn-designed Ford Motor Company office building on Schaefer Road in Dearborn, Michigan, was demolished a year or two ago. In Toronto, Ontario, the factory of Durant Motors of Canada was cleared away early in the summer of 1997 (the old company office building apparently was left standing, however).

Do those of us in SAH have a role to play in seeking to preserve at least some of the structures with a link to automotive history? Or, is this something best left to the historic preservationists and perhaps the industrial archaeologists? Let me hear your views.

I will hope to see many of you at the Automotive History Conference in Dearborn in early September.

Best wishes to everyone.

- Sinclair Powell

SERIOUSLY SEEKING MICHAEL

Michael Mekalian, SAH member number 1730, stopped by the SAH tent at Hershey last autumn, and renewed his membership. The notation in the log book said "Michael Mekalian, Baltimore." However, all publications sent to the Baltimore address in our data base have been returned. Does anyone know where Michael now lives? We'd very much like to make sure he gets the full benefit of his membership.

JOURNAL SUBMISSIONS

The *SAH Journal* is always looking for quality articles on automotive topics from the smallest cars to the largest trucks...or vice versa. As man nor woman survives on seriousness alone, items such as automotive-related puzzles, games, trivia, and jokes will be accepted as well.

Additionally, "letters to the Editor," classified advertisements, "mystery vehicles," vintage automotive advertising (primarily rare or local clippings) and automotive-related events can be sent to the attention of:

SAH Journal

Sam Fiorani

P.O. Box 432

Bedford, MA 01730-0432

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ADDITIONAL NEWS

100 YEARS OF PACKARD

Various Packard Clubs and Packard organizations are combining in Warren, Ohio, birthplace of the Packard automobile, the week of July 4th to July 10th, 1999, to present an extravaganza devoted entirely to the Packard Motor Car.

Headlining the festivities are PAC, the Packard Club, Packards International, and the National Packard Museum of Warren Ohio. Participating Clubs are Old Dominion Packards, Eastern Packard Club, Buckeye Region of the Packard Club, Allegheny Packards Region of the Packard Club, Northern Ohio Region of the Classic Car Club, and Mid-west Region of Packards International. Each of the participating clubs are in charge of one day each of the week-long celebration. A sizable group of Packard enthusiasts are attending from Australia and New Zealand representing PAC Australia and South Pacific Packards. Folks are coming from all over mainland United States, Alaska, Canada, England, Japan, Mexico and Europe.

The City of Warren is celebrating its 200th anniversary the same week as the Packard Celebration and, as the 4th of July coincides with both festivals, a giant 4th of July Parade will kick off the extravaganza. Merged with the floats and marching bands will be the largest assembly of Packard automobiles ever to pass by in a parade.

Blended into the week-long celebration the Packard Club will hold its annual Packard Convention and Packards International will conduct its annual Packard National Tour. Focal point in Warren for activities is the grounds and gardens of the W.D. Packard Music Hall and the Music Hall building. Adjacent to the Music Hall are the grounds and building of the National Packard Museum. At this time no less than 950 hotel rooms are booked by Packard admirers to attend this event. It is anticipated the number of Packard automobiles will go beyond one thousand in number and the Packards in attendance will embrace each and every year Packard produced automobiles.

The first Packard was built in Warren, Ohio late in the year 1899 and the last Packard left the Detroit factory in June 1956. The Packard nameplate continued another two years to 1958 at the Studebaker plant in South Bend, Indiana. Packard produced motor cars, except for the war years 1943-44, for fifty seven years and their total production across the years amounted to 1,615,005 finely crafted automobiles in 227 models which is 36,000 units short of Henry Ford's model "T" production for the one year 1925.

A feature event at the 1999 Packard Centennial Celebration, Tuesday July 6th, 1999, will be an OPUS MAGNUM, the collection of Packard automobiles arranged in chronological sequence beginning with Old Number 1, the original Packard built by W.D. and J. W. Packard, and continuing year-by-year and, to a large extent, model-by-model until production ended in South Bend in 1958. The very last Caribbean convertible and the very last Packard 400 hardtop to leave from the Detroit Packard factory in 1956 will be exhibited (the very last Packard, a Patrician sedan, has not been found). The chronological sequence will display 130 historically significant Packards portraying Packards from the curious horseless carriage, through the age of elegance, to power, grace and prestige, the unsurpassed classic period, and forward to the car of choice of the successful business person. Other important

parts of the OPUS are theme groups of specific creations by coachbuilders Darrin, Dietrich, LeBaron and special factory models such as Speedster models of 1929-30, Fifties Show Cars, Towncars, Experimental models, Feature Cars, Professional Cars and the Open Bodied Classic Packards for which Packard was forever famous. All cars in the OPUS are there "by invitation" to the owners. In total the OPUS will display 280 Packards and, at this time, one year out, 90% of the owners are committed. The Opus Magnum is on the Internet at www.oldcarsweb.com/Opus

In answer to the request in the editorial to "spread the word" SAH may have a presence at the Opus if it so desires. A publicity-cum-publications tent will be set up (probably) to accommodate publishers/editors where SAH can introduce itself to the folks passing by. And in return, SAH may consider carrying an article or two noting the 1999 Packard Centennial Celebration.

16TH ANNUAL LITERATURE FAIRE

June 28, 1998 marked the renewal of the annual Literature Faire & Exchange conducted by the Southern California Chapter of SAH. After some years in which the number of vendors had stabilized, the 16th anniversary event had a spurt of growth. In fact, all spaces were sold out and three new vendors locations were found. Several sellers doubled up in spaces so that all-in-all the selling spaces were at about 120% of capacity.

If you had been present, you would have seen some empty vendor spaces. Those, however, had been sold and reserved but the sellers apparently had some last minute problems which prevented them from showing.

It is always difficult to gauge the number of buyers, as no admission is charged and there are multiple entrances to the selling areas. Most sellers seemed to be satisfied, and several stopped at the SCC/SAH area to state their satisfaction with the event.

A number of shoppers also stopped at the SCC/SAH area to note that this was an annual event that they never missed, and thoroughly enjoyed. In fact, it seems each year that the visiting and discussions that take place are probably one of the factors which most please both sellers and buyers.

Although there are a number of commercial vendors of literature, the vast majority at this event are hobbyists. Some sell their excess materials, others tend to specialize in certain topics or special interests and accumulate them for the yearly trek to Pasadena.

As usual, some collectors were seen picking up treasures and looking quite pleased or even smug. Among the collectors, attending each year, was Jay Leno. He sometimes has had others buying for him, and may have also this year, but he did his own buying as well. As usual, he posed for photos. And, also as usual he drove a very interesting vehicle. Parked in the SCC/SAH excess space was one of Jay's Duesenbergs. A very imposing sight indeed.

The weather, as usual for Pasadena at this time of the year, was warm and sunny. Most everyone had some shade protection. It may be that "mad dogs and Englishman" go out in the noonday sun, but so also do auto literature buffs. We plan to do it again next year. Why not think about attending? We can almost guarantee that we will have sufficient sun and a vast array of interesting literature.

- Darwyn Lumley

VOLKSWAGEN'S DEEP POCKETS

The competition between BMW and Volkswagen to acquire Rolls-Royce ended in favor of the Wolfsburg firm. Volkswagen became the owner of the firm producing cars under the brands Rolls-Royce and Bentley for around \$713 million. To sweeten the deal for the Vickers, previous owner of the company, Volkswagen offered another \$191 million to purchase legendary engine builder Cosworth.

As the new owner, Volkswagen must now negotiate with Rolls-Royce Plc., the aircraft engine company, who owns the name and trademarks associated with Rolls-Royce motor cars. Another potential problem is the agreement BMW currently has to supply engines for Rolls-Royce and Bentley cars.

This agreement was valid only if BMW liked the new owner of the company; BMW does not like Volkswagen. BMW will stop supplying engines for the newly introduced Rolls-Royce Silver Seraph and Bentley Arnage late in 1999. Volkswagen will then have to prepare another powertrain.

Volkswagen is now in negotiations with an Asian group for ownership of Lamborghini for around \$100 million. Also, Volkswagen is negotiating with Romano Artioli to purchase the Bugatti nameplate for around \$40 million.

Sweden's Volvo has confirmed that they had held talks with VW which quickly exploded into the possibility of a buyout of Volvo. Previous discussions had included Scania of Sweden and France's Renault.

25 YEARS AGO AT SAH

In issue No. 30 of the *Newsletter*, dated July 1973, it was announced that SAH officers and directors had "recently voted on, and approved, several items to improve the Society's communications." Improvements included the appointment of a publications board, an eight-issue annual schedule for the *Newsletter*, and new membership categories.

The new editor for the *Newsletter* became G. Marshall Naul, while Dick Brigham moved over to head up the newly created magazine for SAH.

Along with these new publications changes, the need for additional members was expressed. While SAH membership numbered around 150, closer to 300 members were envisioned to be necessary to support the new position of the group.

Three levels of membership were created to allow more members while not diluting the purpose of the group. Active members would be allowed full voting rights but would have to "have accepted an historical article to an SAH publication or have such an article published in an antique automobile, truck, motorcycle etc., club publication or in another recognized periodical, newspaper or book." An associate member would not have voting rights and would not need to meet the above criteria. Corporate memberships would be offered to businesses connected with automotive history or the automotive industry.

Other news included Asa Hall (#183) of Connecticut as a new member.

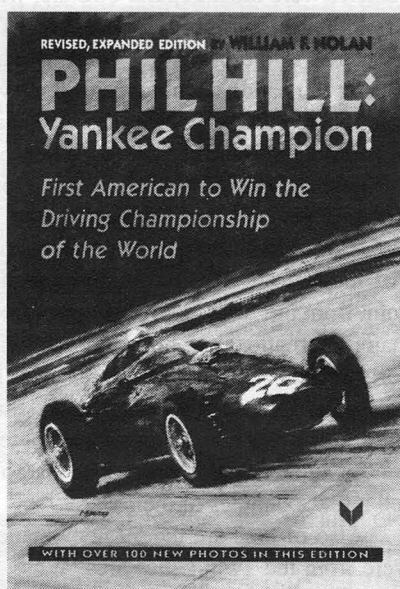
At the end of this issue of the *Newsletter*, "A Note From the Editor" stated what every editor since has felt. Dick Brigham was "editor, publisher and printer" on the first 29 issues of the *Newsletter* and, as Marshall Naul stated, he was a "difficult act to follow." Dick Brigham not only edited the *Newsletter* for the first 29 issues, but added another 30 issues in a six year stint from January 1983 through December 1988; editing more issues than any other person in twenty-nine years of this organization's existence. By the time Dick Brigham "retired" as editor the *SECOND* time, he had presided over one out of every two newsletters produced by the Society of Automotive Historians.

- Sam Fiorani

Long sought after in the out-of-print market, this new revised edition of Phil Hill's story is a must for any enthusiast library.

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1908 MINNESOTA AUTOMOTIVE REGISTRY

by B. Mitchell Carlson

Minnesota's first automobile license was issued in 1903, by the Inspectors of Steam Vessels and Steam Boilers. Over the next few years, the "horseless carriage" proved to be more than a fad or curiosity; it was here to stay. By 1909, the state had established a division of the Secretary of State's office specifically to license both drivers and vehicles.

The following listing is derived from the 1909 volume of the Driver and Motor Vehicle License Registration of the Minnesota Secretary of State, which is Minnesota's earliest known and most concise official record about automobiles in existence. The original 1909 through 1914 volumes exist today in the archives of the Minnesota Historical Society's History Center in St. Paul. The 1909-1910 volumes are in one book, basically a large ledger, in which virtually all entries are hand written. The first section contains just the names of all licensed drivers in Minnesota. The second section contains all licensed motor vehicles in 1909. They are listed by license number (they seem to be the same as the license plate number), owner, city, county, mailing address, body or chassis type, manufacturer, serial number, and model. It should be noted that this procedure wasn't fully complied with in all cases. Nearly half of all entries were missing some sort of information, usually the model and body/chassis type. Also of note is that entries were not written by the same person. It would be hard to convince this writer that penmanship was a serious skill 89 years ago. Each person who made entries had their own writing style, which usually required a bit of translation. Hence, several entries are quoted exactly as I have been able to decipher them. Others were pretty obvious to correct (such as "Bewick").

All manufacturers listed here are in alphabetical order. If it is in quotations, it is directly as written in the register and is a manufacturer that was not in *The Standard Catalog of American Cars, 1805-1942* or other standard reference materials. Items in parenthesis are the names used for a manufacturer's car when it wasn't the same as the company name, such as the Rambler, which was almost exclusively registered as Thomas B. Jeffery and Co. Items in brackets ("{}") signify chassis variations, such as a separate listing for trucks by each manufacturer, or the chassis configuration or model on a singularly listed obscure make. Items in blocks ("[]") are different variations of the name of the same manufacturer, as noted in the registry. The number of that manufacturer's cars registered is listed after this. Different names some manufacturers used have been grouped together (printed in italics) if they used those at the same time or changed names altogether. A grand total for all makes of that builder is at the end of the last listing for them.

License numbers 1 through 7065 were used for 1909, but the total number of cars registered is several hundred less. This is due to several blocks of numbers not being issued, and more interestingly, the block of numbers from 301 to 500 being issued to dealers and manufacturers. These have not been included in the totals.

Some very interesting figures and data can be drawn from the registry. First of all, the 20 most popular makes were:

1. Buick	.....788	11. Overland	.....144
2. Ford	.....742	12. Pope consortium	.....125
3. Cadillac	.....363	13. White	.....118
4. Rambler	.....289	14. Jackson	.....102
5. Oldsmobile	.....287	15. E-M-F	.....99
6. Maxwell	.....266	16. Stevens-Duryea	.....94
7. Packard	.....195	17. Maxwell-Briscoe	.....93
8. Mitchell	.....180	18. Autocar	.....76
9. International	.....160	Winton	.....76
10. Franklin	.....151	20. Stoddard-Dayton	.....74

Buicks have always been popular all over Minnesota, and virtually dominated the listing until the Ford Model T started showing up. Model T's enthusiasts should note that I gave up counting the number of T's with four-digit serial numbers somewhere after 50, but I did log all serial numbers under 2000 (total of 31). The lowest Model T serial number I found was 37! The popularity of expensive makes like Cadillac and Packard can be attributed to cars still being something of a product for the well-to-do, and that the majority of all cars were registered in Minneapolis and St. Paul. Duluth also proved to be a stronghold for luxury cars, even more so than the Twin Cities. A lot of wealth from iron mining, timber, and shipping was concentrated in this harbor town. You would be hard pressed to find a Buick or Ford from there, but this is where the Fiat, Lozier, and Darracq were located, with Packards and Pierces being common. In rural areas, aside from Buicks and Fords, Internationals tended to be the most popular. Other gasoline-powered auto-buggy type vehicles were most popular outstate, while electric auto-buggies stayed in the metropolitan areas. Trucks were almost exclusively registered in the big cities, with the Minneapolis-manufactured Wilcox the hands-down favorite. This was typical of other local manufacturers, such as the Luverne, having a vast majority of their products within 25 miles of their origin.

The 242 different builders were from all over the country. It would seem odd that obscure makes from the east and west coasts would be found in Minnesota, but it must be remembered that the state was still considered something of a stepping-off point from the "east" to the "western frontier." Duluth was also a major international seaport, and the Twin Cities were also major ports on the Mississippi River and hubs for several major railroads. It would seem logical that auto company with ambitions larger than abilities that wanted to go "big time" would choose an area with arteries like this to sign-up a local agent to sell a few examples of their wares.

Also of note are the 59 homemade vehicles, of which half were from the Twin Cities area. When noted, they were mostly runabouts and high-wheelers. A few were built for businesses as work vehicles, but most were contrived by individuals who must have thought that they could do it better than any manufacturer. Undoubtedly, most used either a scrapped out existing car, one of several stationary engines, kit cars, or parts thereof. Exact details in the register tended to be sketchy from the body or chassis type. All were registered as "home make," "built by self," or listed the owner as the manufacturer. The author has logged as much pertinent information on these automotive pioneers as was possible for future reference.

ABC Motor Vehicle Co.	1	"Eagle Iron Works Co."	1	"D. McMillan"	2	Regal Motor Car Co.	20
Adams Co.	1	{truck}	1	Meteor Motor Car Co.	2	Reliable Dayton	7
Aerocar	16	total	2	C.H. Metz	2	Reliance	2
Albany Mfg. Co.	1	Earl	4	Michigan Auto. Co.	2	{truck}	13
American	8	Economy Motor Buggy Co.	9	Mitchell	180	total	15
American Locomotive	2	Eldridge	1	Midland Motor Co.	1	Reo	164
American (Traveler)	3	Electric Vehicle Co.	15	Middleby Auto Co.	2	J.T. Robinson Co.	1
Anderson Carriage Co. (Detroit Electric)	2	Elkhart Carriage Mfg. Co. (Pratt- Elkhart)	1	Mier Carriage & Buggy Co.	2	{Gopher}{truck}	2
Anderson Carriage Co. of Indiana (Auto Buggy)	3	Elmore	38	Model Gas Auto Co.	8	total	3
"Anderson Vehicle Co."	1	E-M-F	99	Moline Auto Co.	36	Rider-Lewis	1
Apperson	10	Eureka	2	Monarch	3	Royal Auto Co.	3
"Aspid"	1	Evansville Auto Co (Simplicity)	1	Moore	1	Royal Motor Car Co.	3
Atlas Motor Car Co.	3	Everett Mfg. Co.	4	Moon	5	Royal Tourist	42
Auburn	18	Fairmont Mach. Co.	1	Mora Motor Car Co.	13	Russell Motor Co.	1
Aurora Mfg. Co.	2	Famous Mfg. (Champion)	1	Motor Buggy Mfg. Co.	14	St. Louis Motor Car Co.	5
Austin Mfg. Co.	1	Federal Mfg. Co.	1	Napier	1	Schacht	41
Autocar	76	Fiat	1	National Motor Vehicle Co.	17	Searchmount Auto Co.	1
Auto Parts	1	"Firestone Motor" {delivery}	2	Nobel Motor Co.	1	Sears, Roebuck & Co.	4
Avery {Farm Traction truck}	2	Ford	742	Nordyke & Marmon Co.	7	Schmidt Auto {truck}	1
Babcock Electric	5	Forest City Mfg. Co. (Jewel/Jewel)4	4	Northern [Motor Car][Mfg] Co.	17	Shelby Motor Car Co.	1
Baker Electric	9	Four Traction Auto Co. (Kato)	3	"Northwestern Auto Co." {model T}2	2	Shoemaker Auto Co.	7
Bartholomew Co. (Glide)	23	{truck}	2	"N.W. Toolworks"	1	Simplex	1
"John Beacon Mech. Co."	1	total	5	Oakland	12	Smith	2
Bellefontaine Auto Co.	3	Franklin	151	Olsson	1	Speedwell	4
Bendix Motor Co.	5	Fredonia Mfg. Co.	3	Olds Motor Works	287	"Spence"	1
Beverly Mfg. Co.	1	Fuller Buggy Co.	19	Oscar Lear Auto Co. (Frayer-Miller)2	2	Stanley	42
Black Mfg. Co.	40	General Auto & Mfg. Co.	1	{truck}	6	Staver Carriage Co.	2
C.H. Blomstrom Motor Co. [Queen Mfg. Co.] (Queen)	23	Gleason	1	total	8	Stearns	16
F. Leo Broker: Mpls, Minn {custom- built race car; s/n 2}	1	Gormully & Jeffrey (Rambler)	1	Overland	144	Steamobile	1
Brush	28	Grabowsky Power Wagon Co. {truck}	3	Overman Auto Co.	1	Stevens	6
Buckeye Mfg.	17	Gramm-Logan {truck}	1	R.M. Owens Co.	12	Stevens-Duryea	94
Buick	788	"Grapp"	1	Packard	189	Stoddard-Dayton	74
Cadillac	363	Alfred S. Hals {auto buggy, model 1909, s/n 8}3	1	{truck}	6	Stratton Motor Car Co.	2
Cameron	5	Harley-Davidson {motorcycle with sidecar}	1	total	195	Streator Motor Car Co. (Halladay)21	21
Cartercar Co.	5	Hartford	2	Palmer-Singer Mfg. Co.	3	Studebaker	31
Motor Car Co. [Detroit](Cartercar)2	2	Haynes Auto Co.	30	Paragon	1	Success	1
Total	7	Haynes-Apperson	8	Peerless	62	E.R. Thomas	65
Century M.V. Co.	3	"Heaney Auto Co." {model F}	1	"Pence Auto Co."	4	Thomas Detroit	4
Century Tourist	2	Henderson Motor	1	Pennsylvania Auto-Motor Co.	7	"Thornhill" {1905, delivery}	1
Chadwick	1	Holsman	66	Petrel Motor Car Co.	1	Trebert Gas Engine Co.	1
Chalmers-Detroit	67	Hudson	4	Phelps	1	Vehicle Equipt. Co. {truck}	3
"Chalmers Electric"	1	Hup	6	George N. Pierce Co.	29	Velie	40
Chase	1	Imperial Auto Co.	1	Pierce-Arrow	40	Victor Auto Co.	6
Chicago Coach and Car {truck}	2	"Interabout"	1	total	69	Waltham Mfg. Co.	28
Chicago Motor Vehicle Co.	1	International Harvester	160	Pontiac	2	Waverly	22
"Church Mfg. Co."	2	Inter State Mfg. Co.	3	Premier Motor Mfg. Co.	1	Wayne Auto Co.	38
Cleveland	3	Jackson	102	Pope Mfg. Co.	48	Welch	4
"Clough" {3-wheel}	1	Thom. B. Jeffrey & Co. (Rambler)	289	Pope-Hartford	25	Westcott Tool Works (Gale)	5
Columbia Electric	21	"J&M Motor Car Co."	1	Pope-Toledo	16	White	118
Columbus [Columbus Buggy]	28	Kansas City Motor Car Co. {truck}1	1	Pope-Tribune	2	"Whitlock Pipe Co."	1
Columbus Electric	32	W.H. Kiblinger Co.	5	Pope-Waverly	34	H.E. Wilcox Co.	43
Conrad Motor Car Co.	1	C.P. Kimball & Co.	1	total	125	Wilcox {truck}	22
Consolidated Mfg. Co. (Moyea)	1	Kirk Mfg. Co.	10	Pullman	2	Wolfe	5
Continental Mfg. Co.	1	Kissel Kar Co.	66	Racine Motor Car Co.	1	Wolfe {truck}	2
Cook Motor Co. (Simplo)	1	Knox	27	Randolph {truck}	1	total	72
Cornish-Freidberg	2	{truck}	3	Rapid	3	Winton	76
Corbin	4	total	30	{truck}	3	Woods Electric	26
Couple-Gear {truck}	1	Leicher Bros.4	1	total	6	York Motor Car Co.	7
Craig-Toledo	11	Olaus Lende Co.	8	Rauch & Lang	10		
Crest Mfg. Co.	2	{truck}	1				
Dayton	22	total	9				
Darracq	1	J.V. Lindsley Auto Chassis Co.	1				
Deal M.V. Co.	1	Lindsley/Dowagiac	1				
"W.T. Dean" [{"Theo. Dean"}]1	2	Locomobile	35				
Deere [Deere-Clark]	7	Logan Const. Co.	3				
DeLuxe Co. (Car DeLuxe)	3	"Long Laconay Mfg. Co."	1				
Desberon Mfg. Co.	1	"Long-Turney" (1907)	1				
DeTamble Motor Co.	1	Lozier	1				
"V.L. DeWitt"	1	Luverne Auto Co.	425				
Diamond T	1	Marion Motor Car Co.	3				
"Do Do"	1	Mason	4				
Dolson	4	Matheson	2				
"Douglas" {truck}2	1	Maxwell	266				
Dragon	3	Maxwell-Briscoe	93				
Duryea Power Co.	3	Wm. McIntyre Co.	10				
Dyke & Co.	3						

Unable to classify 9 (8 cars and 1 truck) due to either the lack of a name written down or name undecipherable.

1 W. Theo Dean, from Magnolia, Minn, produced at least 2 vehicles. Serial number 1 (a two seater) was owned by M.E. Carrigan of Adrian, Minn, and Mr. Dean kept serial number 2 (listed as model 13, 5 passenger 20hp touring car).

2 Douglas trucks of Omaha, Neb, were built from 1917 through 1923, so this is a new discovery of the name.

3 Mr. Hals was associated with Joy Bros. Motor Car Co. of St. Paul, a prominent dealer for Packard and other makes. Joy Bros never built their own cars. Since Alfred Hals is listed as the manufacturer, and that this vehicle has a serial number of 8, it can be assumed that he may have produced other vehicles, perhaps sold through Joy Bros.

4 Could be the same company. A Leicher Bros. existed in LuVerne, Iowa, around 1903, but production has never been proven. Luverne Auto Co. (Luverne, Minn) was owned and operated by the Leicher family, although it's doubtful that the company ever used that name for its products.

AUTOMOTIVE TRIVIA

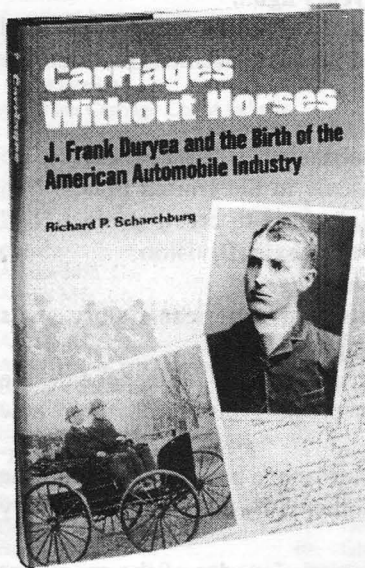
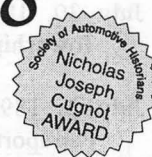
ANSWERS FOR LAST ISSUE'S TRIVIA

by Sam Fiorani

- 1) Of course, the Model A was introduced in 1903 and the Model T in 1908. But then, everyone know that, right?
- 2) Anonima Lombarda Fabbrica Automobili.
- 3) Nicola Romeo formed ALFA Romeo.
- 4) The Henry Ford Company.
- 5) Henry Ford and Henry Leland.
- 6) Red to black. Rumor has it that the background color of the logo was changed to mourn the passing of Henry Royce. But, as I have been told, Henry Royce actually had a part in the change. He believed that the black background was more stately than the flashy red background.
- 7) Mercedes Jellinek was the daughter of Emile Jellinek, Austro-Hungarian Consul at Nice. Emile was also an agent for Daimler cars. He encouraged Wilhelm Maybach to design a lower, lighter and more powerful car for him to sell. The car was named for Emile's eldest daughter.
- 8) Oldsmobile and REO.
- 9) Springfield, Massachusetts from 1920 to 1931.
- 10) Steinway built the American Mercedes in Long Island, New York City, until the plant burned down.
- 11) Packard, circa 1901.
- 12) King Midget.
- 13) Pontiac was formed from the Oakland Motor Division of GM which can be traced to the Pontiac Buggy Company.
- 14) The H&C Studebaker blacksmith shop was building buggies in 1852. This became the Studebaker Brother Manufacturing Company in 1868. After merging with Everitt-Metzger-Flanders in 1911, Studebaker Brothers became the Studebaker Corporation. The final Studebaker automobile was built March 17, 1966 in Hamilton, Ontario, Canada. More acquisitions and mergers and the company became the Studebaker-Worthington Corporation in November 1967. McGraw-Edison (now part of Cooper Industries) absorbed Studebaker-Worthington in the fall of 1979. Studebaker still exists under the name Studebaker-Worthington giving Studebaker (as part of the name of the company) a 146-year history...and counting.
- 15) Lincoln built the Liberty aircraft engine during the Great War (World War I).
- 16) American Bantam.
- 17) *Surviving* brands are Cadillac (Antoine de la Mothe Cadillac) and Lincoln (Abraham Lincoln), while DeSoto (Hernando DeSoto) and LaSalle (René Robert Cavalier, Sieur de La Salle) are among the non-survivors.
- 18) Studebaker.
- 19) Packard.
- 20) Checker.
- 21) "Ask the Man Who Owns One": Packard
"Ask Anyone Who Owns One": American Suzuki.
- 22) Buick division of GM originally built the 90 degree V6 which would become the 231cid/3800 V6 used throughout the GM lineup. GM sold it to Jeep in the 1960s and bought it back in the 1970s.
- 23) PRV (Peugeot/Renault/Volvo) V6 engine.
- 24) 1900 front wheel drive electric car.
- 25) Consolidated Freightways.
- 26) Malcolm Bricklin.
- 27) Max Hoffman.
- 28) Ford's Tempo and Mercury Topaz AWD/4 Wheel Drive, and GM's Pontiac 6000 STE AWD.
- 29) 1973 full-sized Chevrolet, Oldsmobile and, possibly, Cadillac models offered driver's side airbags as optional equipment.
- 30) 1974 Mercury division offered the passenger's side airbag as an option.
- 31) Hyundai. The precursor to the current Sonata.
- 32) The Optima was built by Daewoo and sold by GM in Canada. It was also sold in the US as the Pontiac LeMans.
- 33) Asia Motors, a division of South Korea's Kia.
- 34) Asuna was the import-only division of GM Canada. It lasted just over a year and sold models such as the Optima (Pontiac LeMans), Sunrunner (Geo Tracker) and Sunfire (Isuzu Impulse).
- 35) Passport was GM's umbrella brand for Saturn, Saab and Isuzu models sold in Canada.
- 36) Subaru 360 in 1969.
- 37) Gilbern.
- 38) Malaysia.
- 39) Timor was a rebadged Sephia built by Kia in South Korea, but the Timor was officially an Indonesian brand.
- 40) Dodge Diplomat, Plymouth Gran Fury and Chrysler Fifth Avenue with the 318cid/5.2L V8.
- 41) The Taurus MT5 was the base model with a standard 2.5L OHV four-cylinder engine. It was offered from 1986 to 1990.
- 42) General Motors had a number of steam prototypes running in the late 1960s based on the Doble steam engines.
- 43) The South Carolina-built BMW Z3 is still offered (1997-date) with an inline six. The last American-built and badged car with a straight six was the 1988 AMC Eagle.
- 44) 1946-52 Crosley had a 44cid/0.7L four cylinder.
- 45) 1961-63 Pontiac Tempest had a 194.5cid/3.2L four cylinder.
- 46) 1996-98 Ford Taurus SHO had a 207cid/3.4L 60 degree DOHC V8.
- 47) 1988 Cadillac Cimarron.
- 48) One. Chevrolet S10 electric has the running gear from the GM EV1, which makes it front-wheel drive.
- 49) The 1946-52 Crosley had an overhead cam engine.
- 50) The Beijing Automobile BJ2023, pictured on the back of *SAH Journal* No. 167 is offered for sale in the United States, but cannot be licensed for street use. The BJ2023 has drum brakes on all four wheels.

In just the few days following the mailing of No. 174, a number of members wrote for answers to the few questions they could not get. This response, and that of the earlier crossword puzzle, is being taken as interest in this sort of activity. Future issues will contain similar automotive related entertainment. If any members have such puzzles or games, please send them (with the answers) to the editor.

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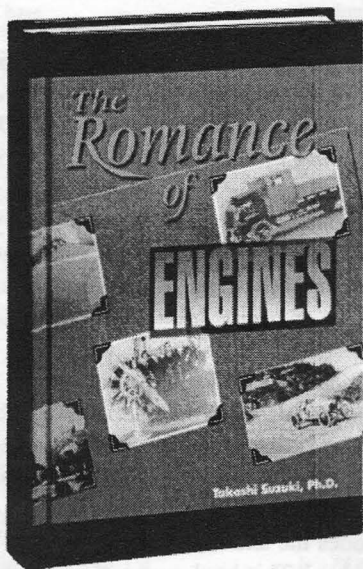
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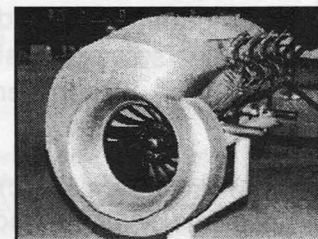
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IT HAPPENED LONG AGO...

One hundred and thirty-five years ago...

July 30, 1863 - Henry Ford was born in Springwells Township, Wayne County, Michigan.

One hundred years ago...

July 3, 1898 - Donald Mitchell Healey was born in Perraporth, England.

Ninety-five years ago...

July 23, 1903 - Ford Motor Company sold the first Model A, its first car.

August 21, 1903 - The first transcontinental road race began.

Eighty years ago...

August 1, 1918 - General Motors purchased United Motors. This part making company included Perlman Rim Corporation, Hyatt Roller Bearing Company, New Departure Manufacturing Company, Dayton Engineering Lab Company (DELCO), Remy Electric Company, Harrison Radiator Company and Klaxon Company.

Seventy years ago...

July 28, 1928 - The Plymouth line was officially introduced to the public.

July 30, 1928 - Chrysler purchased Dodge Brothers Inc.

Sixty years ago...

August 27, 1938 - George Eyston set a land speed record of 345 mph.

Fifty-five years ago...

July 22, 1943 - Gasoline rationing was enforced throughout the United States.

Fifty years ago...

August 1948 - The United States produced its 100,000,000th motor vehicle.

Forty years ago...

July 1958 - The final Packard car advertisement appeared in *Car Life* magazine. The advertisement featured the 1958 Packard Hawk.

Fifteen years ago...

August 1983 - Toyota Chairman Eiji Toyoda decided to move the company upscale in the United States. In a secret meeting Toyota decided to create project "F1" which would be come the Lexus Division.

Ten years ago...

July 1988 - Toyota built its first American Camry at its Georgetown, Kentucky plant.

August 1988 - Lexus of Columbus in Ohio became the first Lexus dealer to break ground for their new showroom.

August 11, 1988 - British Aerospace purchased 80% of the Rover marque. The other 20% was still owned by Honda.

August 14, 1988 - Enzo Ferrari, founder of the sports car builder that bears his name, died at the age of 90.



Illustrated Encyclopedia of American Trucks and Commercial Vehicles by Albert Mroz, 1996. 432 pages, profusely illustrated with black and white photos, softbound, 8 1/2 x 11 in. ISBN 0-87341-368-7, published by Krause Publications. Price: \$34.95.

There are no fewer than four organizations devoted strictly to old cars, excluding brand-specific clubs. There is only one major historic truck organization in the United States but it has nearly 20,000 members. Plenty of people are interested in old trucks.

As a fan of Krause's *Standard Catalog* series of books, I was anxious to see the *Illustrated History of American Trucks and Commercial Vehicles*. The previous *Standard Catalog of American Light Duty Trucks*, while being a solid book, left the world of commercial vehicles barely touched.

Albert Mroz' book includes the smaller trucks, but doesn't forget that trucks are made to haul. This book covers the pickups and minivans found in the *Light Duty* catalog, but adds the Class 4-8 vehicles missing. Mroz goes a step further and adds the off-highway trucks as well as some of the specialty trucks historians tend to overlook.

While not a complete reference guide (only 432 pages cover more than 1,250 brands), it does spur enough interest and

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answer enough questions to be a valuable source of information. From A&B to Zimmerman, Mroz covers many brands previously forgotten and discarded.

- Sam Fiorani

Los Automóviles: ¿Locura apasionante...? ¿Pasión alocada...?, *The First Years of the Automobile in Spain 1896-1930* by César Oliver y Manteso, 1997, 153 pages, 200 black and white photos and illustrations, 5 color ad reprints, soft bound, 8 1/4 X 10 1/2 in., ISBN 84-85891-68-6, published by Edita. Available from César Oliver, 12 Dn. Vincente Oliver, 31540 - Buñel, Spain. Price US\$ 30.00 post paid.

Automobiles: Passionate Insanity...? Insane Passion...?, text in Spanish, is the first objectively written and most comprehensive works on the early days of the automobile history in Spain. Sr. Oliver's stated intention is to capture the earliest history of the automobile in Spain through the early years of the 20th century and in this he has succeeded. In his opening comments Sr. Oliver explains that very little was written about the earliest automobiles introduced into Spain in the late 1890's. He researched many resources, principally in Madrid, including books, magazines, periodicals and conducted interviews. As with most of the rest of the world, the earliest cars were considered to be a luxury items or toys for the rich. It would be years before any serious attention was paid to the automobile in the Spanish press. While the first international road race took place in France in 1887, it was not until 1908 that such a race was held in Spain. The first printed work written by Spaniards about the operation and the mechanics of the automobile was published in 1906.

Sr. Oliver's work progresses from a brief history of the automobile in Europe through the arrival of the first steam, electric and gasoline vehicles in Spain. The entire book is well documented with excellent photographs, drawings, advertisements and exposition posters. There is a chronology of regulations issued to regulate automobiles, a chapter on early busses and bus lines and another on early races and endurance runs.

There is a brief section devoted to the operations of overseas companies in Spain beginning with the Darracq company in 1907. Ford's assembly operations began in 1925 followed by De Dion-Bouton, General Motors and Fiat. Other chapters are devoted to the woman and the automobile, the automobiles of General Franco, automobile accidents and their prevention and anecdotes 1903 - 1910. There is a compilation of information about the first 10 cars registered in each Spanish province and other useful data for the historian interested in early history of the country. The first regulations pertaining to automobiles in 1900 and 1907 are reproduced and there is a good bibliography at the end.

Even if you are not accomplished in Spanish, everyone with an interest in pre WWII European automotive history will find something of interest in the nicely reproduced photos and illustrations in Sr. Oliver's work.

- Tom Krill

HUNGRY EYES AND DIRTY FEET, by Alvie L. Smith. 303 pages, 33 black-and-white photos. Hardbound, 6-1/4 x 9-1/4 inches, no ISBN. Privately published and available from the author at \$25.00 postpaid. Write Alvie L. Smith, 784 Westchester Way, Birmingham, MI 48009.

From the title this is not recognizable as a "car book," and few enthusiasts will find the author's name familiar. Alvie Smith was a speech writer and public relations professional at General Motors from 1955 to 1988, nearly half that time working directly for Ed Cole. Smith revered Cole, and naturally devotes much of the book to that relationship, including some interesting narrative of run-ins with GM chairman Jim Roche.

There's an amusing account of a presentation prepared for delivery by Roger Kyes, executive vice president of the GM car, truck, body and assembly divisions, who no one seems to have liked. Smith's story demonstrates why. Less entertaining, but of interest to those researching labor relations, is the account of GM's employee communications program of the 1980s and the way it provoked confrontation with the United Auto Workers.

This book is a memoir, so it contains much about Alvie Smith's life that may be of little interest to the average auto historian, from his impoverished childhood in Georgia (from which comes the title) to his education, military service, marriage and family - even details of every house in which the Smiths lived. Students of GM, however, will find insider perspective not previously published, and that aspect makes it a worthwhile read.

- Kit Foster

REFLECTIONS ON AUTOMOTIVE HISTORY, by Bill Vance. 192 pages, 61 black-and-white photos. Hardbound, 9-1/4 x 8-1/4 inches, ISBN 0-9698922-0-9. Eramosa Valley Publishing, Box 370, Rockwood, Ontario N0B 2K0 Canada. \$28.50 plus \$5.00 shipping direct from the publisher - (a softbound version is \$18.50 plus \$5.00).

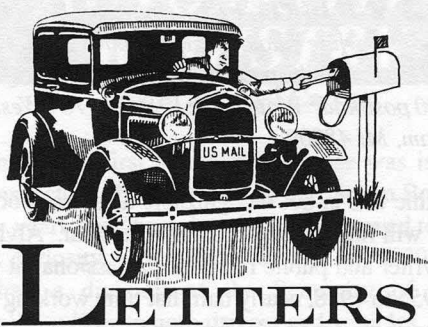
Bill Vance is the auto columnist for the *Toronto Star*. Each week one of his historical vignettes on a specific model educates and entertains many thousand readers of eight Canadian and two US newspapers. This volume packages a sampling of Bill's columns in book form.

Arranged alphabetically, the 61 chapters run from Amphicar to Volkswagen, each one giving a basic history of the car, the people or company that produced it, and its technical characteristics. Bill's style is lively, but not flowery, which makes for enjoyable reading.

Each chapter has a single photo, adequate but somewhat unsatisfying to those with interest in detail. Many also suffer from the background clutter inherent when shooting pictures at car shows.

These are not in-depth histories, and veteran historians may not learn a great deal, but *Reflections...* is very well done. While it might not be a vital addition to your own library, you should consider it as a gift to a friend or relation whose interest in cars has yet to appreciate their historical context. A second volume, at the same prices, has recently become available.

- Kit Foster



START "SPREADING THE WORD"

May I offer a European view on the Editorial in the May-June *Journal* under the heading "Spreading the Word."

I have long thought that SAH has an identity problem. Exaggerating to make a point, SAH aspires to be a professional body and yet it conducts its business more like a conventional car club.

The distinguishing feature of professional bodies is restricted membership. Restriction can be by educational qualification, how you earn your living, practical attainment, etc. Membership of a professional body is by election, not by simple application and a cheque. The main function of a professional body is to set standards for the profession, and protect the interests of its members. To command respect it must be seen to represent the majority of people in that profession, even if that is numerically small. Aspiring practitioners of that profession will then want to become members of the body, and will be willing to pay relative large sums of money to do so. Indeed for successful bodies, membership itself becomes a qualification.

Car clubs, in contrast, are amateur common interest groups with open membership and modest subscriptions. They do not seek professional status as such, although some attain it. They can gain influence derived from sheer numbers and financial muscle, particularly when they join together as in the Federation of British Historical Vehicle Clubs which lobbies in Brussels against restrictive European legislation. Academic interests are not unknown but are seldom primary. It is basically about having fun, not earning a living.

SAH somehow sits uncomfortably between the two. It does indeed attract some professional historians who give it a degree of "professional respectability," but evidently not sufficient to command the attention of Detroit. I doubt any professional historian regards membership of SAH as essential to his career, although paradoxically some individual members can certainly command the attention of Detroit. SAH is an unusual entity in that the whole could be said to be less than the sum of the parts. A second observation is that SAH really has not decided whether it wants to be an International or a North American organization. From my perspective, it is an almost entirely American organization with some foreign members.

Again, some of these "foreign" members are internationally well-known individuals, but their celebrity does not rub off onto SAH. The American bias also inevitably shows up in the contents of the *Journal* and the *Review*.

An honorable exception is the UK Chapter, but that also struggles with an identity problem and a membership below the critical mass. This has caused some meetings to be cancelled due to lack of support. However, those that have proceeded have been excellent mainly due to the high caliber and profile of some individual members.

If SAH is really serious about raising its profile, then the first task is for the Board to sit down and decide in detail what it wants the Society to be. This needs to be expressed in written form, a Mission Statement in business-speak. If it is not written down and adhered to, it gets changed at every management meeting. Assuming where you want to be is different from where you are now, you then need a detailed strategy on how to get there.

If SAH does decide to move towards being a professional body then the thorny question of membership eligibility arises. There are very few professional automotive historians. The UK based Guild of Motoring Writers achieves it by restricting full membership to people earning a "significant proportion" of their living from motoring journalism, but also having an associate grade which really only gets you on the mailing list. I suspect SAH would also need to devise a system of membership grades in order to give the professional historian the appropriate status, while still admitting amateur enthusiasts like me.

SAH does have some excellent foundation stones to build on. The first is the fact that many of the world's best writers on motoring history are already members. We need to find a way to transfer the sum of the prestige of individual members onto SAH as an organization.

Another major asset is the award system. The one thing that does get reported in the UK press is the SAH Awards, particularly if the journal in question is a recipient! This could be made more pro-active by sponsoring student essay competitions as already suggested, and perhaps by sponsoring a competition for aspiring authors for the best new publishing idea. This latter may need to be done in cooperation with a publisher if it were to achieve anything.

The *Automotive History Review* is also a valuable asset. The recent paper by Bill Kovarik on alcohol fuels was simply stunning in its scope and depth and thoroughly deserves all the awards I feel sure it will get. Quite the best thing I have read for ages, but being an ex-oil company man, I suppose I may be biased.

Whatever route SAH decides to follow to raise the profile, it is likely that membership will need to be widened and increased. Primarily this must mean active promotion of more Chapters outside North America. There should ideally be one in every country with any significant motoring history. This will need some very positive action to achieve.

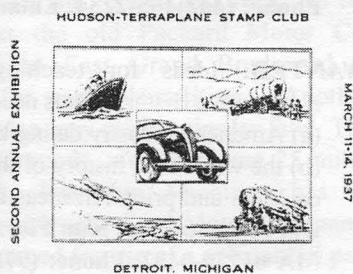
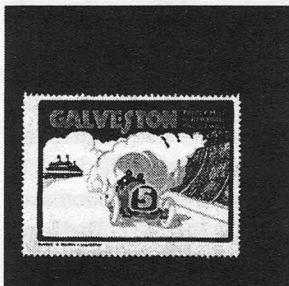
Most of the hundreds of one make car clubs in the world have an archivist or historian; how many of them are SAH members? In my experience, some people in the smaller clubs are struggling to know what they should be doing. SAH could perform an invaluable service by providing guidelines and coordinating their activities. These clubs often have a good knowledge of where all the original manufacturers documents are. Some of the larger clubs are already custodians of manufacturer's archives and run a highly professional library organization. The sum total of their combined efforts could be staggering if it was coordinated. Perhaps the one make car clubs could have some sort of affiliate status to SAH; their total membership would give SAH a vast potential audience.

In summary, before SAH sets out to "spread the word" I believe it needs to have absolute clarity about it's own identity and purpose. What "word" do you want to spread?
Graham J. Orme-Bannister, Hillcroft, Bighton Lane, Bishop's Sutton, Alresford, Hampshire, SO24 0AU, United Kingdom.

COLLECTING AUTOMOBILIA

I am pleased to receive the latest *Journal* a few days ago and delighted to read *Ugo Fadini's* letter, both learning some new facts and being encouraged that there are people out there with good intentions. I am naturally pleased that it was Ugo, too, having corresponded with him and met him once or twice.

I thought the menu from the dinner in France (the cover that is) looked superb and wonder whether it was ever produced in vignette form. If it was then that is another item for which to search to add to my collection. I added an interesting vignette today in the form of the Galveston one illustrated herewith. Orange lettering with some black background and grey "dust." I assume it to have been produced in the era of the car depicted and naturally wonder whether that long spit of land in Texas is ever used for time trials today and, if not, when that ceased.



The other piece of nonsense is a rather nice little advertising item from the Hudson-Terraplane Stamp Club—it is shiny on the back so I imagine adhesive (dare not lick it to find out!). As I actually acquired two for small consideration, I might relinquish the second to a Terraplane enthusiast. Again, it prompts questions...did they have something similar for their first exhibition? Did they have more later? Etc., etc. **Peter Marshall, Mariners, Courtlands Avenue, Esher, Surrey KT10 9HZ, England.**

UNALTERABLY OPPOSED

I am an Australian motoring writer and historian who contributes to a number of publications internationally and am a recent member of the SAH.

I have been commissioned to write a major history of automobiles powered by horizontally opposed four-cylinder engines, so-called "boxers."

Reading through *The Illustrated Encyclopedia of Automobiles*, 1979 edition, I can find the following US makes that were thought to be so powered:

Airway	1949-50	Used Onan HO4 engine
Apperson	1902-26	HO2 and HO4 engines built
Page	1921-24	Used an aircooled HO4 (Franklin?)
Santos-Dumont	1902-04	HO4 of unknown origin
Studebaker	1954-56	HO4 designed by Porsche
Winton	1904-04	HO4 of unknown origin

I am looking to be able to correspond with experts on each, plus I would appreciate any photographs, technical drawings, and other specification details on these engines, as well as the names of key engineers involved.

Can any SAH members assist me? **Gavin Farmer, 116 Onkaparinga Road, Bridgewater 5155 South Australia**

MORE ON MODERN CLASSICS

I'm sure that a generation or two from now there will be many more old cars *available* to collect, because of the major advances that were made in the 1980s in rustproofing, durability of interior materials, and engine longevity. Three new cars I owned beginning in 1984 all made it to 150,000 miles or more before being sold. One, an '84 Olds 88 ran to 187,000 miles with only a carburetor overhaul and radiator replacement. And I don't think our experience is all that unusual, at least not among folks who've learned to maintain their cars like taxicabs.

Added in the '90s have been major improvements in body/chassis rigidity which have made possible comfortable but controlled suspensions, coupled in some cars with quick, precise, beautifully weighted power steering and DOHC engines that out-power the Corvette on a per-cubic-inch basis, and *all in the least expensive models.*

These cars are fantastic to drive, a characteristic no one with 1990s tastes would ascribe to a car like my '53 Studebaker Starliner. But few would argue that the Studebaker's beauty has ever been surpassed, and that's where newer cars fall absolutely flat.

Which of today's makes will be collected for their looks? Maybe a neat little design like the Ford Escort ZX2. Hopefully not dysfunctional, shapeless blobs like the latest Chrysler LH sedans or Ford Taurus wagons.

In fact, the less said about *fin de siecle* styling, the better. Let Bob Bourke, Howard Darrin, Virgil Exner and the Earls, Mitchells and Walkers rest in peace.

One more thought, which may seem far out or even heretical. Isn't it possible that, years from now, car buffs could see in the pages of a magazine like *Street Rodder* the evolution of a new kind of hybrid: absolutely stock old bodies and interiors affixed to the latest chassis, platforms and running gear?

Hasn't it already started to happen? The Camaro/Firebird-based Avanti doesn't come that close to replicating the classic lines of the original, but isn't it a start? **Pete Whittier, 28702 Falling Leaves Way, Wesley Chapel, FL 33543-5755.**

DIESEL AND THE LUSITANIA

In regard to the article on the automotive connections to the Lusitania sinking, in No. 174, is the following comment.

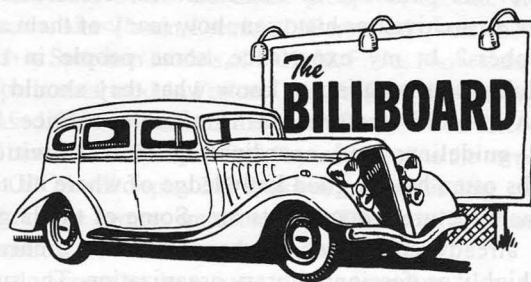
It was known at that time that civilian ships were illegally carrying war materiel from the "neutral" USA; indeed the German Embassy took out advertising space prior to the Lusitania's embarkation, warning that Germany would not be held responsible for any consequences arising from such activity. Because it was known that explosives were aboard, it was assumed that the torpedo had hit such a store. However, recent exploration of the wreck has revealed that the torpedo actually hit an empty coal bunker. Raised coal dust is very explosive.

Albert does, however, point out the purpose for Diesel being en route to Britain. He had an appointment with Alan Chorlton, the Chief Engineer of William Beardmores in Glasgow, whose firm was then busy with such engines under contract to the Royal Navy, when M.A.N. were doing the same thing for the Kaiser. One does not need to be paranoid to be open to a possibility that certain people, who knew of the probability of future hostilities between Germany and Britain, might have been keen to prevent any transfer of technology.

Not that it mattered in the fullness of time, as James McKechnie, of Vickers, developed the "solid injection" system, now universal, which totally eclipsed the air-blast method. The V12 Vickers submarine engine of WWI pioneered the use of it.

As to Diesel's "suicide," it has never been explained why he would have thought it necessary to have dragged his cabin truck up on deck so that he could take it with him. It was certainly true that his estate showed liabilities of £75,000 and assets of £2,000 and this was highlighted, but it is also likely that he would, at that time, have been looking forward with some optimism to the deal in prospect.

These few points are just some minor indications of the fog of loose interpretations and vague definitions, many prompted by nationalistic jingoism, which has always surrounded the Diesel story, many of which were addressed in my detailed analysis of competing claims published in *AHR* No. 27. **Max Gregory, RMB 8825, Drouin South, Victoria, 3818, Australia.**



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.

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.**

FOR SALE: *Automobile Trade Journal*, Annual Reviews, March issues 1905 through 1913. \$800 includes shipping and insurance. Details on condition for SASE. **G.M. Naul, 534 Stubly Road, Granville, OH 43023.**

WANTED: Wisconsin Motor Manufacturing Co. factory sales brochures, instruction manuals, repair manuals, factory correspondence, advertisements, poster, clip files, biographical information on company founders and officers, photographs of the engines and lists of production and racing cars that used Wisconsin engines. I'd also like to hear from anyone who collects Wisconsin engines or simply has an interest in them. **Curt McConnell, 921 "E" St., Lincoln, NE 68508-3123. Phone: (402)465-2234. Email: curtmack@prodigy.net**

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

July-August 1998

AUGUST 1998

Meadow Brook Concours d'Elegance, August 2 - Meadow Brook Hall, Oakland University, Rochester Hills, MI. (248)370-3140.

AACA Reliability Tour, August 2-7 - Dayton, OH

Hot August Nights, August 5-9 - Reno, NV. (702)356-1956.

Chrysler/Blackhawk Classic Car Exposition, August 13-16 - Pebble Beach, CA. (510)736-3444.

Christie's Auction of Exceptional Motor Car, August 13-16 - The Lodge at Pebble Beach, Pebble Beach, CA. (310)275-4102.

Concours Italiano, August 14 - Quail Lodge, Carmel Valley, CA. (425)688-1903.

13th Annual Monterey Sports and Classic Car Auction, August 14-15 - Monterey Conference Center at the Doubletree Hotel, Monterey, CA. (888)467-6227.

Monterey Historic Automobile Races, August 14-16 - Leguna Sega Raceway, Monterey, CA. (408)648-5111.

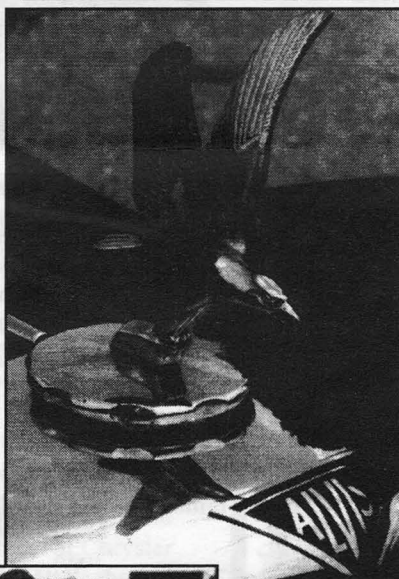
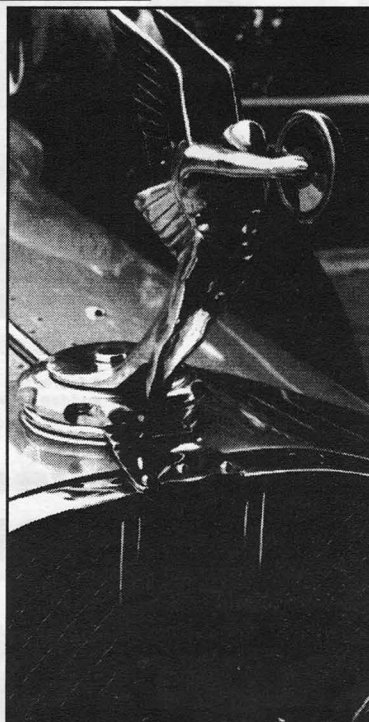
Brooks' Monterey Auction, August 15 - Quail Lodge, Carmel Valley, CA. (415)391-4000.

Woodward Dream Cruise, August 15 - Woodward Avenue, Pontiac, MI. (248)546-9600.

Pebble Beach Concours d'Elegance, August 16 - The Lodge at Pebble Beach, Pebble Beach, CA. (408)659-0663.

East Coast Rod & Custom Nationals, August 18-20 - Dutchess County Fairgrounds, Rhinebeck, NY. (510)838-9876.

Motor City Rod & Custom Nationals, August 19-30 - Meadow Brook Grounds, Rochester, MI. (510)838-9876.



West Coast Rod & Custom Nationals, August 21-23 - Pleasanton Fairgrounds, Pleasanton, CA. (510)838-9876.

AACA National Fall Meet, August 21-22 - Amherst, NY

Corvettes at Carlisle, August 28-30 - Carlisle Pennsylvania Fairgrounds, Carlisle, PA. (717)243-7855.

SEPTEMBER 1998

Louis Vuitton Concours d'Elegance, September 1-4 - Rockefeller Center, New York, NY. (212)572-9700.

AACA National Fall Meet, September 3-5 - Cheyenne, WY

Automotive History Conference: "Interpreting the Automobile," at Henry Ford Museum & Greenfield Village. Sponsored by SAH and National Association of Automobile Museums, September 9-12 - Dearborn, MI. (313)982-6071.

AACA National Fall Meet, September 10-12 - Oakridge, TN

CCCA Caravan, September 10-18 - Delaware Valley, DE

Fall Carlisle Mid-West, September 11-13 - Bloington-Normal, IL

AACA National Fall Meet, September 24-26 - St. Louis, MO

Luis Vuitton Concours, September 25-27 - New York, NY

OCTOBER 1998

Fall Carlisle, October 1-4 - Carlisle Pennsylvania Fairgrounds, Carlisle, PA. (717)243-7855.

Newport Beach Concours d'Elegance, October 4 - Newport Beach, CA

AACA Fall Nationals, October 7-10 - Hershey, PA

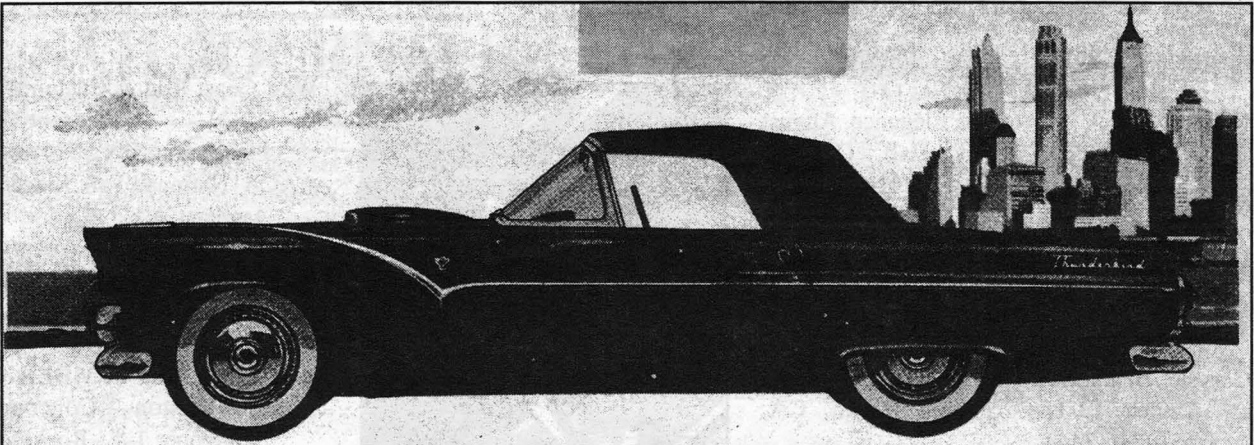
SAH Annual Meeting and Awards Banquet, October 9 - Hershey, PA. (860)464-6466.

NOVEMBER 1998

Texas 1000 November, 1998 (call for final dates) Rich and Jean Taylor host the inaugural Texas 1000 TSD rally in the Texas Hill Contry. It begins and ends in San Antonio and is open to any pre-1973 sports, racing or GT car (maximum 50 cars). Phone: 800-645-6069 Fax: 860-364-5899 e-mail: jean@vintagerallies.com <http://www.vintagerallies.com/>

Each summer, the Burn Prevention Foundation receives proceeds from the Concours d'Elegance of the Eastern United States. This year was the Concours' ninth and, probably, best. While the cars are of the highest quality, the reason for the trip to Bethlehem, Penna., is to hear Bev Kimes announce each car as it passes the reviewing stand. She makes the show a delight for the novice as well as the expert.

- photographs from the editor's collection

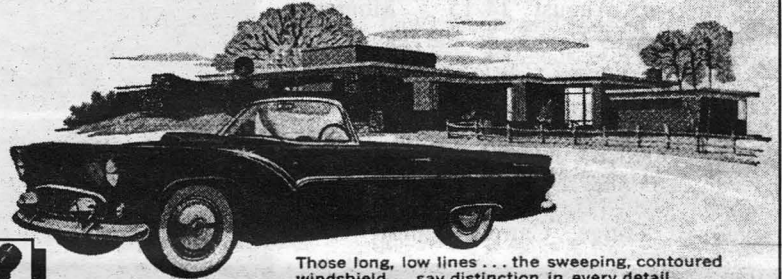


A fabric top whisks into place in seconds—to protect you from sudden rainstorms. It's completely out of sight when not in use.

Enchantment unlimited . . . the new Ford THUNDERBIRD



A distinguished kind of personal car that combines sports car styling and performance with passenger car convenience.



Those long, low lines . . . the sweeping, contoured windshield . . . say distinction in every detail.

FORD THUNDERBIRD

The New Personal Car with the Sports Car Flair
Features the Spark Plugs in Your Future,

NEW TURBO-ACTION CHAMPIONS!



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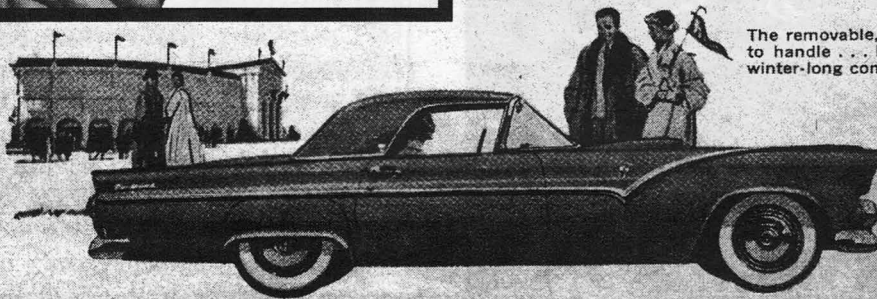
Joint Front Suspension *plus* an extra-low center of gravity (body is just 37.2 inches from cowl to road). You get the smoothest ride you've ever experienced in a high-performance car.

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or. And
nimble

But more, you'll discover that this dream in solid steel is a completely practical automobile. Windows roll up. The one-piece seat is foam rubber cushioned . . . power controlled. There's a removable glass-fibre hard top or a smart convertible fabric top. And you can have power steering, brakes and windows . . . Fordomatic or Overdrive.

—even
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Why not see your Ford Dealer today and get complete details? First deliveries are now being made.



The removable, glass-fibre hard top is easy to handle . . . locks into place to give you winter-long comfort.

James F. Petrik writes: "What is wrong with these pictures?" This advertisement for Champion Spark Plugs (inset) appeared in Richard Langworth's book *Personal Luxury: The Thunderbird Story*, and originally in the November 2, 1954 issue of *Look*. The car also appeared in the November 1954 issue of *Motor Trend* in a Ford ad (large picture), as well as the rare issue of the main catalog, FD-7520, dated August 1954. "I think it's safe to say," James continues, "that for a few brief moments in history, the striped Thunderbird was the 1955 model."

- advertisements from the collection of James F. Petrik