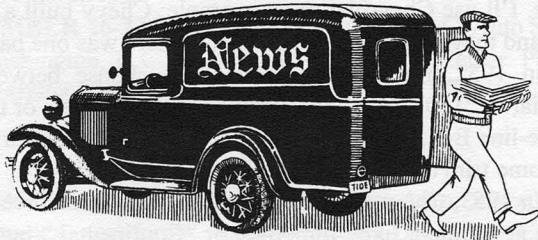


SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

November-December 1998

Issue Number 177



SAH IN FRANCE IV

For its fourth annual get-together of members and friends in France, SAH is planning a dinner and a tour of an extensive antique vehicle collection in February 1999. These events coincide with the Rétromobile indoor classic car show and flea market, which is being held February 12-21 at the Porte de Versailles in Paris.

As before, the Automobile Club de France will welcome us in its Salon Bugatti on Thursday evening, February the 11th. *Laurent Friry* has arranged an all-inclusive prix fixe dinner for 455FF. In the past, from 27 to 32 of us from the U.S., U.K., Canada, France, Switzerland, Poland, Finland, and Australia have gathered there at 7:30, and dined at 8:15 with the view of the Place de la Concorde, Palais Bourbon, and the dome of the Invalides to please us. This year, we hope that *Alain Dollfus* will be on hand to tell us the story of the coachbuilder *Franay*, the subject of a book he is writing. You will recall *Alain* as a principal contributor to the "Duesenberg in Europe" issue of the *Automotive History Review*. The Club is at 6 Place de la Concorde (Concorde Metro stop).

On Monday, February 15, SAH is sponsoring a day excursion by TGV to Lyon and its environs. We leave at 8:30, and will be met at 10:40 by *Paul Berliet* who is providing transportation for the day. We first visit the Villa Berliet, a jewel of art nouveau which was the home of his father, *Marius Berliet*, the largest manufacturer of commercial and passenger vehicles in the Lyon area. Today, it is the headquarters of the Foundation bearing the name of *Marius*, devoted to preserving the patrimony of French commercial vehicles, and passenger cars of the Rhône-Alps Département. In honor of its efforts, SAH awarded the Foundation the Bradley Prize in 1988.

After visiting the archives, we depart for lunch in the medieval town of *Pérouges*, at the *Ostellerie*, where American visitors are always seated at "the table" occupied by *Bill* and *Hillary Clinton* at the time of the G7 meeting hosted by Lyon.

A short distance away is the conservatory of old vehicles, a vast shed housing most of the over-200 vehicles acquired and restored by the Foundation. From my visit ten years ago, I vividly recall a World War I Dodge ambulance, a pigeon-

carrying truck of the same vintage, a World War I tank designed by Renault, the last Berliet passenger car (1939), and the Berliet T100, at the time the largest truck in the world (tire diameter about 7 feet). "Fomidable," as they say.

We catch the 6:30 TGV back to Paris, arriving at 8:40. There's no reason to go First Class for such a short trip, and we'll be buying Second Class tickets for you as explained in the next paragraph. These are 940FF, about \$160. *Sue* and *Sinclair Powell* and I have already signed up, and we hope that you will want to join us.

Please send a check in French Francs no later than January 15, 1999, payable to *Laurent Friry*, 2 rue de la Guerinère, F-91390 Morsang-sur-Orge, France. The check should be for 455FF per person for the dinner, plus 940FF per person for the Lyon trip, or 1395FF total if you want to do both. We'll have the rail tickets for you at the dinner, so that all you'll have to do is pay for your lunch in *Pérouges*. *Bon Appétit et bon voyage!*

- Taylor Vinson

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SAH JOURNAL

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	Issues	Dates
Richard B. Brigham	1-29	September 1969-(undated) 1973
G. Marshall Naul	30-50	July 1973-December 1976
John Peckham	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
Kit Foster	118-157	Jan/Feb 1989-July/Aug 1995

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EDITORIAL COMMENT

MAKES AND MODELS

It has been a long standing debate within the automotive world, and especially within the realm of automotive history: what defines a make or model? Allow me to give a little background on my concept, and then let your opinions fly.

When the automobile industry was young, cars had one name. I'll use Chevrolet as an example; Chevy built a line of cars and they were called Chevrolets. There was one basic car, but in 1952, for example, you could choose between the Special or "150" series, the Deluxe or "210" series, or the top-of-the-line Bel Air. All of these "models" were similar except for some trim and possibly some powertrain items.

In 1953, Chevrolet introduced the Corvette. Corvette was not a new brand, like "Imperial" or "Continental," but a new "model" in the Chevrolet lineup. The Corvette differed from other Chevrolet offerings by not sharing the body work of the more mainstream Chevys.

The Corvette was followed by the Thunderbird, Falcon, Corvair, Valiant, and many more "models" which did not share body panels (or, in many cases, platforms or powertrains) with the volume Chevrolet, Plymouth, or Ford models.

Even through the 1970s, the Caprice/Impala were listed in many publications as the "Chevrolet," even though the Vega and Chevette and Malibu carried the "Chevrolet" moniker.

Chevrolet, like Ford and Dodge, were "brands" while 210 and Bel Air were models. By the 1970s, "models" within a "brand" were very different from one another. "Trim level" was added below "model" to separate the grades or variations within a line.

In the early 1990s, General Motors redefined "brand." The head of Pontiac, in an interview, articulated this definition and used the original definition, not the evolved definition. According to him, the different editions sold as Pontiacs were "brands." Grand Am, Grand Prix, Bonneville and Firebird were the "brands" and "GT," "LE," "SE," and "SSEi," thought by everyone else as "trim levels," were defined as "models." This left Pontiac as the "manufacturer." I cannot buy into these definitions.

Pontiac does not manufacture anything. Pontiac is a marketing division of General Motors and, therefore, should not be defined as a "manufacturer." As a marketing division, all vehicles sold by them would be "models" carried under the "brand" of Pontiac.

I, personally, subscribe to the evolved definition. "Ford," "Chevrolet," and even "Pontiac" are "brands." "Mustang," "Cavalier," and "Bonneville" are "models." The English language is a dynamic one and, as such, has the ability to adapt to its times. I believe that this is one such evolution.

My opinion is my opinion and I would not expect others to follow it blindly. I would like to encourage discussion on this topic. Can you back up GM's definition? Do you have a definition of your own? Can you convince me and the rest of the Society of that definition?

- Sam Fiorani

While the rain storm which inundated the 1998 Hershey Meet raged outdoors, the annual meeting and banquet of our Society, held at the Country Club of Hershey on the evening of Friday, October 9, proceeded very smoothly. A change in food operations from a buffet to a served dinner did not produce any problems (however, those attending were given the opportunity to register a preference between the two options for future banquets). The award presentations went well, with the several recipients from Great Britain very much in evidence. The geographic scope of the awards made it clear that the Society of Automotive Historians is indeed an international organization. Your president wishes to thank *Kit Foster* for his fine work in setting up the dinner and performing related functions, and *Beverly Kimes* for handling registrations at the door.

SAH continued its policy in 1998 of maintaining the History Tent on the White Field at Hershey. Despite the previously mentioned rain, which by Friday morning had turned the area into a literal quagmire, a substantial number of visitors from the United States and other countries dropped in. *Paul Lashbrook* coordinated this activity in his usual capable manner, with a number of SAH officers and directors serving as co-hosts.

Developments in the field of automotive history are continuously occurring, as your president discovered during a recent journey to upstate New York. On this trip he had an opportunity to visit the soon-to-be-opened Watkins Glen Motor Racing Research Library, located in the center of the village where fifty years ago road racing came of age in America, Watkins Glen, New York. The new library is in the process of assembling a variety of archives, journals, pictures and related records of the history of motor racing. These items now exist in private collections across America, but when donated to the library will for the first time be brought together in a single central location. Under the supervision of a professional archivist the records will be cataloged and stored in the new facility. Together with the archives the research library will incorporate an important collection of motorsports books. All these items will be made available to researchers and writers interested in the field of motorsports. The new library also will feature a video room, where researchers and more casual visitors may view racing films.

Cameron Argetsinger (who attended Cornell Law School in the same era as your president) was the driving force behind the establishment of the Watkins Glen road races in 1948. He and his wife Jean also have played key roles in the establishment of the new motor racing research library.

In an earlier message it was noted that a bill to establish a six-corridor automotive heritage region in Southeastern Michigan was making its way through the U.S. Congress. This bill now has become law, and various motorcar museums and similar operations related to automotive history in the region are looking forward to it having a positive effect on their programs. Provisions of the new act appear to promise funds for marketing and promotion of programs.

Best wishes to everyone.

- Sinclair Powell

NEW POSTAGE RATES

At press time, the local Post Office here in Bedford had little information on the new postage rate change. The only information they had (as well as www.usps.com) was that the standard 1 ounce letter would cost \$.33, up on cent from the current rate. According to the folks in Bedford, up to 2 ounces would still cost only \$.55.

A change in the rate from the U.S. to Canada was in the offing, but no official change had been announced. All other international postage was expected to remain the same prices.

MISSING ANY JOURNALS?

Have you joined or rejoined SAH this year and didn't get six issues of the *SAH Journal*? Simply drop a note (or email or phone call) to the editor and we'll get the missing issues right off to you. Use the addresses at the top of the masthead on the opposite page for fastest service.

HAPPY HOLIDAYS!

The staff of the *SAH Journal* (that's Sam and Crissy Fiorani) would like to wish everyone a very happy and safe holiday season! Enjoy and get home safe!

25 YEARS AGO AT SAH

The year was 1973 and *Stan Yost* introduced himself on the front page of the *Newsletter* as the newly-elected president. Stan stated that the Society had "had a couple of years of organization, a couple of growth," and he was looking forward "to bring some of accomplishment." Even then, the Society was aiming to "be recognized the world over as the official voice of automotive history."

New members as of this issue included Packard, Studebaker and Henney historian *George Hamlin* and Thomas, Pierce-Arrow and Buffalo-made historian *James Sandoro*.

In a letter to the editor, *Michael Worthington-Williams* pointed out that the membership did not include some great automotive historians. While people like *Keith Marvin*, *Marshal Naul*, and *Nick Georgano* were mentioned as significant members, there were a number missing. In his brief list of potential new recruits, some of them joined the Society since his letter (including one whose new membership was announced only two pages earlier). His point is just as poignant today: all members of SAH are important for their contributions to automotive history but there are still more people who could benefit from membership as well as the Society benefitting from their presence.

Quoting Mike W-W: "So the searching out and recording of history is a sacred trust. It is also the means whereby a large number of us derive infinite fun and pleasure and why I (complains the postman) have the largest mailbag in the street and friends all over the world."

FALL SAH BOARD MEETING

November-December 1998

PRECIS OF THE MINUTES

October 8, 1998

Following the format adopted in 1993 to précis the minutes of SAH Board Meetings, the following is an account of the major items discussed by the Board at its meeting in Hershey, Pennsylvania, on October 9, 1998. Any member wishing for a full copy of the minutes should send a SASE to the Secretary.

The meeting, held at the Country Club of Hershey, began at 6:50pm and adjourned at 10:50pm. President *Sinclair Powell* chaired the meeting and Secretary *Nick Fintzelberg* took the minutes. Ten of the 13 officers and directors were present at roll call: *Nick Fintzelberg* represented the absent *Leslie Kendall* by proxy. Also attending were newly elected directors *Leroy Cole* and *Joseph Freeman*, as well as Benz Award Chair *Don Keefe* and *Automotive History Review* Editor *Taylor Vinson*. Special guest *Michael Worthington-Williams* was also in attendance.

Treasurer's Report

The financial statement for Fiscal Year 1997-1998 appears on this page. Income exceeded expenditures by \$8,635.55. The total funds in the checking account and money market accounts now total \$79,036.50.

Election Results

Election Committee Chair *Fred Roe* reported the results of the 1998 election. Elected to three-year terms on the Board of Directors were *Joe Freeman* and *Leroy Cole*, with *Paul Lashbrook* re-elected for another term.

Membership

Kit Foster reported that membership, as of October 8, stood at 814 members including 3 who applied for membership at the Hospitality Tent that day and the day earlier. Constant recruitment is needed to generate the 100 new members required to fill the vacancies left annual turn-over.

It was sadly noted that SAH had lost well-known members in the past 12 months including *Franklin Hershey*, *Strother McMinn*, and *Walter MacIlvain*.

Publications

SAH Journal Editor *Sam Fiorani* reported that the *Journal* has been operating successfully. The newly-appointed Advertising Manager *Ken Yerama* has been generating advertising leads providing more than enough revenue to offset the increased production and postage costs of the *Journal*. It was also announced that, for the second straight year, the *SAH Journal* was honored with *Old Cars Weekly's* Golden Quill Award.

Automotive History Review Editor *Taylor Vinson* reported that Issue No. 33 was being forwarded to the printer. Work was being done on Issue No. 34 which is to include material from the 1998 *Automotive History Conference*. Issue No. 34 is expected in the second quarter of 1999.

Silent Auction

Committee Chair *Jim Schild* reported that the amount generated from this year's Silent Auction was lower than in past years. Contributions to this year's Auction have been outstanding, numbering over 600, and of very high quality.

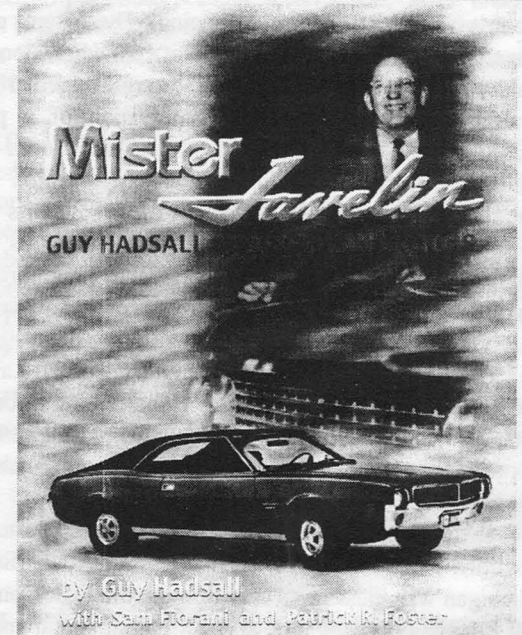
SAH Press

PROUDLY ANNOUNCES THE PUBLICATION OF ITS FIRST BOOK...

Mister Javelin: Guy Hadsall at American Motors

Stories from behind the lines of the American Motors PR Machine as told by Guy Hadsall.

From the late 1950s into the early 1970s, Guy Hadsall worked the auto show circuit with America's fourth largest automaker.



"Mister Javelin" will be available in January 1999. Place your order today to ensure a copy.

Be a part of this historic event!

Send \$24.95 (plus \$5 shipping and handling) to:

The SAH Press, 1102 Long Cove Road, Gales Ferry, CT 06335-1812

SAH Press

Pat Foster reported that SAH Press was established one year ago and was ready to release its first publication. Mister Javelin—Guy Hadsall at American Motors is expected to sell well, especially to AMX and other AMC-related clubs. A January 1999 release date is expected. Future assistance from SAE (for publication) and Classic Motorbooks (for distribution) were discussed and would be pursued.

European SAH Meeting

Taylor Vinson reported on the plans for a fourth meeting of SAH members at the Paris Auto Club. As has been the past plan, the meeting will coincide with Rétromobile. This year, dinner will be held on the evening of Thursday, February 11, 1999. A tour of Lyon is in the planning stages (a full report is elsewhere in this issue).

Automotive History Conference

Kit Foster reported on the success of the second Automotive History Conference held this past September in Dearborn, Michigan. There were fewer papers than in 1996's conference, but the contributions were of higher quality.

Consensus was that every two years is a good cycle for future conferences. The next conference should be held at a location other than the Henry Ford Museum/Greenfield Village. A tentative location for 2000 is the Peterson Museum/Los Angeles Museum of Natural History.

The History Tent

This is the fourth year that *Paul Lashbrook* has led this important project. It is a useful tool for recruitment and a service to our members. We had good board coverage this year and the rain brought many people into the tent, including new people to the SAH. Paul asked for more help in the future and a new chairperson to be recruited.

Awards

This year's awards were:

Richard and Grace Brigham: *Automobile Quarterly*

Nicholas-Joseph Cugnot: *The Motoring Century: The Story of the Royal Automobile Club* by Piers Brendon, published by Bloomsbury Publishing plc.

Cugnot Award of Distinction: *The Story of Hampton Cars* by Trevor G. Picken, published by Hampton Cars.

Carl Benz: "Forget What You Have Seen" by Carl Goodwin, published in *Vintage Motorsport*.

Benz Award of Distinction: "No Questions Asked—Ford's Harry Bennett" by David L. Lewis, published in *Automobile Quarterly*.

James J. Bradley Distinguished Service Award: Frederick W. Crawford Auto-Aviation Museum, Cleveland, Ohio.

Friend of Automotive History: Michael J. Worthington-Williams.

Web Site

No one has stepped forward to be a "web master" for the SAH site. We have received a written proposal from a professional for web setup and maintenance. While the cost is thought to be competitive, additional offers are being sought.

- Nicholas Fintzelberg and Sam Fiorani

1997-1998 BUDGET**THE SOCIETY OF AUTOMOTIVE HISTORIANS FINANCIAL REPORT**

October 1997-September 1998

INCOME

Membership dues	\$ 18,769.00
Contribution	3,703.11
Advertising	1,613.30
Merchandise	361.10
Interest on Vanguard Funds (estimated)	2,000.00
<i>Automotive History Review</i> sales	722.45
Silent Auction (net)	3,275.86
Miscellaneous	30.00
Carryover from 1996-97	9,745.00
TOTAL INCOME	\$ 40,219.82

EXPENSES

<i>SAH Journal</i>	\$ 8,239.88
<i>Automotive History Review</i>	7,205.98
Postage on back issues	14.91
Ballot, meeting mailing	108.67
Awards	1,448.65
October board meeting	439.99
Banquet (programs, etc.)	365.18
Hershey hospitality tent	632.42
Insurance	1,271.00
Miscellaneous	10.00
Office expense	380.56
Membership	770.72
Credit card discount	2.63
History conference	1,000.00
Lapel pins	327.50
SAH Press	1,195.00
Miscellaneous	10.00
TOTAL EXPENSES	\$ 23,413.09

Checkbook balance as of 9/30/98	
Jefferson Bank/Colonial, Florida	\$ 544.26
Fleet Bank, Connecticut	32,388.50
Money market accounts as of 9/30/98	
Vanguard Prime portfolio	37,035.04
Vanguard Federal portfolio	9,068.70
TOTAL OF ALL ACCOUNTS	\$ 79,036.50

OBITUARIES

WALTER ORSON MacILVAIN (1909-1998)

Walter MacIlvain was an automotive historian of the class of G. R. Doyle and John Pollitt, digging for facts long before clubs or societies were even thought about. Born in Natick, Mass. in 1909, he began to search for information on old automobiles as a boy. For many years as a young man, he spent long hours searching the files of old automotive magazines in the Boston Public Library, laboriously copying, by hand, pages of information and using his talents as a draftsman to trace or copy illustrations that accompanied car descriptions, filling notebook after notebook with neatly organized pages, arranged by make.

One year in the late thirties, the Boston Herald ran a full page of photos of early cars on the front page of its Auto Show section and offered a prize to the person who could name the most of them. Walter named them all and won \$25. In 1939, when the Veteran Motor Car Club of America (VMCCA) was founded in Boston, Walter was one of its earliest members and was called upon to design its badge, still in use today. From its beginning in 1940, the club magazine, *The Bulb Horn*, relied upon Walter for a contribution to almost every issue, which usually took the form of a concise history of a particular make, liberally illustrated with his own drawings. A decade later, he became editor of *The Bulb Horn* and held this position for some forty-five years, producing close to three hundred issues, each of which contained a wealth of historical information much of it coming from his own knowledge or files. Walter was generous with his knowledge too, and queries often mailed to him always received a careful and complete reply, usually including copies of material from his notebooks. He must have greatly appreciated the advent of copy machines.

This quiet man was one of the founding members of our own Society and was very supportive of its work and always helpful to its members. He was honored by the Society with its highest honor, the "Friend of Automotive History" award. He maintained a low profile but his contributions were great. It was my pleasure to have known and conferred with him for nearly sixty years.

Walter MacIlvain died at his home in Manchester, Conn., October 3, 1998. His wife, Rose, and son, James, predeceased him. His daughter, Gail M., and her husband, Michael Cutler of Higganum, Conn., and daughter-in-law, Margaret D. MacIlvain, of Glastonbury, Conn., and their children are the immediate family.

- Fred Roe

HENRY deSEGUR LAUVE (1910-1998)

According to the *Detroit Free Press*, Henry Lauve thought "cars were not utilitarian boxes but works of industrial art." Following Lauve's career, one can see that automobiles were not his only canvass.

In 1939, he answered an advertisement in the *New York Times* for a bilingual designer. He was fluent in French, having attended the Sorbonne in Paris, and General Motors hired him. He remained with the company until his retirement in 1958, when he was leader of GM design. Among the creations he had a hand in were GM stock certificates, the 1953 Chevrolet Corvette, the GM Tech Center, the 1972 Citroën SM and the Electric Car Company's Silver Volt.

He was a great family man. The *Free Press* stated, "he and his wife, who eloped and then had two more wedding ceremonies for their families, had been married for more than 60 years." Additionally, "when their son, John, was on leave from combat duty during the Vietnam War, [Henry and his wife] would meet him in cities around the world, including Tokyo, Sydney, Australia, and Paris."

Mr. Lauve died of cardiac arrest September 1, at his home in Grosse Pointe Woods, Michigan. He is survived by his wife, Mary Ashley, and their son.

- Sam Fiorani

MYRON E. SCOTT (1907-1998)

There are a few people who make a large impression in the lives of countless thousands and yet they go virtually unrecognized. Nearly every person who loves automobiles goes through two stages in life, one where you wish you were old enough to own a Corvette and one where you wish you had the money to own a Corvette.

At this earlier time, youngsters only want to go fast. But at an age that one cannot legally drive a car, that person must find other avenues to pursue this need for speed. One of the most popular has been the All-American Soap Box Derby. Starting with 300 children in Akron, Ohio, in 1934, the Soap Box Derby has grown to reach nearly every community and thousands of children in the United States.

As for the Corvette automobile, it has come to represent America. With a 45-year heritage as "the American sports car," the Corvette has a name that few fail to recognize today.

The Soap Box Derby and the Corvette have two things in common, Americana and Myron Scott. Scott organized "soap box" racing in 1934 after photographing kids in Dayton, Ohio, racing these homemade vehicles. Because of Chevrolet's affiliation with the All-American Soap Box Derby, Scott found work with the GM division. In 1952, it was Myron Scott who proposed the "Corvette" name to Ed Cole for the new sports car Chevrolet was developing.

Survived by his wife of 70 years, Clara Jane, Myron Scott passed away Sunday, October 4. He was 91. While America should mourn his passing, kids, young and old, should be glad that he was here in the first place.

- Sam Fiorani

PHILIPPE CHARBONNEAUX (1917-1998)

When Philippe Charbonneaux died on June 4 at the age of 81, *La Vie de l'Auto* called him "the last of the great actors of classic French coachbuilding." He began at 20 in 1937, collaborating on designs with the great Parisian carroisseurs, Figoni, Letourneur, Labourdette, Chapron, Antem, and others. The war, of course, cut short his métier, but immediately afterwards, not yet 30, he conceived a series of three futuristic aerodynamic cars that the race driver Jean-Pierre Wimille hoped to put into production. This project ended with the death of Wimille in the Argentine Grand Prix in 1949. In the meantime, Charbonneaux was designing for Delahaye and Delage and illustrating their sales literature as well.

In 1949, Charbonneaux joined GM Styling in Detroit, where he met the late Richard H. Stout. Dick had fond memories of the Frenchman but, alas, Philippe did not respond to his attempts to correspond about 5 years ago. Charbonneaux left GM after 6 months (always claiming to have participated in early Corvette design studies), and returned to Paris, to found his own industrial design firm. His clients included manufacturers of aircraft, refrigerators, and television sets. This was epoch of publicity vehicles, like our Oscar Mayer Wienermobile, and, according to *LVA*, he was responsible for 28 of them, not to mention one of the Presidential Citroëns of the Fourth Republic. Charbonneaux designed cabins for truck manufacturers Bernard and Berliet. That of the '65 Berliet Stradair, shown at Rétromobile last February, shows his touch. His obituary indicated that he contributed significantly to the designs of the Renault R8 and R16.

Charbonneaux had an eye for automotive history as well, founding in 1968 *l'Anthologie Automobile*, one of the first French publications on the subject. In 1974, having moved to Reims, he opened an automotive museum, but sold part of his collection to finance a project involving a car with four wheels in a diamond shaped pattern. The remainder of the collection can be found in the "Musée Automobile de Style et du Design" in Reims.

Philippe Charbonneaux continued to design up until the last months of his life.

- Taylor Vinson

ADDITIONAL NEWS

MR. CADILLAC'S WEBSITE IS BACK

For those members on the web, you've got a new site to check out. Yann Sanders' "(New) Cadillac Database" is up and running. According to Yann, "I finalized the 'Eldorado Brougham' section...I revised and updated some other pages and added background images to most of them."

Yann is still working to update the rest of the site. He hopes to include even more pictures as well as the upcoming "Cadillac Vee-Sixteen" section. If you would like to see what he has done, log into www.car-nection.com/cadillacdatabase and give it the once-over.

THREE OLD CAR NAMES END PRODUCTION

Chrysler has pruned nearly every old car name from its lineup to the point that the company's oldest car name is Viper which dates back to 1992. Ford recently killed the Thunderbird name which dated back to 1955. And then there is GM.

A few years ago, GM killed the Fleetwood name—the oldest name in continuous use on an American car. The Oldsmobile Eighty-Eight (or 88) inherited the throne as the oldest name in use. Now that streak has come to an end. The final Eighty-Eight rolled off the assembly line in December. In November, Buick's Riviera stopped production. It was also announced that Oldsmobile's Cutlass nameplate will cease to be during the 1999 model year.

THE PERILS OF PLASTIC OR WE ALSO TAKE AMEX

Since 1996, the Society has accepted credit cards for payment of membership dues, sales of merchandise and other payments. This has been a significant convenience for members, particularly those outside the USA, as it makes currency conversion simple and economic.

Unfortunately, credit cards also add to the Society's administrative burden. The expense of commission and additional workload for officers is relatively small, and worthwhile considering the benefits accrued. However, the credit card system is automated, and thus is subject to problems that sometimes make themselves apparent at the worst possible time.

Thus it was that we discovered that our merchant account, which "clears" the credit card transactions for credit to our checking account, had been closed without warning during the height of the membership renewal season. This occurred, apparently, at the behest of our former Florida bank, although we had not closed our account with them during the transition to a Connecticut bank. In any case, we now have a merchant account directly linked to our new Connecticut bank, and electronic charges are going through smoothly.

By the time you read this, all "lingering" charges should have been processed, including those complicated by card expirations which occurred during the "down period." I apologize for the confusion and consternation this has caused our members, and offer my assurance that things should run smoothly from now on. I have communicated individually with all members whose transactions were interrupted, and I believe all is now well—or will be shortly.

The one benefit which resulted from establishing a new merchant account with our new bank is the ability to accept American Express cards in addition to MasterCard and Visa. If you would prefer to pay with AmEx, we can now handle it with no problem.

- Kit Foster

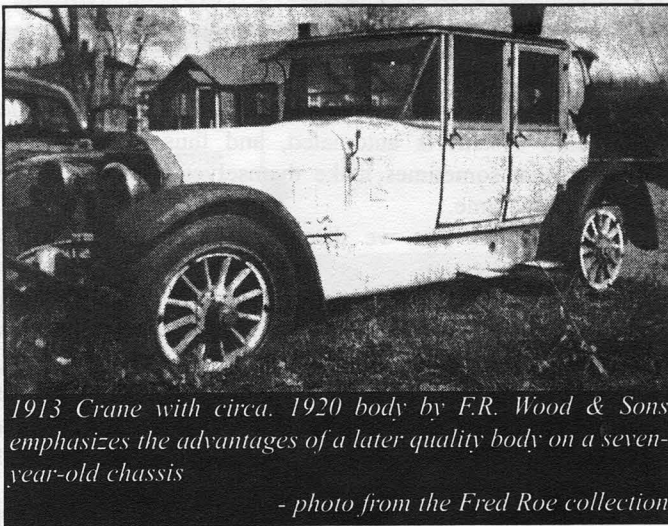
"COMPLETE" CUSTOM COACHWORK AND THE CRANE-SIMPLEX

by Keith Marvin

During the period from 1910 to 1920, custom coachwork proliferated on the more prestigious domestic automobiles, cars of unquestioned and proven quality in a select market. Cars targeted to buyers of affluence who preferred individualism and abhorred buying even a pretigious automobile "off the peg."

There were a goodly number of such cars on the market including the Locomobile '48,' Packard Twin-Six, Peerless, Pierce-Arrow '48' and '66,' Stearns-Knight, Stephens-Duryea and a handful of lower-production lesser-known makes. All of these fell primarily into the \$5,000-6,000 price range and were available in numerous open and closed body types or in chassis form for those who preferred custom coachwork and could afford that luxury.

Enter the Crane-Simplex, a car with a chassis price of \$5,000 and, in theory, not available with in-house coachwork of any type. I use the term "in theory" loosely. The American buyer, unlike his or her counterpart abroad, was prone to purchase a car off the salesroom floor, complete and ready to go. In England and on the Continent, a prestigious high-priced chassis was bought and then tailored with a custom body. Thus, although the Crane-Simplex supposedly was only available in chassis form, actually its Brewster-bodied limousine was "at the ready" for the buyer who wanted the car without further fuss and feathers.¹



1913 Crane with circa. 1920 body by F.R. Wood & Sons emphasizes the advantages of a later quality body on a seven-year-old chassis

- photo from the Fred Roe collection

(A note to purists: In using the term "Crane-Simplex," I am cognizant that this is properly "Simplex-Crane Model 5." Crane-Simplex, however, is easier to work with in writing this article.)

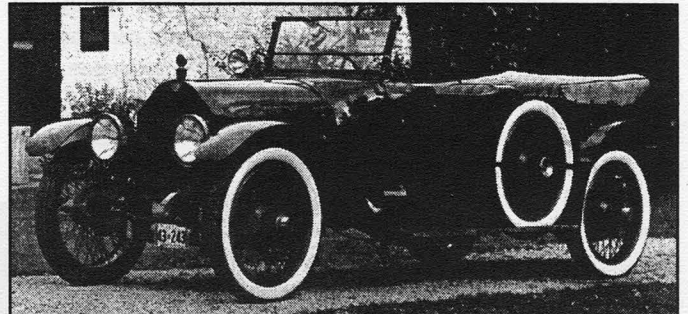
But, a brief word. What, actually, was Simplex-Crane Model 5?

The Crane-Simplex was a quality automobile built in New Brunswick, N.J., from 1915 through 1917. It was the result of two companies; the Simplex Automobile Company of that city, and the Crane Motor Car Company of Bayone, N.J. The latter operated by the brilliant engineer, Henry M. Crane. The Simplex and Crane interests were wedded in late 1914.

Simplex had achieved a notable reputation on the racetrack as well as the boulevard, and, by 1914, especially for its luxury cars which were generally in the \$5,000 price range and which

featured a host of the most notable coachbuilding firms in the land. Simplex had offered models in both chain-driven and shaft-driven forms, satisfying a clientele which favored either line.

The Crane, on the other hand, was a top-quality luxury automobile with a chassis price of \$8,000 which put it at the top rung of American cars in price. Founded in 1912, by the time it was taken over by Simplex, its production had totaled about 35 units.

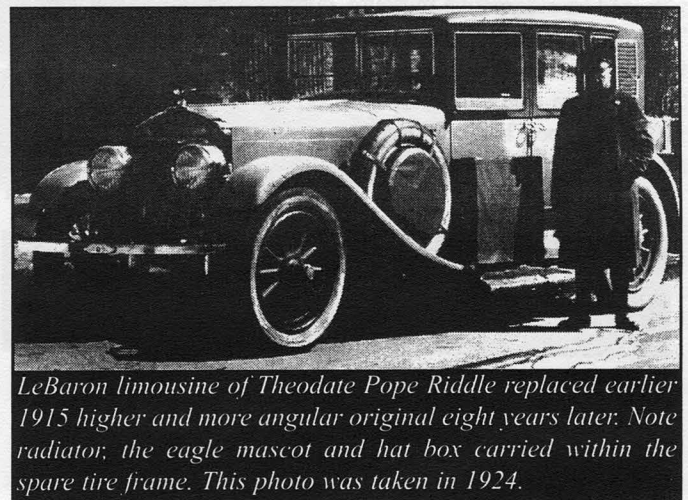


1914 Simplex Tourer illustrates a car of the final year before Henry M. Crane became associated with Simplex

- photo from the Fred Roe collection

Crane-Simplex, the result of this amalgamation, was impressive by any standard. An L-head six, it featured a 4 3/8" x 6 1/4" bore and stroke with 536.7 cubic-inch displacement and a brake horsepower potential of 110 horsepower. The car tipped the scales at two tons for the chassis with a wheelbase of 143 1/2". Chassis price was \$5,000.

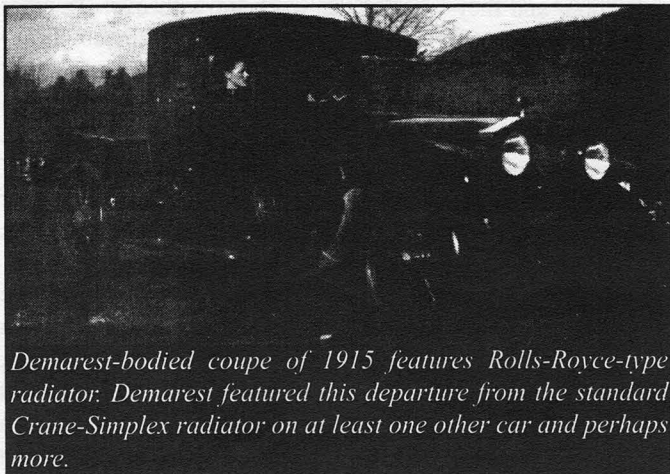
The Crane-Simplex was fitted with coachwork by an array of the country's foremost firms, notably Brewster, Demarest, Fitzgibbon & Crisp, Holbrook, Kimball, LeBaron, Healey and Quinby.



LeBaron limousine of Theodate Pope Riddle replaced earlier 1915 higher and more angular original eight years later. Note radiator; the eagle mascot and hat box carried within the spare tire frame. This photo was taken in 1924.

Custom designs were the name of the game where the affluent motorists were concerned, some with what might be termed as "complete" custom coachwork—examples of which frequently saw a standard radiator shape replaced by another, either resembling another make of car or entirely original and either with or without the badge identifying the actual make of the chassis. In some cases, an original cloisonné badge on which the owner's initials were featured.

I don't know how many Crane-Simplex cars were "completely" fashioned to the owner's desires. With an estimated 475 to 500 chassis sold from 1915 to the autumn of 1917 when production was terminated, there must have been at least a few. This article is restricted to three which I hope might be a cross-section in the field and which may be viewed in the accompanying photos. By number, they comprise the following:



Demarest-bodied coupe of 1915 features Rolls-Royce-type radiator. Demarest featured this departure from the standard Crane-Simplex radiator on at least one other car and perhaps more.

1. Two-passenger coupe of 1915 with coachwork by Demarest & Company of New York City.

This handsome car features a "coachbuilder's curve," the rear of the body continued by a curve in the design culminating at the rear of the doors. A rumor applying to this particular coupe stated that the gentleman who took delivery was very much interested in the Rolls-Royce and its square radiator design but who had anti-British sentiments. The solution, combining his admiration for the car and conflicting dislike for the country in which the Rolls-Royce was manufactured being a direct copy of the Rolls-Royce-shaped radiator shell, identical through minus an identifying badge.

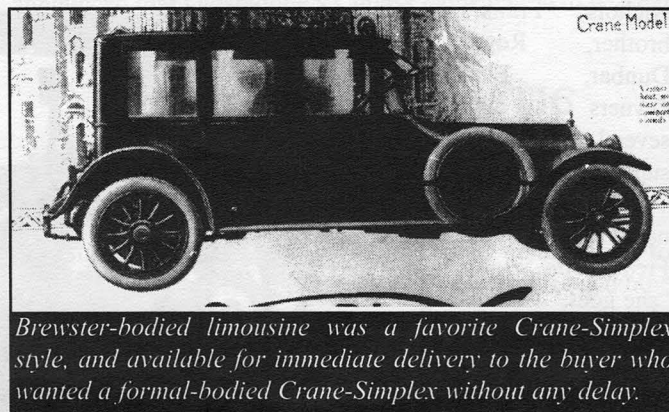
This could have been the case as Rolls-Royce hadn't yet invaded our shore but unlikely, I think, as I've seen two other Crane-Simplex cars by Demarest similarly equipped with the square radiator.

2. Limousine of 1916 rebodied in 1923 by LeBaron of New York City for Mrs. Theodate Pope Riddle of Avon, Conn., a noted architect and the daughter of an even more prominent one in the same field.

Mrs. Riddle, wife of the United States Ambassador to Argentina, had been a passenger on the ill-fated S.S. Lusitania, torpedoed off the Irish Coast by a submarine of the Imperial German Navy in May 1915, and, as a result, was paralyzed from the waist down. Mrs. Riddle had taken delivery of three Crane-Simplex cars in 1916 and had this one updated seven years later. The high "cathedral-type" radiator by which the Crane-Simplex was readily identified, was replaced by one of an entirely different shape, somewhat resembling that of the earlier American Underslung and crowned with a mascot depicting an eagle in flight. The factor I find most revealing by LeBaron's handiwork is the lowslung appearance of the car, giving it a contrasting appearance to its towering peers of the time.

3. Limousine of 1916 rebuilt in 1925 by Brewster & Company with radiator similar to the prestigious Napier of Great Britain (which had built its last cars in 1924, one year earlier). The car was originally delivered to Frank Coykendall of Kingston, N.Y., who had it rebodied and used it until 1936 when it was placed in storage. The car ultimately became the possession of Mrs. Charles W. Bishop of New Haven, Conn., wife of SAH Founding Member *Charles W. Bishop*.

The glory days of the Crane-Simplex ended in the autumn of 1917 when the factory was re-tooled for war production and in which Hispano-Suiza aircraft engines were built for the duration. A handful of cars were put together from existing parts in 1918 and 1919.



Brewster-bodied limousine was a favorite Crane-Simplex style, and available for immediate delivery to the buyer who wanted a formal-bodied Crane-Simplex without any delay.

In 1920, the assets of the Simplex Automobile Company were obtained by Emlen S. Hare who had also picked up the assets of both the Locomobile and Mercer companies. Crane obtained the assets (and, consequently, full ownership) of the Simplex company in 1922 from the Hare organization with the plan of reforming what had been into a completely new organization with the car to be termed the Crane-Simplex. His idea died a-borning. The car's chassis had risen to \$7,500 in its final days of 1917 and Crane's plan was to market the chassis at \$10,000. There were no takers, although it is understood that a few cars were assembled, again from existing parts, as late as 1924.

¹ As an interesting comparison, Rolls-Royce of America, Inc., adopted a similar practice with far more emphasis. Rolls-Royce had built its English cars in chassis form only and wouldn't introduce a complete car until 1949 with the Silver Dawn model. The American works at Springfield, Mass., which started production in 1920, was quick to realize the necessity of having a complete line of both open and closed models available for the American buyer, and from the beginning of production produced a catalogue of "at the ready" models with such nice British terminology as "Pickwick," "Mayfair," "Piccadilly," "Oxford," and others at set prices, the chassis along listing at \$10,500.

Acknowledgements: The author is indebted to the following, without whom this story would have been impossible: Charles W. Bishop, Arthur Lee Homan, Ralph Dunwoodie, and Fred Roe.

A TRIBUTE TO FRANK NICHOLS AND ELVA CARS: THE LITTLE RACERS FROM SUSSEX

by Jeff Allison

Friends of Frank Nichols, the founder of Elva, recently gathered at the historic and challenging 4-mile road course called Road America near Elkhart Lake, Wisconsin. The occasion was the Sportscar Vintage Racing Association Badger 200 Vintage Grand Prix organized to pay tribute to Nichols and to feature the "little racers from Sussex." Nichols passed away in 1997, leaving a legacy of success in sports racing and Formula Junior cars and the Courier sports car for the road. Honored guests from England were Yvette Nichols, Frank's widow, John Nichols, Frank's brother, Roger Dunbar, Elva Owners Club, and several ardent Elva supporters.

Borrowing the name Elva from the French *elle va* for "she goes," Nichols and his small group produced a progression of sports racing, Formula Junior and sporting road cars. Elva experienced many racing successes, using BMC, BMW, Coventry Climax, DKW, Ford, Lotus-Ford, MG, American V8 and Porsche engines with models ranging from the Mark I to the Mark VIII. The Mark VII and VIIS models, with Porsche or BMW engines, were the most successful of the racing Elvas.

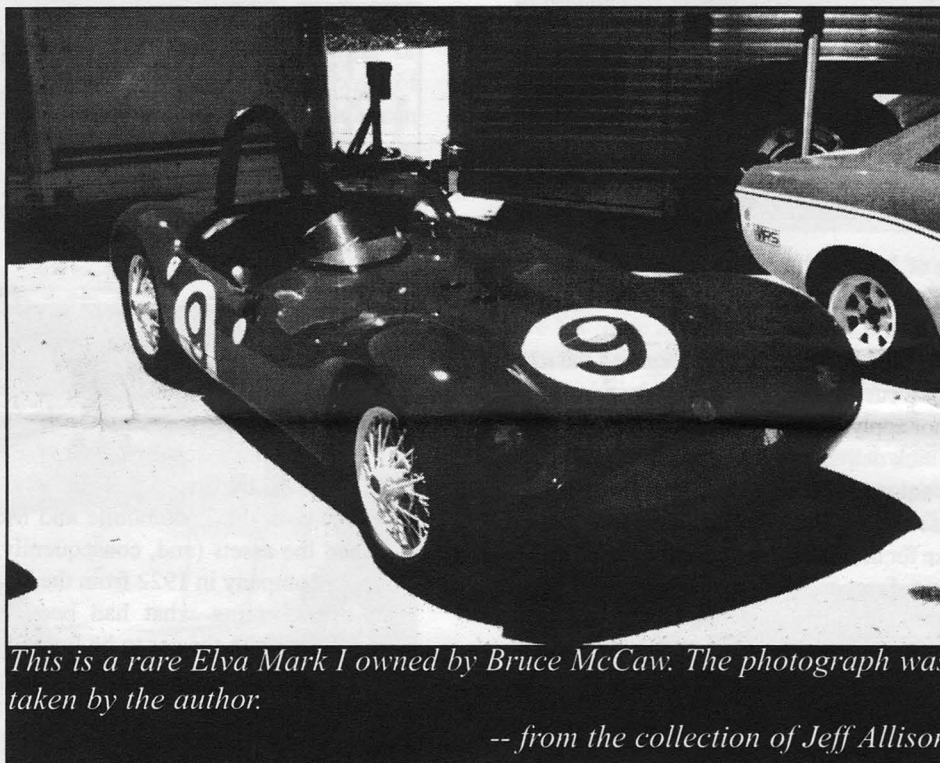
Chuck Dietrich brought Elva to the attention of America with successes in a Mark II. A 1-2 finish in the 1,100-cc class at the 1959 Sebring 12-Hours resulted in 32 orders for the Mark IV and a sharp rise of Elva's popularity in the U.S. Some used Elva as a springboard to fame and success as did Mark Donohue, who was the SCCA E Production champion of 1961 in a Courier. It was Dietrich, who brought Elva popularity to a peak in the U. S., when he won 15 SCCA national and regional championship races in 1965-7 in a Mark VIIS powered by a 2-liter BMW engine.

Nichols considered Elva's most significant victory to be the stunning win of Augie Pabst and Bill Wuesthoff at the Road America 500 in 1963 in a supposedly out-classed Elva Mark VII-Porsche, beating cars of larger engine displacement and

size. In addition to Pabst and Wuesthoff, others instrumental in the history and legacy of Elva were at Road America, including Carl Haas (importer of Elva cars and current CART team owner), Charlie Kolb (a U.S. Formula Junior champion in an Elva), and Burdette Martin (ACCUS-FIA U. S. representative).

Augie and Bill drove Elvas from the Bruce McCaw Elva collection, and they enjoyed the weekend with over 25 other Elvas ranging from a rare Mark I to one of the three GT-160 coupes to road-going Couriers to a couple of raucous, V8 powered Mark VIII models. Bob Fergus, in the very same Elva VIIS driven to so many successes by Chuck Dietrich in 1965-7, ran away with the "Frank G. Nichols All-Elva Memorial Race," and Elvas did well in other races in the SVRA's recreation of the 1950s-1960s Badger 200 event.

The "little racers from Sussex" did Frank Nichols proud and showed once again the legacy of strong performance and reliability that proved Frank's words, "Elva simply tried to make a car somebody could run for a season without it costing them an arm or leg. What was always important to me was the customer." The smiles on the Elva owners and drivers at the "Tribute to Frank Nichols and Elva"




This is a rare Elva Mark I owned by Bruce McCaw. The photograph was taken by the author.

-- from the collection of Jeff Allison

reflected the truth in Frank's statement.

Jeff Allison (Colorado in the U. S.) and Roger Dunbar (Elva Racing Components, Ltd. and the Elva Owners Club in Worthing, Sussex) are currently researching and writing a book on Frank Nichols and Elva cars. They are particularly interested in (1) any interesting anecdotes concerning Elva in both road and racing car guises, and (2) period photographs of Elva cars and people. One of the themes of the book will be to present photos that have not been previously published. There are many out there who photographed Elvas at races in the 1950s-1960s and these photographs, as well as those taken by professionals, are certainly key in telling the story of Elva. If you have anything Elva, especially photographs of Elvas when they raced in the past, please contact Jeff Allison at 27 Tecoma Circle; Littleton, CO 80127. Telephone during the day is 1-800-523-1775 or 303-972-0096 at home (after 6pm MDT). E-mail at work is jallison@fssc.com. E-mail at home is jallison@webaccess.net. Fax at work is 303-783-8557.



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*1955, The 300SL Gullwing.
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IT HAPPENED LONG AGO...

One hundred and twenty-five years ago...

December 25, 1873 - Louis Chevrolet was born.

One hundred and five years ago...

November 6, 1893 - Edsel Bryant Ford was born.

November 22, 1893 - Designer Harley Earl was born.

One hundred years ago...

1898 - William E. Metzger established the first independent automobile dealership in the United States. Separately, H.O. Koller opened the first franchised dealership in the United States. The Reading, Pennsylvania dealership was organized to market Winton automobiles.

Ninety years ago...

December 30, 1908 - William Crapo Durant incorporated the General Motors Company in New Jersey. William Eaton became the first president. Initial stock was listed as 7 million shares of preferred stock and 5.5 million shares of common stock. Shares were listed at \$1 each.

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

Eighty-five years ago...

November 7, 1913 - Ford Motor Company establishes its first assembly line.

Seventy years ago...

1928 - James Ward Packard died.

Sixty-five years ago...

1933 - Buffalo businessmen purchased Pierce-Arrow from Studebaker.

Sixty years ago...

November 4, 1938 - The first Mercury debuted.

1938 - Pierce-Arrow cease production and formed the Pierce-Arrow Buffalo Parts Company to supply spare parts. Pennsylvania passed a state bill to build a super highway from Pittsburgh to Harrisburg.

Forty years ago...

November 25, 1958 - Former GM chairman and inventor of the electric starter, Charles Kettering died.

1958 - The final Packard was produced.

Thirty-five years ago...

November 1, 1963 - Lamborghini introduced the 350GTV to the Turin Auto Show.

December 20, 1963 - The final Studebaker rolled off the South Bend, Indiana assembly plant. All production moved to Hamilton, Ontario, Canada.

Thirty years ago...

1968 - British Motor Corporation merged with Leyland Motor Corporation to become British Leyland Motors.

Twenty years ago...

November 1, 1978 - Lee Iacocca became the Chairman of Chrysler Corporation.

Ten years ago...

November 10, 1988 - Mitsubishi and Chrysler held the grand opening for the Diamond Star plant in Normal, Illinois.

Five years ago...

November 1, 1993 - Lamborghini was purchased from the Chrysler Corporation by the Indonesian firm MegaTech.



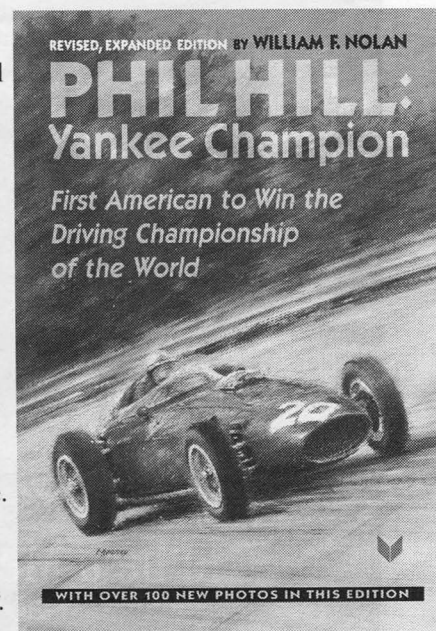
DIVCO: A History of the Truck and Company, by Robert R. Ebert and John S. Rienzo, Jr. 162 pages with full color covers and a four-page color insert. Softbound. 8 1/2 by 11 ins. Trukbooks, P.O. Box 615, Wappingers Falls, NY 12590. Price: \$27.95 postpaid.

Nearly everyone of middle age can remember the local milk delivery truck, and those of senior age may even recall when a few horse-drawn wagons could be seen bringing the early morning milk and cream. It can safely be said that the most popular and easily identified of the milk delivery trucks was the Divco, with its characteristic short engine hood and drop-frame design. While the Divco had plenty of competition during its hayday, its well constructed and patented designs made it the premier choice of most of the national fleets and even many local dairies. In fact, despite its passing in the mid-

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1980s, the Divco is still seen as America's quintessential milk truck.

The authors, *Ebert* and *Rienzo*, have created a very readable indepth study of the company's formation, product development, innovative designs, and transition under various managements and changing economic conditions. Divco's early transition from a high-floored, body-enclosed engine to a low-floored, engine-in-front design, was achieved with a collateral attention to the protection of its patented features. The transformation of the snub-nosed Divco for the early 1930s to the streamlined U-series introduced in 1938 was accomplished during the Depression years by a very small, but dedicated organization.

Postwar years were not without the normal high output to satisfy the pent-up demand created by wartime restrictions, but a stagnant market eventually led to various mergers during the 1950s and 1960s. Such mergers read almost like a soap opera with the high hopes in new product designs taking place against a background of a series of evolving and seemingly half-hearted marketing strategies. The last Divco trucks were produced in 1986 and were similar in design to the U-series, which was designed almost fifty years before.

The book itself is well illustrated, even having good views of some of the more specialized prewar competitive vehicles, such as the White Horse and Pak-Age-Car gas, as well as the Thorne and Walker Dyna-Motive gas-electric trucks. Included is a four-page color section showing a dozen restored Divcos, including the earliest Model A. Nine chapters cover the basic history of the truck and the organizations responsible for its design and production. These are supplemented with another eight separate sections in the appendix offering such data as production, prices, specifications, patents, and market analysis. This book could be called *Divco—From A to Z*, as it is the quintessential work on America's quintessential milk truck!

- John B. Montville

TAXI! The Story of the Taxicab, by *Malcolm Bobbitt*. 144 pages, profusely illustrated in black and white with 16 pages in color. Softbound. 8 1/2 by 11 ins. ISBN 1-874105-99-5. Published by *Veloce Publishing plc*, Dorchester, England. Available in the U.S. from *Motorbooks International*, P.O. Box 2, Osceola, Wisconsin 54020. Price: \$24.95 plus \$4.95 shipping and handling.

Written material on the taxicab has been limited over the years and the subject at hand is an excellend overview of the London taxi, in itself a world apart from the rank and file of the genre. A part of the motoring milieu since before turn-of-the-century., these squat, not-very-rapid but ever-present vehicles are not only unique in the field. The are as British as the Union Jack, cricket or the "Pomp and Circumstance March!" This is an excellent appraisal of their history and what they are all about today. The story is aptly related in five chapters and four appendices.

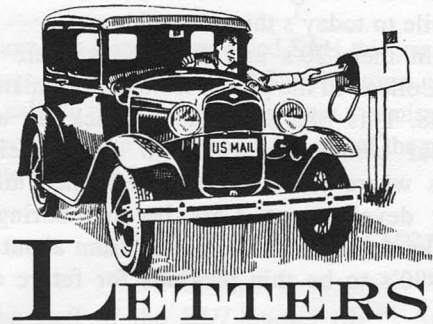
An integral part of London's traffic pattern for a century, the cab isn't necessarily confined to that site exclusively. Indeed, the London cabs have served in various other

capacities during the century of their appearance in the motoring traffic panarama. Indeed, no less a figure that the Governor of the Falklands Islands found an answer in his search for an official one with the doors high enough to accomodate his cockade hat on official occasions.

Unlike taxis used throughout the rest of the world and which share a certain sameness, the design of the London taxi, regardless of its manufacturer, has retained a standard appearance of its own.

Malcolm Bobbitt's book will tell you, then, everything you wanted to know on the subject...and perhaps even more!

- Keith Marvin



YOUNG PEOPLE AND OLD CARS

While on an AACA tour earlier this year, I was actually close to winning the award for being the youngest driver. The eventual winner was only younger than me by one year. This shocked me. At the age of 33, I thought I was long out of the running for such "honors". This just drove home my long standing observation that there is a dearth of younger people with an interest in old cars.

I have been complaining about this for years to the many clubs that I am a member of and have largely been politely brushed off. The response to my complaints is changing now that the club officials are finally realizing

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that my observations were not biased by my early entry into the hobby. This summer, Bill Smith, Executive Director of the AACA acknowledged that the club sees a problem and is trying to do something about it.

Since I was literally born into the hobby, I have always been spending time with collectors who are older than I am. Now that I am squarely in my 30's, I should not stand out as the youngest person at old car events, yet it is still happening. I have been asking myself why and I feel I have an answer. In theory, by the time people are in their 30's they should be in a financial and familial position to indulge their interests. This was certainly the case for my parents and many others that I observed while growing-up in the hobby. The change is one of the historical place of the automobile to today's thirtysomethings.

People in their 20's and 30's today, were in High School and College in the period from approximately 1975 through 1988. This was the post oil shock era when the American car companies were in steep decline and governments were asserting their influence more than ever in car development. Cars became boring. Many collectors I know consider the period from about 1973 to the early 1990's to be thin pickings for future collector cars.

The lack of interesting cars alone cannot account for the decline in interest in old cars in general, but along with this lack of great product came a change in mindset. Cars became appliances. They were transportation that was supposed to get us from point A to point B in relative comfort, safety and efficiency. A car was not seen as much as an expression of an individual, but more of a tool. It is hard to fondly remember your favorite shovel or washing machine.

How can people who reached driving age during this period have any love for old cars? The hobby is driven (excuse the pun) by nostalgia. This trend is not an infinite one since I see a major change amongst those in high school and college today, so they will probably bring a stronger nostalgia with them in ten or more years. But, in the meantime we should worry about who will carry the flame. As I said earlier, AACA is taking steps to become more youth friendly but other clubs still have their head in the sand. The Classic Car Club still prides themselves on their increasing membership even though the average age of their members has climbed radically. The general interest clubs are not the only ones with a problem. Even the young people with an interest today, have little concern for the pre-World War II cars. How many people under the age of 40 today know how to drive a Model T (I learned how but don't remember)? How many will want to learn?

I only wish I could offer some corrective measures for this demographic dilemma but, alas, I have none. I think that open debate and conversation amongst the members of this Society would be helpful. How do we go about sparking an interest in the next generation in the finer points of old cars and the esoteric points of old car history? **Jed Rapoport, 2919 Tilghman St. Allentown, PA 18104.**

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: AMC production figures for 1967. In particular for Rambler America, series 01, equipped with 343 V8 engine. Would like a breakdown of body styles and trim lines, i.e., 2 and 4 door sedans, hardtops, convertibles, etc. Any information would surely be appreciated. **Larry Blatt, 1816 Tomlinson Road, Philadelphia, PA 19116-3850. Phone: (215)677-4226. Email: roguev8@aol.com.**

WANTED: I'm researching the history of the Norwegian-made Strommen truck which was produced in small numbers during the 1930s. These trucks were built on order and were fitted with either Dodge, Hercules, or Hall-Scott engines. I'm looking for information on Hercules and Hall-Scott. For Hall-Scott, I need technical specifications as well as drawings and photos. Have there ever been any books or articles published about these engine companies? **Asbjørn Rolseth, P.O. Box 64, N-2044 Frogner, Norway.**

WANTED: Need help with research on a small car called the France Jet that was to be produced in Rockville Maryland beginning in 1960. Maybe was one in Harrah collection. **John Lloyd, 7480 Ellsworth, Ann Arbor MI 48103, (734)930-9869 a2lloyd@sprintmail.com**

WANTED: Trippe Safety Light information; sales brochures, parts lists, installation manuals, Trippe Company history, etc. **Tom Siebers, 10182 Whitnall Court, Hales Corners, WI 53130-2618. Phone: (414)529-3880.**

WANTED: Postcards, real photos or snapshots of Model T Speedsters, taken during their heyday in the 20s. From the factory type Mercury Body, Ames, Paco to the very homemade. Interesting in buying, copying or trading a number of original postcards showing the automobile factories from the 'teens to the 30s. **Jarvis Erickson, 21421 8th Place West, Alderwood Manor, WA 98036. Phone: (425)776-2804.**

WANTED: Nov. 1936 "Motor" magazine with good front cover; biographical info on futurist illustrator Arthur Radebaugh; prints of Radebaugh art. Also need American Austin, Bantam and Crosley period photos or sales materials. **Bob Cunningham, 4230 40th Street, Des Moines, IA 50310. Phone/Fax: (515) 278-1316.**

FOR SALE: NOS unassembled plastic models in original boxes: 1/32 scale Pyro '32 Chevy Cabriolet, \$15; 1/32 scale Pyro '57 Chevy hardtop, \$15; 1/32 scale Monogram '60 Corvette, \$15; 1/25 scale AMT '65 Corvette convertible, \$15; 1/25 scale AMT '65 Chevy Corvair, \$15; 1/25 scale AMT/Ertl '69 Chevy Corvair, \$15; 1/25 scale '74 Corvette Stingray convertible, \$10; other models available, shipping extra. **David Pilpa-Augustyn. Phone: (626)584-6957.**

CALENDAR OF EVENTS

November-December 1998

DECEMBER 1998

- DECEMBER 7:** Sotheby's Auction of Collector Cars, Motorcycles and Automobilia, London, England. Royal Air Force Museum, Hendon. Phone: 011-44-171-292-6469.
- DECEMBER 26-JANUARY 3:** Indianapolis Auto Show, Indianapolis, Indiana. Indiana Convention Center. Phone: (317)266-8455.
- DECEMBER 26-JANUARY 3:** Washington, D.C. Auto Show, Washington, D.C. Washington Convention Center. Phone: (800)963-3395.

JANUARY 1999

- JANUARY 2-10:** Greater Los Angeles Auto Show, Los Angeles, California. Los Angeles Convention Center. Phone: (310)444-1850.
- JANUARY 3:** Twenty-first Edition Skip's Car/Truck Swap Meet and Diecast/Plastic Model Toy Show. Lake County Fairgrounds, Grayslake, Illinois. Phone: (630)682-8792. Website: www.skipsfiesta.com.
- JANUARY 9-18:** North American International Auto Show, Detroit, Michigan. Cobo Conference and Exhibition Center. Phone: (248)643-0250.
- JANUARY 10:** Twenty-eighth Annual Super Swap. Rizza Buick, Orland Park, Illinois. Phone: (630)964-6891.
- JANUARY 16-24:** Brussels International Commercial Vehicle Show, Brussels, Belgium. Brussels Exhibition Center. Phone: 32-2-778-6400.
- JANUARY 29-31:** Sixth Annual Winter Extravaganza Swap Meet, Car Corral, Auction, and Car and Truck Show. Webster Westside Flea Market, Webster, Florida. Phone: (800)438-8559.

JANUARY 30-31: Car Show and Swap Meet. Sarasota Fairgrounds, Sarasota, Florida. Phone: (813)345-4431.

FEBRUARY 1999

- FEBRUARY 12-14:** Atlantic City Collector Car Event featuring swap meet, classic car auction and car corral as well as non-automotive antiques and collectibles, Atlantic City Convention Center, Atlantic City, New Jersey. Phone: (800)227-3868. Website: www.ifounditcarlisle.com.
- FEBRUARY 18-21:** Twenty-fifth Annual Auto and Antique Winter Fest. Zephyrhills, Florida. Phone: (813)920-7206.

MARCH 1999

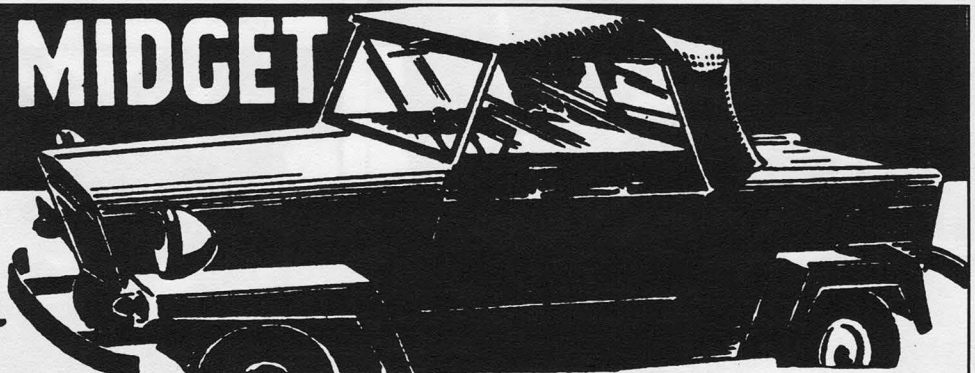
- MARCH 6-7:** Car Show and Swap Meet. West Palm Beach Fairgrounds, West Palm Beach, Florida. Phone: (813)345-4431.
- MARCH 14:** Elliott Museum Annual Auto Show. Hutchinson Island, Stuart, Florida. Phone: (561)225-1961.
- MARCH 19-21:** The Amelia Island Concours d'Elegance to benefit the Hospice Northeast for terminally ill children and adults. The Ritz-Carlton, Amelia Island, Florida. Contact Bill Warner at (800)811-8448 or www.classiccarshow.com.

APRIL 1999

- APRIL 22-25:** Spring Carlisle Collector Car Swap Meet, Carlisle Fairgrounds, Carlisle, Pennsylvania. Phone: (717)243-7855. Website: www.ifounditcarlisle.com.

New **KING MIDGET**
FOR 1961

**WORLD'S
MOST EXCITING
LOWEST PRICED CAR.**

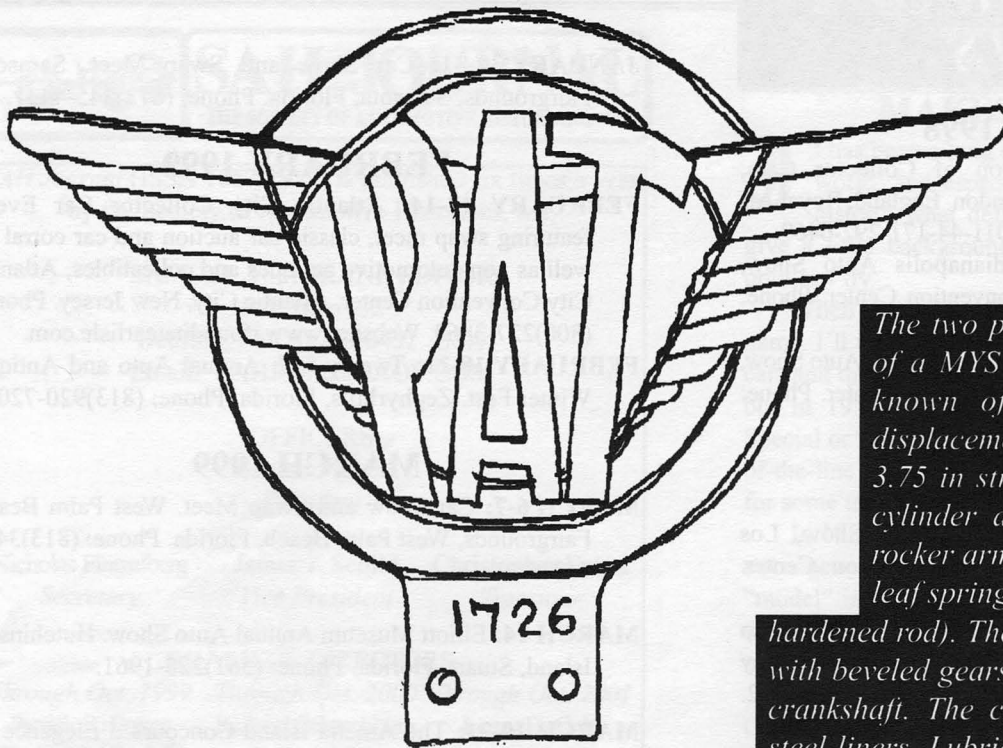


Rider Agents Wanted. Send 25¢ for 32-page picture book, full details. Or send \$1 (refundable first order) for this plus Service and Repair Manual and 16 5x7 photos of car and factory.

MIDGET MOTORS CORPORATION, Athens 6, Ohio

There was a time in the United States where small car companies produced or imported less-than exotic cars. Among the producers was the Midget Motors Corporation of Athens, Ohio. This appropriately tiny advertisement was in the back pages of the January 1961 issue of Motor Trend magazine just above the ad for genuine mink mirror muffs...people bought these?

- from the editor's collection



*This drawing of a "PAT" car badge has mystified its owner. It has a chrome finish and stands about three inches high. Can anyone shed some light on this one?
- drawn by Patrick McCool*

The two pictures shown here (below) are of a MYSTERY MARINE engine. Little is known of this flat-eight engine. The displacement is 148cid (2.5 in bore and 3.75 in stroke). There are two valves per cylinder and they are actuated by roller rocker arms. Valve springs are an unusual leaf spring setup (10 per set arched over a hardened rod). There are two two-piece camshafts with beveled gears and shafts driving them off the crankshaft. The crankcase is all-aluminum with steel liners. Lubrication is a dry sump system fed by gear-type mechanical pumps (one for each bank) driven off the bottom of the crankshafts. The engine weighs about 175lbs. While there are no obvious identification markings, the threads on the motor are American and the starter is an Eclipse Aviation Engine Starter (inertia type) made after May 26, 1925. Anyone know more about this engine?

- photos courtesy of Rick Montague

