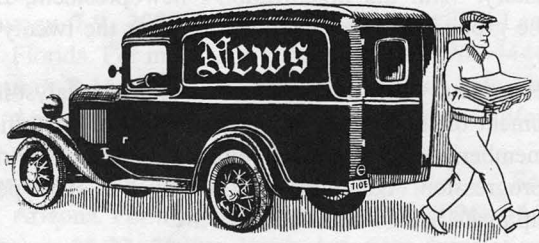


SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

November-December 1999

Issue Number 183



SAH IN PARIS V

We're happy to confirm that SAH will be holding its fifth annual get-together of members and friends in Paris this winter. The date: Thursday evening, February 10, 2000. The place: Automobile Club de France (Salon Bugatti), 6 Place de la Concorde (Concorde Metro stop). In years past, from 24 to 32 of us from the U.S., U.K., Canada, France, Switzerland, Poland, Finland, and Australia have gathered for this event.

Our reunion kicks off *Rétromobile*, France's largest indoor classic car/boat show and flea market par excellence, which begins the next day, February 11 and continues through Sunday, February 20 at the Porte de Versailles.

Once again, the all-inclusive cost of dinner is 455FF. The Society is grateful to *Laurent Friry* who has seen to all the details. If you plan to come, please send a check in FRENCH FRANCS (no Euros, yet) no later than January 15, 2000. Make it payable to Laurent Friry, and send it to him at his new address: 22 rue d'Antony, F-91370 Verrières le Buisson, France.

This year, we are trying to arrange a tour of the Club's facilities including the library and archives. If you are interested in participating in this aspect of the program, please let Laurent know when you send the check so that we can give the Club a head-count. We would meet for the tour at 6:30 (1830 as they say in France). Our usual cocktail hour is 7:30 and we eat at 8:15. We also hope to have a table where members and guests can display books they have authored.

SAH has recently awarded honorary memberships to the Automobile Club de France and England's Royal Automobile Club, and we anticipate making formal presentations of these at the dinner. Finally, we'll be discussing the new award for best books in languages other than English, recently authorized by the SAH Board of Directors.

As of early December, round-trip flights from Washington, D.C. to Paris were rather inexpensive. Check your travel agent before deciding not to go. Wouldn't Paris in February be beautiful? Think about it.

- Taylor Vinson

PACKARD HISTORY WILL BE TELEVISED

On December 24, 1999, The History Channel will air the history of the Packard Motor Car Company. The program will be part of the *Ultimate Auto* series, and will be seen at 10:00 pm EST, 9:00 pm CST, 8:00 pm MST and 7:00 pm and 10:00 pm PST.

Hosted by Emmy award winning actor, and Packard Club member, Edward Herrmann, the program features coverage of the Packard Centennial Celebration that occurred over the July 4th weekend in Warren, Ohio, including the opening of the National Packard Museum.

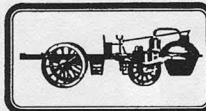
Videotapes of the program will be available after the program airs, and can be purchased by calling The History Channel at (800) 625-9000. For more information, log onto "www.historychannel.com"

NOTE - As of November 23, The History Channel did not have any information as to the price of the video, but they will as the air date nears.

- Stuart R. Blond

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SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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PAST EDITORS

	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

Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$25.00 US per year.

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Gales Ferry, CT 06335-1812 USA

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EDITORIAL COMMENT

UNSUNG HEROES

Another administration has ended and a new one begun. The Society of Automotive Historians is ever-changing and ever-evolving. This is the way it should be in order to continue and grow.

Sinclair Powell has led this organization right up to the end of the century. SAH is in the best condition in its thirty-year history. With the organization's new president, *Leroy Cole*, the group looks well prepared to enter the twenty-first century.

It is not to say that the president is the only catalyst in the development of this or any organization. All of the officers, board members, editors, and active members contribute much to this progression. Again, this does not cover all of the people who help make SAH what it has become.

There are plenty of spouses, children, and significant others who offer their services each and every month who deserve as much, if not more, acclaim than the "active" paid membership of this group.

As one example, my wife, Crissy, helps out considerably in the production of each issue of the *Journal*. From the proofreading to the envelope stuffing and stamp licking, she is an assistant I could not do without.

The reason for this editorial is not publicly heap praise upon my wife, although, maybe it should be. I have another person in mind for public adulation.

"Behind every great man is a great woman," and I have found this to be the case most of the time. *Sinclair* did a wonderful job leading SAH for the past two years. And, if you ever attended any event where *Sinclair* represented SAH, his wife *Sue* was usually there.

Sue Powell is one of the most friendly people I have ever met. Each year at *Hershey*, she makes her way through the crowd to greet *Crissy* and myself where she spends the time to chat with us. She makes my wife, not necessarily a car person, very comfortable in at an event where automotive knowledge almost seems the cost of admission.

Each year, the Society openly praises the best coverage of automotive history. The *Cugnot*, *Benz*, and *Brigham* awards do this and have become highly-regarded within the field. These awards give the Society notoriety and encourage others to pursue writings in automotive history, which was the whole point when they were established.

Perhaps an award, informal at the very minimum, should be established for those folks who go out of their way to advance this group where they are not necessarily official members. We already have a *Friend of Automotive History* award, why not a *Friend of the Society* award? Informally and unofficially, I nominate *Sue Powell* for the inaugural award. Thank you, *Sue*, for your contributions in the past. It has been wonderful working with you and I look forward to working with you in the future.

- Sam Fiorani

The S.A.H Award Banquet was in its final moments when President *Sinclair Powell* handed the gavel over to me and gave me the Flan. With just a few words I accepted the honor of being your president and closed the meeting. I had just moved away from the podium when our good editor, Sam, congratulated me and said, "I will need your letter by the first of November." Reality always finds its way into every warm moment!!

The "moment" I speak about is the spirit of fellowship that prevailed and permeated the whole evening. Many commented on the cross pollination that took place. The food was exceptional and President Powell moved the Award Presentations along in a distinguished and timely fashion. The presenters seemed well prepared even as those who received the awards were gracious in acceptance. The term gentlemen often came to my mind that evening, not in a gender sense of the word but in the character and deportment of its meaning. As it is the manner in which we conduct our debates concerning our historical findings and conclusions, so it will be the manner in which we conduct ourselves in the Societies business. The tone was set in my mind for the beginning of our Fourth Decade as a Society.

I express my thanks and that of the Society for the presidency of Sinclair Powell and his helpmeet, Susan -- what a remarkable team. I am just beginning to see in outline form!!, all the responsibility this office holds.

The coming events for the Y2K are and will be found elsewhere in this publication, so I need not take up space here. However, I will make mention of the Silent Auction, which I am responsible for in 1999 and will probably chair again, only because of the time spent on the new program and the experience gained. Address etc. will also be the same for next years donations. Because we are up and running with the program we will be able to enter your donation data as it is received (early in the year), thus allowing catalog publication before Hershey 2000.

Address: P.O. Box 183
Goodrich, MI 48438
Email: LeroyCole2aol.com
Phone: (810) 636-7221
Fax: (810) 636-4511



Pete Whittier's name was erroneously listed as "Fred" Whittier in the cudos to last year's contributors two issues ago. My apologies to Pete as he contributed as much to winning the 1998 Golden Quill as anyone. Thank you, Pete, and thank you to everyone who has contributed in the past. Please keep the contributions coming.



In case it was missed previously, the address for submissions to the *SAH Journal* has changed. The new address

is: 307 Kingston Drive, Douglassville, PA 19518. Accordingly, the new fax number is now: (610)277-2505. The new phone number is: (610)385-6990. Email remains: SAHJournal@aol.com

25 YEARS AGO AT SAH

Issue No. 37 of the *Newsletter* is dated November 1974. President *Stan Yost* opened the President's Paragraphs with a tale of his misfortunes traveling from Hershey's flea market fields to the board meeting. His excruciating travel time (4 1/2 hours) kept him from arriving at the meeting until the end. *Fred Roe*, then treasurer, hosted the meeting (Vice-president *Michael Worthington-Williams* was only a few thousand miles away at the time...in England).

The notes from the board meeting followed on page two. The treasurer's report accounted for the \$1,781.66 spent in the previous twelve months that left a balance of \$378.31 on the books. Paid membership of the young organization passed 200 with membership numbers reaching 239.

A noted problem with the Society at this point was the lack of by-laws. *John Peckham*, *Fred Roe*, *John Martin Smith*, *Fred Soules*, and *Keith Marvin* formed the committee designed to write by-laws for the Society. While drafts and suggestions had been compiled two years prior, no by-laws had been created. The deadline of January 1, 1975 was set to present by-laws to the membership at large.

Cugnot awards were announced for the 1973-74 year (separate Cugnot awards were given for a book and an article prior to the establishment of the Benz). Given the award for best book of the year was *Mack* by *John B. Montville*. For best article, *Michael Lamm's* "Body by Briggs" from *Special Interest Autos* was honored. An honorable mention was presented to *Hugo Pfau's The Coachbuilt Packard* due to the fact that "this book did not meet all the requirements for the award...however, it is such an excellent compendium of original photos with such precise and informative captions."

Editor *Marshall Naul* noted the passing of SAH's 5th year. His comments continued as follows:

On its fifth birthday, the SAH is still a young organization, even an immature one. It still lacks direction, and this possibly is the normal status of an immature and informal collection of individuals with quite diverse interests. However, the participation in the organization is still much limited to our publications. It is idealistic to expect 100% participation, but on the other hand it should not be limited mainly to the few officers of the SAH. Even a hot controversy would show that the organization is alive!

SAH has matured and grown thanks, in part, to the groundwork provided by those mentioned above and the countless others who have provided input over the past thirty years.

- Sam Fiorani

TRACKING LIMOUSINE HISTORY

The long and fascinating story of limousines, chauffeur, and "riding in the back seat" has yet to be recounted in book form. *Michael L. Bromley* is looking for folks to join in the telling of this tale.

Have a great photograph? A story? A memorable ride in a limousine? Know of anyone who worked as or employed a private chauffeur? Share your information.

The authors of this book are including in the category of "limousine" any automobile that was or is normally driven by a chauffeur. This might be a *formal* limousine, imperial, town car, landaulet, or even a touring car from the days in which owners were passengers, not drivers.

If you have anything to share, please contact *Michael L. Bromley* by mail: 10204 Garrett Street, Vienna, VA 22181; by phone: (703)319-4176; by fax: (703)281-1800; Or by email: mlb@bellatlantic.net.

CARL BENZ AWARDS

This award is presented annually to the best article in a periodical in the field of automotive history published in the previous year. The Benz award replaced the Cugnot award for periodical articles in 1983 leaving the Cugnot to only cover books.

- 1983 "Seventy-Five Years with Palette, Paintbrush and Wheels," by Peter Helck.
- 1984 "GM at 75," by Menno Duerksen, published in *Cars & Parts*.
- 1985 "The American Chauffeur," by Keith Marvin, published in *Antique Automobile*.
- (tie) "Edmund Rumpler," by Griffith Borgeson, published in *Automobile Quarterly*.
- 1986 "The Duke of Earle: Earle C. Anthony," by Stuart Blond, published in *Packard Cormorant*.
- 1987 "Andre Dubonnet: As Supple as a Cat," by Frederick A. Usher, published in *Automobile Quarterly*.
- 1988 Andre Whyte
- 1989 "Ahrens von Sindelfingen: Creating the Classic Mercedes," by Griffith Borgeson, published in *Automobile Quarterly*.
- 1990 "The 1962 and 1963 Thunderbird Sports Roadsters," by James F. Petrik, published in *Automotive History Review*.
- 1991 "Found: The Real Lost Cord," by Pat Tobin, published in *Special Interest Autos*.
- 1992 "Microphone Taillights and Doughnut Decks," by Jeffrey I. Godshall, published in *Automobile Quarterly*.
- 1993 "On the Wings of Larks and Hawks: The Last Flight of Studebaker," by Robert R. Ebert, published in *The Bulb Horn*.

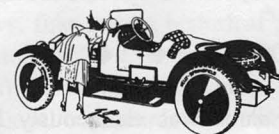
- (tie) "The Checkered History of the Cab from Kalamazoo," by John A. Heilig, published in *Automobile Quarterly*.
- 1994 "Ken Purdy: King of the Road," by Beverly Rae Kimes, published in *Automobile Quarterly*.
- 1995 "ReVere's Short Ride," by Spencer Riggs, published in *Automobile Quarterly*.
- 1996 "Burning the Midnight Oil: Cummins Diesel," by L. Spencer Riggs, published in *Automobile Quarterly*.
- 1997 "George Romney: On the Path of Persistence," by Patrick R. Foster, published in *Automobile Quarterly*.
- 1998 "Forget What You Have Seen," by Carl Goodwin, published in *Vintage Motorsport*.

FRIEND OF AUTOMOTIVE HISTORY

This award is presented annually to a person to honor his or her life's achievement in preserving and furthering automotive history. This honor was first given in 1983.

- 1983 Henry Austin Clark, Jr.
- 1984 Charles Betts.
- 1985 Grace and Richard Brigham.
- 1986 Beverly Rae Kimes.
- 1987 Peter Helck.
- 1988 Keith Marvin.
- 1989 Ralph Dunwoodie.
- 1990 Michael Lamm.
- 1991 David L. Lewis.
- 1992 John A. Conde.
- 1993 Frederick D. Roe.
- 1994 Walter O. MacIlvain.
- 1995 Chester L. Krause.
- 1996 L. Scott Bailey.
- 1997 Lord Montagu of Beaulieu.
- 1998 Michael J. Worthington-Williams.
- 1999 David Brownell.

WANTED: AUTOMOBILE LITERATURE, 1900-1975



WALTER MILLER

6710 Brooklawn Parkway
Syracuse, NY 13211 U.S.A.

PHONE: 315-432-8282, FAX: 315-432-8256

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

SAH FINANCIAL REPORT

November-December 1999

Society of Automotive Historians, Inc. Income/Expenditure vs. Budget Oct 1, 1998 - Sep. 30, 1999

Income	1998-99 Budget (amended Mar 20, 1999)	Oct 98-Jun 99 Act.
Dues	\$19,804.00	\$23,949.60
Contributions	500.00	643.55
Advertising	1,400.00	150.00
Merchandise sales	325.00	626.00
Interest on Vanguard Funds	0.00	off budget
Back issue sales	700.00	673.43
Silent Auction	7,400.00	7,160.18
Banquet Receipts	0.00	484.08
Miscellaneous	200.00	0.00
Carryover from 1996-97	16,807.00	16,807.00

Total Income \$47,136.00 \$50,493.84

Off budget

Interest on Vanguard funds	\$2,292.88
SAH Press; Sales of Mr. Javelin	3,900.69
Shipping, Mr. Javelin	99.00

Expenses

SAH Journal	\$8,600.00	\$6,131.97
Automotive History Review	14,500.00	11,397.39
Membership Directory	3,500.00	3,252.13
Postage on back issues	30.00	29.84
Ballot, meeting mailing	200.00	532.89
Awards	1,800.00	1,217.90
Board meetings	450.00	274.81
Banquet (programs, etc.)	200.00	0.00
Hershey hospitality tent	700.00	721.00
Insurance	1,300.00	1,275.00
Miscellaneous	100.00	36.00
Office expense	400.00	283.23
Decals	554.00	528.00
Membership expense secy/treas)	1,200.00	1,270.30
Credit card discount	270.00	492.51
Silent Auction catalog	(income is net)	0.00
Web site	2,500.00	0.00
History conference	2,000.00	148.54
Public Relations	1,500.00	0.00
SAH Press	6,305.00	5,749.66
Contingency	1,027.00	0.00

Total Expenses \$47,136.00 \$33,341.17

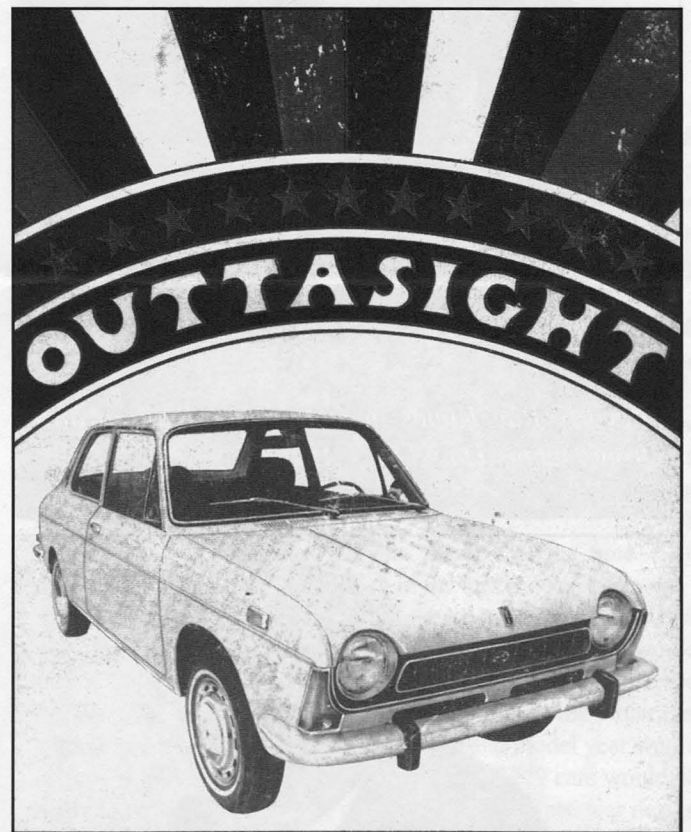
Off budget

Shipping advance, SAH Press	\$250.00
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Balance Sheet Sep. 30, 1999

	Oct. 1, 1998	Sep. 30, 1999
Assets		
Jefferson/Colonial Bank, FL	\$534.11	\$0.00
Fleet Bank, CT	32,388.50	37,017.97
Vanguard Prime Portfolio	37,373.24	39,219.96
Vanguard Federal Portfolio	9,137.20	9,583.36
Total	\$79,433.05	\$85,295.29
Liabilities		
	None	None
Net Worth	\$79,433.05	\$85,295.29

- Christopher G. Foster, Treasurer



SUBARU STAR \$1699 po*

Part 2 of the Subaru advertising campaign, this ad followed the one in No. 182 by a year. This 1970 ad continues to refer to the 360 model.

- courtesy of Joe Chapman

SAH FALL 1999 BOARD MEETING

November-December 1999



Beverly Rae Kimes accepting her Benz award from Dennis David for "Austie."

- courtesy of Leroy Cole



Jeff Godshall presenting the Brigham award to Harry Crosson for Turning Wheels.

- courtesy of Leroy Cole



Dave Brownell accepts his award for Friend of Automotive History.

- courtesy of Leroy Cole



Mark Thompson and Michael Keller accept the Cugnot award from Richard Scharchburg.

- courtesy of Leroy Cole



Stuart Wells picks up the Benz Award of Distinction for "Frank Lloyd Wright and Automobility"

- courtesy of Leroy Cole



Darren Wiberg accepting the Bradley award for the Reynolds-Alberta Museum.

- courtesy of Leroy Cole



1999-2000 SAH officers and board members: (standing, left to right) Jim Schild, Fred Roe, Darvin Kuehl, Paul Lashbrook, Joe Freeman, Richard Scharchburg (vice-president), Charles Houser; (kneeling, left to right) Sam Fiorani, Kit Foster (treasurer), Michael Berger (secretary), Leroy Cole (president). Missing from the photograph are Dale K. Wells and Darwin Lumley.

- courtesy of Leroy Cole

Due to the secretarial change at this year's meeting, the minutes from the Fall 1999 Board Meeting will be included in the January-February issue of the SAH Journal. We apologize for the delay.

THE FUNNY SIDE OF AUTOMOBILING

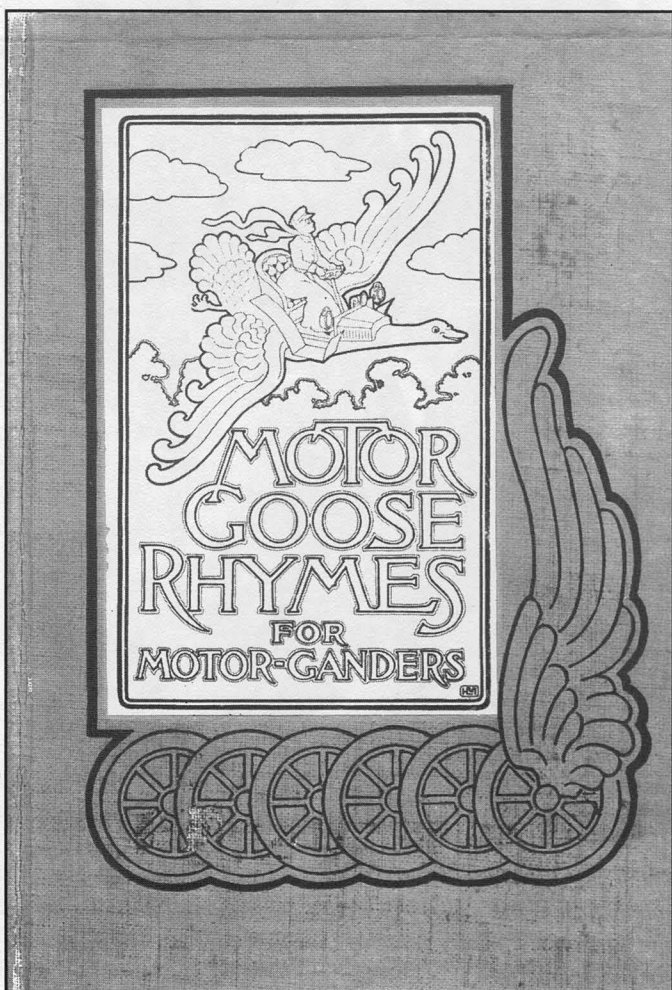
by Peter Winnewisser

Given the American penchant for a good joke or story, it's likely that humorous anecdotes or comments about the automobile originated when people spotted, for the first time, a steam car, or perhaps a Duryea or Henry Ford's Quadricycle. It wasn't long before there were joke books or humorous collections about the automobile, such as those devoted to a myriad of topics and very popular at the turn of the century.

As a collector of "the funny side of automobiling," I've been able to identify 1904 as the earliest year for books devoted to automotive humor. It's quite possible, however, that there are earlier ones and, if that is the case, I would be most happy to receive information about them.

"Mr. Punch Awheel," published in England, is a 192-page hardcover book containing humorous stories of motoring and cycling at the turn of the century. It is undated but is listed as "circa 1904" by no less an authority than Kenneth Ball, publisher of "Autobooks Catalogue." The selections in this book were originally published in *Punch*, England's famous humor weekly.

On the American side of the ocean, the earliest collections that I have are from 1905. These are "Mother Goose Rhymes for Motor Ganders" by Herman Lee Meader, and "Chauffeur Chaff or Automobila" by Charles Welsh.



November-December 1999

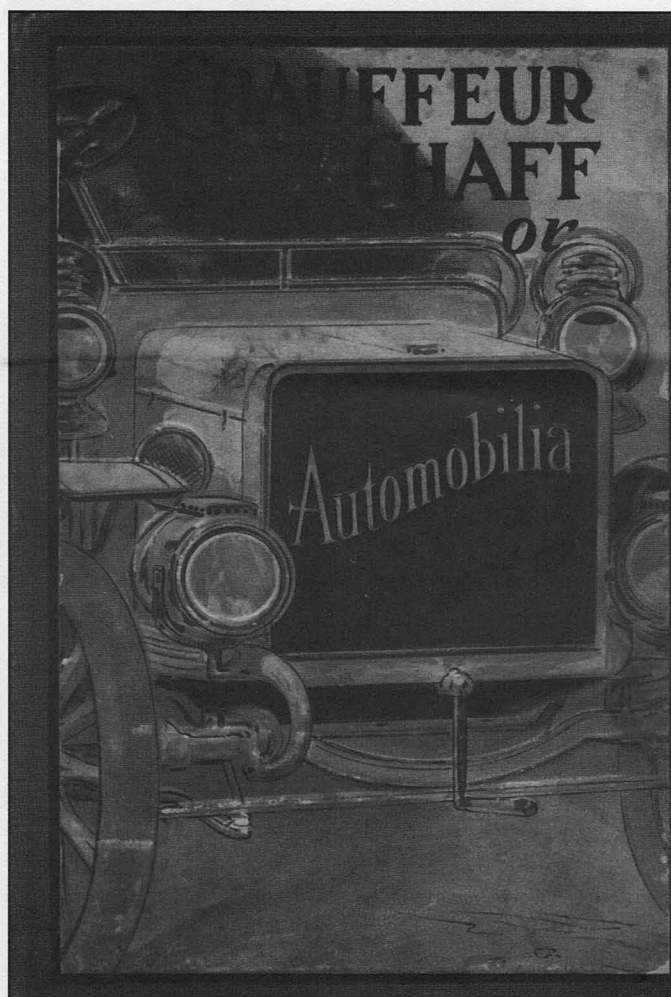
"Mother Goose Rhymes" is a trip through the alphabet using humorous illustrations and verse about the motor car. For example, the letter "S" is illustrated by a drawing of a driver turning the crank on his automobile with this verse attached:

S stands for Sparker
That starts the engine going
If its going to spark or not
There's never any knowing

"Chauffeur Chaff" is subtitled a book of "Anecdotes, Stories, Bon-mots also a history of the Evolution of the Automobile." Here's an example from this book titled "The Breakdown:"

Knicker: *What repairs did you have made on your auto?*

Bocker: *Four new wheels and my shoes half-soled.*

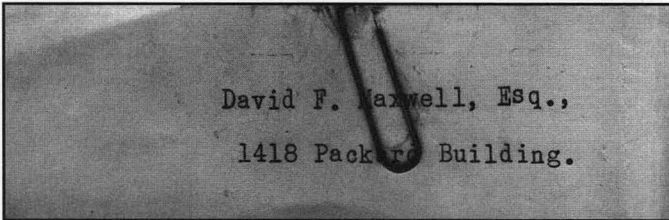


Jokes, sayings, definitions, epigrams, anecdotal stories, comic dialogue and proverbs, puns, limericks, comic strips, and postcards have used the automobile as a foil for their humor. Next time, a look at some early postcard humor.

The author welcomes information and examples from members of the Society of Automotive Historians about the automobile and humor. He can be contacted at: 4508 Ridge Road, Cazenovia, NY 13035. Email: Winn2000@aol.com

THEY DON'T BUILD 'EM LIKE THEY USED TO

Submitted for your approval. These articles came into my possession recently and I found them interesting. Here's what I know.



The matte-finish photographs of the Buick are on heavy stock and include the stamp "PLAINTIFF'S EX. No." 1 (front-end), 2 (left-side), and 3 (right-side). The stamp continues "SIMON BECKER Off. Steno." Hand-written in



the upper corner of the back is "Ben Maser" and dated "May 6-1939."

Also included with these photos were the repair order for the Buick and the accident report where Ms. Lochhead reported bruises, shock, and pain in the lumbar region of her back. The three people in International truck (the apparent cause of the accident) were uninjured.

The report continues that the Ms. Lochhead's car was hit with such force that the Buick was pushed into a Ford driven by a Hugh Farr.

The group did include a hand-typed label of a lawyer named "David F. Maxwell, Esq." along with the address 1418 Packard Building. Everything is included here for your enjoyment.

FORM ASPA-1-1004-12-34
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF REVENUE
BUREAU OF HIGHWAY PATROL AND SAFETY

REPORT OF MOTOR VEHICLE ACCIDENT

FOR OFFICE USE ONLY
CODE NO. _____
DATE _____ BY _____

INSTRUCTIONS
ACCIDENT REPORTS ARE NOT AVAILABLE FOR PUBLIC INFORMATION—THEY ARE FOR THE USE OF THE DEPARTMENT IN STUDYING CONDITIONS SO THAT ACCIDENTS CAN BE REDUCED—INCOMPLETE REPORTS ARE OF NO VALUE AND WILL BE RETURNED. EVERY OPERATOR MUST FILE A REPORT WHEN PERSONAL INJURY OR TOTAL DAMAGE OF FIFTY DOLLARS (\$50.) RESULTS. SECTION 1014 VEHICLE CODE. FAILURE TO REPORT MAY RESULT IN SUSPENSION OF LICENSE.

GIVE EXACT LOCATION OF ACCIDENT
FILL OUT IF ON HIGHWAY OUTSIDE CITY OR TOWN
VEHICLE NO. 1 TRAVELING _____ (NORTH-SOUTH-EAST-WEST)
ACCIDENT OCCURRED _____ MILES _____ OF _____ (NEAREST CITY OR TOWN) ON ROUTE NO. _____ IN _____ COUNTY

FILL OUT IF IN CITY OR TOWN
VEHICLE NO. 1 TRAVELING East
ACCIDENT OCCURRED ON E. Walnut ST. NEAR _____ INTERSECTION WITH McCallum St. IN Phila. COUNTY
STREET _____ NEAR _____ STREET _____ IN Phila., Pa. COUNTY

PRINT NAME AND ADDRESS OF OPERATOR OF YOUR CAR
NAME Anne J. Lochhead VEHICLE NO. 1 (YOUR CAR):
ADDRESS 438 E. Walnut Lane Phila. Phila. Pa. (CITY OR TOWN) (COUNTY) (STATE)

DATE OF ACCIDENT	TIME LOCAL	AGE	SEX	EXPIRES (MONTHS)	EXPIRES (YEAR)	OPERATOR'S PLATE NUMBER (LAST LICENSE NO.)	MAKE AND TYPE OF CAR	LICENSE TAG NO.	HAS CAR BEEN INSPECTED (YES OR NO)	DATE OF PREV. INSPECTION
4-20-39	4:30	*	F	13	YRS	1B19346	Buick Sedan	1 M 975	Yes	Fall 1938

PRINT NAME AND ADDRESS OF CAR OWNER
NAME Anne J. Lochhead
ADDRESS (country residence) Church Rd. New Hope Jacks Co. Penna. (CITY OR TOWN) (COUNTY) (STATE)

NAME OF OPERATOR	STREET	CITY	STATE	VEHICLE NUMBER 2 (OTHER CAR)	VEHICLE NUMBER 3 (OTHER CAR)
<u>Harney A. Kerenberg</u>	<u>614 N. 8th St., Phila., Pa.</u>	<u>Phila., Pa.</u>	<u>Pa.</u>		<u>Hugh Farr</u>
					<u>108 E. Rowford Rd., Phila., Pa.</u>

NAME OF OWNER _____ STATE _____
LICENSE TAG NUMBER U 25 D O STATE Penna. 3787Y STATE Penna.

NAMES AND ADDRESSES OF INJURED
NAME Anne J. Lochhead ADDRESS 438 E. Walnut Lane Phila., Pa. AGE 40 NATURE OF INJURIES Bruises - shock - pain in lumbar region of back DID INJURED DIE? (YES OR NO) No.

REPORT MUST SHOW ESTIMATE OF PROPERTY DAMAGE
APPROXIMATE DAMAGE TO YOUR VEHICLE \$ 125 VEHICLE NO. 2 \$ unknown VEHICLE NO. 3 \$ _____ OTHER DAMAGE \$ slight

FOR DEPARTMENT USE ONLY—DO NOT FILL IN SPACE BELOW

DATE	TIME	A.M. P.M.	ROUTE NO.	OF TOWN	COUNTY	AGE	SEX	EXP.	TYPE	AGE	SEX	EXP.	TYPE	AGE	SEX	EXP.	TYPE

OTHER SIDE OF REPORT MUST BE FILLED IN

- courtesy of Judy Richie and Rebecca Greiman

BELL. JEF. 2000

KEYSTONE, EAST 7416

Roth Buick Company
SELLING BUICKS OVER 20 YEARS

5113-15-17 FRANKFORD AVENUE
PHILADELPHIA 5/19/39

SOLD TO Mrs. Lochhead
438 E. Walnut Lane
Phila., Pa.

SALESMAN _____ OUR ORDER NO. _____ INVOICE NO. _____

	Labor	Material
Straighten and spot L. front section of rocker arm pillar sill	25.00	
Straighten and spot L. rear fender	2.00	
Furnish and install L. running board	1.75	12.00
Straighten L. running board brackets	3.50	
Straighten and reduce L. rear door	11.50	
Straighten and blend a. side of cowl	15.00	
Straighten and front bumper face bars and back bars	3.50	
Remove and straighten rear axle housing	20.00	
Lubricant and gaskets for rear		1.20
Furnish and install R. rear fender & reduce	6.50	10.70
" " " L. front " "	10.50	23.00
" " " " " "	5.00	
Straighten frame horns	13.75	27.50
Furnish and install front door & reduce weatherstrip	7.50	1.75
As a front end	3.50	
As up R. rear wheel		2.00
Furnish and install one wheel molding		
Total.....	129.00	78.15

RECEIVED PAYMENT
MAY 19 1939
ROTH-BUICK CO.
THANK YOU

PLAINTIFF'S EX. No. 4
SIMON BECKER Off. Steno.

THE AMERICAN MOTOR CAR INDUSTRY OF 1940

by Harlan E. Appelquist

The year 1940 was a prosperous and interesting year for the auto industry, second only to 1929 in total up to that time. Cars had improved a great deal during the 1930s and most 1940 models had hydraulic brakes, steering column shifting, and some type of automatic transmission was offered by most builders. Automotive styling of 1940, in general, was very good. In fact, in my opinion, a 1940 LaSalle 52 Club Coupe had more real class than some of the iron coming from Western Europe today.

GM cars for 1940 carried good styling. GM, which got almost one-half of all new car sales during 1940, was a master organization of planning, manufacturing, and salesmanship.

“Eye it, Try it, Buy it” — Chevrolet Ad

Chevrolet, with only one basic engine, sold well over a million new vehicles. Chevy offered three lines of passenger cars: Master 85, Master DeLuxe, and Special DeLuxe. Service was available almost everywhere. That year, 8,100 dealers handled Chevrolet and some 6 1/2 million Chevys were on the road. By the end of 1940, there were more Chevy cars in use in the U.S. than any other make.

Buick, headed by silver-tongued, super salesman Harlow Curtiss, sold over 300,000 big straight-eights, priced from \$895 to \$1,355. Four series were available: Special 40, Century 60, Roadmaster 80, and the long-wheelbase Limited 90. By the end of the year, Buicks in use topped 1 1/2 million. with 2,572 dealers selling the hot Buicks.

Pontiac, with its main plant in Pontiac, Michigan, held fifth place in the auto business. Four series of Pontiacs were offered: Special Six 87hp, DeLuxe Six 87hp, DeLuxe Eight 100hp, and Torpedo Eight 103hp. Prices ran from \$835 to \$1,072 and 3,439 dealers sold and serviced Pontiacs.

Americans bought over 200,000 new Oldsmobiles in 1940, giving Olds sixth place in the industry. With Olds, Pontiac, Buick, and Chevy, GM had four of the six most popular makes in the country. Olds offered three series of cars: Sixty Series 95hp six, Seventy Series 95hp six, and Custom Cruiser 110hp straight-eight. Olds had over a million cars in use and 2,424 dealers handled and serviced the make.

“Why Shift Gears?” — Chrysler Fluid Drive Slogan

During 1940, Chrysler Corporation was a much bigger factor in the auto industry than it is today. Almost one buyer in every four chose a Chrysler product in that year. Chrysler Corporation was way ahead of the Ford Motor Company in car production.

Chrysler had four car building divisions with Plymouth as the largest. Production of Plymouths topped half a million with almost 10,000 U.S. dealers selling Plymouths and one other Chrysler product. Plymouths were available in two series, the Road King and the DeLuxe, both powered by an L-head six-

cylinder 85hp engine. By then end of 1940, more than three million Plymouths were in use.

The Dodge line had much in common with the Plymouths, a little more car for a few bucks higher price. Prices ran from \$755 to \$1,170 in two series of models, the Special and the DeLuxe. More than 1 1/2 million Dodges were on the road at this time and nearly 4,000 dealers sold both Dodge and Plymouth vehicles.

Chrysler added DeSoto and Fargo in 1928, the same year as Plymouth, to help round out Walter P.'s family of motor vehicles. DeSotos in 1940 were powered by a big six-cylinder with lots of guts built into it. It was one of the top favorites among taxi cabs of that time. Two series of passenger cars were offered: the Six and the DeLuxe Six. Prices for these models ran from \$845 to \$1,290 at Detroit. Billed as the great American family car, DeSoto production topped 88,000 in 1940 and nearly 400,000 cars were in use, serviced by 2,512 dealers.

The Chrysler division had a network of 3,276 dealers in the U.S. Chrysler prices ranged from \$895 to \$4,665 at Detroit. Three series of cars were offered: the Royal Six, C26 Straight 8 (which included the Traveler, New Yorker, and Saratoga models), and the top-of-the-line Crown Imperial. Over 600,000 Chrysler models were registered in the U.S. in 1940.

Chrysler styling at that time was rather boxy. Style-wise, GM and Ford had it over Chrysler.

“Western Roads and Distances Welcome It” — Lincoln-Zephyr V12 Slogan

With the great growth of Chrysler Corporation in the early 1930s, Edsel Ford began to realize that to compete successfully with GM and Chrysler, Ford would have to offer more one line of popular priced cars. During November of 1935, the streamlined Lincoln Zephyr appeared. This car was one of the best looking and most modern cars on the road at this time. Major city volume Ford dealers stocked Lincoln Zephyrs and the vehicle sold very well.

Edsel's second bomb was the Mercury which was introduced in November of 1938. Mercury was a well-engineered, good looking car and it made the top ten during its first model year. The 1940 Mercury line included five models, all powered by a 95hp, side-valve V8.

During the summer of 1938, Edsel Ford took a European vacation. While in France, a sharp, low, sporty French roadster caught his fancy. He returned to Detroit and a few months later the first Continental appeared. It was a low car with a hood seven inches longer than a regular Lincoln Zephyr. During the 1940 model year, the Continental was a model in the Lincoln Zephyr line. Six Lincoln Zephyr models were offered for 1940; a coupe, 4-door sedan, 2-door sedan, convertible coupe, convertible sedan, and the Continental convertible coupe. All were powered by a modern L-head V-12 rated at 150hp. Additionally, Series K models were available for 1940 with factory air and custom coachwork. Prices ran from \$4,905 to \$7,253 at Detroit. Some sixty of these huge Lincolns were delivered during the 1940 model year. The line was replaced by the Lincoln Custom for 1941.

The Ford line for 1940 included two series of cars ; the V8 and the V8 DeLuxe. Each series carried their own styling. At the beginning of the 1940 model year, the 60hp V8 was still available in the standard series. The Ford of 1940 was a solid, well-built car, but with Mr. Bennett running the company, GM and Chrysler had made a monkey out of him.

The independents during 1940 got about 10% of the U.S. new car business. Nine companies (Hupp, Crosley, American Bantam, Graham-Paige, Willys-Overland, Nash-Kelvinator, Hudson, Packard, and Studebaker) made up America's independent car producers in 1940. Hupp, Crosley, and Graham-Paige ceased car production late in 1940.

The Hupp Motor Car Company of Detroit phased out its Hupmobile Senior Six and straight-eight during 1939 and entered 1940 with only the Hupp Skylark. Hupp printed a small folder on their 1940 Skylark models showing four-door sedans and a convertible. The convertible never went into production. After 1939, no automobiles were built in Hupp's large Detroit factory. During 1940, 319 Hupp Skylarks were produced in the Graham-Paige factory under Hupp supervision. This arrangement was made early in 1940 but it was June before the first Hupp Skylark rolled out of the Graham-Paige factory, therefore most Hupp Skylarks were registered as 1941 models.

Here is a quote from *Automotive Industries*, July 1, 1940: "Officially disclosed for the first time that a manufacturing contract has been entered into between Hupp and Graham-Paige under the terms of which the Hupp Skylark is being assembled in the Graham-Paige plant. Hupp Skylark sales will be under the direction of W.A. McDonald who joined Hupp in 1914. Norman DeVaux continues as general manager. All Hupp officials and department heads will continue to be located in their present offices at the Hupp plant.

Crosley models for 1940 were a continuation of of their 1939 line. A pint-sized car featuring an air-cooled Waukesha twin-cylinder mill. The car was a small sideline for a giant appliance manufacturer. From the stand-point of performance, the pre-war Crosley was a joke.

The small Bantam car for 1940 was refined and a 20% increase in horsepower was offered. Bantam was a well-built, good looking small car priced too close to Chevy, Ford, and Plymouth to really be competitive. American Bantam, also in 1940, started building Jeeps for the Armed Forces. Bantam for 1940 offered standard coupe (\$399), Master coupe (\$449), Master roadster (\$449), convertible coupe (\$525), convertible sedan (\$549), and station wagon (\$575) models.

Graham prices for 1940 ran from \$993 to \$1,268. In their 1940 catalog, Graham pictured their old shark-nosed series which was phased out early in 1940. They also showed a Hollywood and a Clipper series using the old Cord dies. Four-door sedans and a convertible were pictured. The Clipper series never went into production. The convertible had a similar fate, none were built. The Hollywood series got into production in mid-1940 and all were registered as 1941 models. Graham-Paige came back in late 1946 with the 1947 Frazer Six line.

Willys-Overland of Toledo entered 1940 with a compact, good-looking car. Speedway and DeLuxe series were offered

and both had a coupe and a four-door sedan. The line also included a pickup and a step-in panel delivery truck. Joe Frazer was head man at Willys at this time and 300,000 Willys-Overland cars were in use. The company began the year with 913 dealers in the U.S.

Hudson of Detroit entered 1940 with three series of good-looking, fast and roomy cars; the six-cylinder 40 Series, the Super Six, and the Country Club series (available with a big six or a straight-eight). Prices ran from \$670 to \$1,330. There were some 650,000 Hudson-built cars in use at that time and Hudson started the year with 2,436 dealers.

The Packard Motor Car Company of Detroit entered 1940 with the lowest base price in Packard history of \$870 (for their 110 Series Six). The 120 Series, a straight-eight, started at \$1,146. The big Super 8 160 Series started at \$1,524 and was called the "Master of America's Highway." The Custom 8 180 Series of 1940 were for the wealthy, for those who could afford the best. More than 400,000 Packards were in use by 1940 and 1,031 dealers handled the make.

"Own a Smartly-Styled, Dollar-Saving Studebaker"

Studebaker, during 1940, was the largest producer outside of the Big Three. The company, headquartered in South Bend, Indiana, offered three series of cars. Their small, light Champion Six was America's first really successful compact. The Champion was the pace car at the race at Indianapolis on Memorial Day 1940. The Commander Six series carried very pleasant styling. The President Straight-Eight, likewise, was a good-looking, well-engineered car. In the United States, 2,480 dealers serviced the well over half a million Studebakers on the road at that time.

Nash-Kelvinator Corporation entered 1940 with big George Mason as head man. The company offered three series of good, solid cars; LaFayette Six, Ambassador Six, and the Ambassador straight-eight. Prices ranged from \$795 to \$1,295. The big Nash factories of Wisconsin are all that are left of the nine 1940 independents that were still active in the automotive business.

Total production in 1940 numbered just over 3,730,000 vehicles. Only one more full calendar year of production would follow before Pearl Harbor was bombed and America entered the War. The year 1940 marked a turning point in the American automobile market as most of the cars for that model year would be only mildly redesigned until the new 1947/8/9 cars would be ready to replace them. These were the last of the pre-war design schools. The end of an era.

TRIVIA CORNER

Plymouth bids farewell to the production world in another model year which got Taylor Vinson thinking. How many marques, now defunct, which had longer production lives than Plymouth (1929-2001). Taylor and Sam Fiorani came up with three. Our answers are on page 15.

IT HAPPENED YEARS AGO

November-December 1999

One hundred and Forty-Five years ago...

November 24, 1844 - Karl Benz was born.

One hundred years ago...

November 1, 1899 - New York City's first automobile dealership opened. Percy Owens set up shop to sell Winton automobiles.

November 4, 1899 - George Selden franchised his patent, for the first time, to W.C. Whitney for the Columbia Electric.

November 6, 1899 - James Ward Packard drove his first car down the streets of Warren, Ohio.

November 14, 1899 - August Horch registered A. Horch & Cie in Cologne, Germany.

Ninety-Five years ago...

November 1, 1904 - First Buick sold to Dr. Herbert H. Hills of Flint, Michigan.

November 2, 1904 - William Crapo Durant took control of Buick.

Ninety years ago...

1909 - Rapid Motor Vehicle Company joined General Motors.

1909 - Kelsey-Hayes was formed.

Eighty-Five years ago...

November 14, 1914 - The first Dodge Brothers automobile rolled off the assembly line.

Eighty years ago...

November 13, 1919 - Walter P. Chrysler resigns as vice president of General Motors.

Seventy-Five years ago...

1924 - Kenworth introduced its first truck, the KS-255.

Seventy years ago...

December 1, 1929 - Ford introduces the \$7 a day minimum wage to help the economy.

Sixty-Five years ago...

1934 - Chevrolet produced its 10,000,000th car.

Sixty years ago...

1939 - Ford produced its 27,000,000th car.

1939 - Chevrolet produced its 15,000,000th car.

Fifty years ago...

November 25, 1949 - Cadillac built its one millionth car.

Forty-Five years ago...

November 8, 1954 - West Virginia opened its 88-mile turnpike.

November 23, 1954 - General Motors built its 50 millionth car, a 1955 Chevrolet Bel Air Sports Coupe.

December 1, 1954 - The Northern Ohio Turnpike opened the 22 mile section linking Youngstown with the Pennsylvania Turnpike.

Forty years ago...

November 19, 1959 - Ford announced the end of the Edsel line.

November 30, 1959 - The Automobile Manufacturers Association announced that PCV (Positive Crankcase Ventilation) devices would be featured on 1961 model year American cars sold in California.

1959 - Chrysler Corporation reorganized its model lines into the Dodge Division, Chrysler-Imperial Division, and the Plymouth-DeSoto Division.

Thirty-Five years ago...

December 1, 1964 - Production began at Volkswagen's Emden plant.

Twenty-Five years ago...

1974 - Vanden Plas became part of Jaguar.

Fifteen years ago...

December 1, 1984 - A joint-venture between General Motors and Toyota, New United Motor Manufacturing, Inc. (NUMMI), began production of Toyota Corollas and Chevrolet Novas in Fremont, California.

Ten years ago...

December 1, 1989 - General Motors buys 50% of Saab.

December 1, 1989 - Ford purchased Jaguar.

December 18, 1989 - Honda begins production of Civics at its new East Liberty, Ohio plant, increasing potential production in the United States to more than 500,000 cars per year.



I find postcards and pictures of old cars so interesting. In addition to seeing great old cars, you see how the folks of that time used them. This is an "automobile sleigh, the early skimobile" built by Lester E. Cobb of Maine.

- special thanks to Steven Rossi for the postcard and the kind words

First awarded in 1990, the Brigham award is presented annually to the periodical that give the best treatment of automotive history over all issues published in the previous year. The Brigham award was named for the husband and wife founding members of the Society of Automotive Historians, Grace and the late Richard Brigham.

- 1990 *Automobile Quarterly*.
- 1991 *V8 Times*.
- 1992 *Special Interest Autos*.
- 1993 *Bulb Horn and Collectible Automobile*.
- 1994 *La Vie de l'Auto*.
- 1995 *The Classic Car and Hispano-Suiza Society Newsletter*.
- 1996 *The Road Back*.
- 1997 *The Automobile*.
- 1998 *Automobile Quarterly*.



GUTS: THE SEVEN LAWS OF BUSINESS THAT MADE CHRYSLER THE WORLD'S HOTTEST CAR COMPANY, by Robert A. Lutz. 220 pages, 16 black and white photos and illustrations. 6 1/4 x 9 1/4 inches. ISBN 0-471-29561-2. Published by John Wiley and Sons, Inc. New York. Price: \$24.95.

At the end of October and into November 1999, Chrysler was much in the news. The Chrysler Corporation USA unit of DaimlerChrysler "Shifts US Managers to Increase Local Control," said the *New York Times*, while co-chairman Robert Eaton "was a little testy," according to *Automotive News* when asked about his retirement.

Before there was a DaimlerChrysler and before Mr. Eaton became CEO of Chrysler Corporation, Robert A. Lutz was living Chrysler's later history. His experiences were recounted in an engaging 1998 memoir, *Guts* (not to be confused with another book about another corporate maverick, *Nuts*).

Part history ("The Story of Chrysler's Second Turnaround"), part managerial text ("Lutz's Immutable Laws of Business"), part reflection on "The Acquisition" (in the last eight pages of the 220-page book), it's written in a breezy, informal style that's never pedantic.

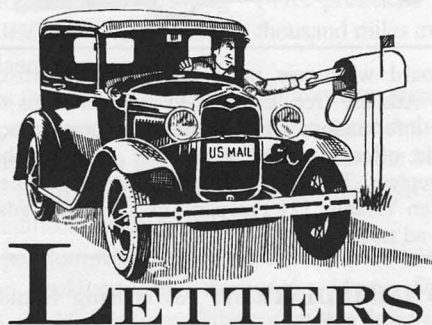
Factors leading up to Chrysler's last '80s-early '90s crisis include, in his view, an artificially strong Japanese Yen, the unforeseen consequences of the "energy shortage," and an aging and narrow product line, the 1983 advent of the minivan notwithstanding. Key elements of the "Second Turnaround:" the use of platform teams to bring fresh designs to market faster and more efficiently, and the development of more competitive products, as in the LH cars. François Castaing, acquired with

American Motors in 1987, is credited with being central to the success of those efforts. Space prohibits going into Lutz's "Seven Laws," but students of management as well as history will find them fascinating and provocative.

The Lutz on display here is generous and mellow. The index lists three topical references to Lee Iacocca: "As emotional leader," "and Neon development," and "Viper, support of." Nothing on "clashes with." Being denied a top position he felt he had earned is obviously painful, but he hides discomfort well.

Readers in search of a full-color portrait of Mr. Lutz are referred back to Ingrassia and White's great 1994 *Comeback*, beginning on page 258. In *Guts*, in his own words, Bob Lutz is no less real; a smart, complex, entertaining gentleman, with miles more to go.

- Pete Whittier



SUITED TO A "T"

My grandparents were Ford dealers in southern Illinois from 1910 to 1942. The dealership building they built in Marion, Illinois, in the mid-1920s still stands. Its facade features ornamental terra cotta tiles with the stylized letter "T". Where can I read about or research the origin of this motif? **Edward A. Ruesing, 7309 Kingsbury Blvd., S. Louis, MO 63130. Email: sbd@kirkwoodmo.org**

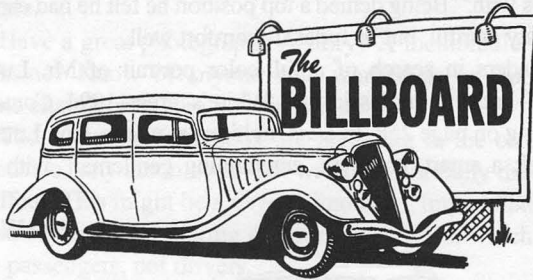
AUTOMOBILI TAU

Is there more information available on the T.A.U., made in Torino by Pietro Scaglione, trading as Automobili T.A.U., during the 1924-26 period?

Over the years, there have been ephemeral indications to the make in Australia but solid evidence or much history of its maker has been lacking. About all that was known referred to Reliance Motors of 57 Dandenong Road, Malvern, Victoria, being the importers and sales agents in 1925.

Recently, however, a restored example has surfaced, which might be the only survivor. The dismantled remains were gathered up by two school boys in 1959, the survivor having finally got around to arranging for a restoration to be carried out. Although the remains did not include a radiator, at the first showing of the re-built car, it was sighted by the son of a former T.A.U. employee who had retained a radiator badge as a souvenir. Such a highly unlikely coincidence was able to ensure that the car was fitted with its correct insignia.

An encyclopedia reference indicated that total output may have been only 100 units. Perhaps someone may have further references to the make which they might care to share. **Max Gregory, "Beltana," 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.

NEEDED IMMEDIATELY: Advertising Manager for the *SAH Journal*. Responsibilities include setting advertising prices, tracking down potential advertisers, and selling space in the bi-monthly newsletter. Vacancy will be open as of January 1, 2000. Anyone interested in applying for the position should contact: **Kit Foster, Treasurer, Society of Automotive Historians, 1102 Long Cove Road, Gales Ferry, CT 06335-1812. Email: foster@netbox.com.**

WANTED: New York auto show photographs taken at Madison Square Garden, the Grand Central Palace, or the New York Coliseum for an upcoming book on the event's 100-year history. Also seeking photos from the March 1948, VMCCA new/old car show at New York's 71st Regiment Armory; the February 1949, International Auto Show at the 69th Regiment Armory; the April 1950, British auto show; the 1952-54 Electric Auto-Lite Parade of Stars at the Waldorf Astoria; and the 1952-55 International and World Motor Sports Shows staged by Herb Shriner and Fred Pittera. The New York hotel salons are beyond the scope of this book. Willing to borrow, buy, or reimburse for duplicates. The older, the weirder, or the more evocative, the better! **Gregg Merksamer, 29 Old Oak Road, Warwick, NY 10990. Phone: (914)986-6857. Fax: (914)986-6858. Email: MERKS62@WARWICK.NET.**

WANTED: photographs of Full Classics with Saoutchik coachwork for possible inclusion in an article I am writing on that coachbuilder. All photos will be returned with thanks. **Ray Katzell, 672 Medford Leas, Medford, NJ 08055. Phone: (609) 654-3672. e-mail: katzell@skyhigh.com.**

WANTED: "Carlore," the surprisingly neglected lore of the automobile—a topic so vast I should probably send an explanatory questionnaire. Includes Do's & Don't's (which often cause arguments on "Car Talk"), Handy Hints, Rumors & Tales, Slang, Jokes, even Superstitions. **Michael Bell, Campus Box 226, Boulder, Colorado 80309. Phone: (303) 492-6059. Email: mbell@colorado.edu.**

WANTED: Information on Vector, Dale, and CF vehicles. First-hand experience of the Vector or Dale cars or companies is requested in addition to any literature or information. Locations of any Vector cars are desired. Knowledge of the whereabouts of any people associated with the 20th Century Motor Car Corporation or the Dale car would be gratefully appreciated. Any information at all on the CF brand motorcycles (including locations of any such vehicles) and the company from Italy would be greatly appreciated. Please contact: **Sam Fiorani, 307 Kingston Drive, Douglassville, PA 19518. Phone: (610) 385-6990. Fax: (610)277-2505. Email: SVFiorani@AOL.COM or SAHJournal@AOL.COM.**

WANTED: Any information on the development and production of the 1955-56 Dodge automobiles. Especially interested in historical data and designer Maury Baldwin. **Ralph Larson, 3390 Millpond Road, Disputanta, VA 23842-4119. Phone: (804)862-7254.**

WANTED: Information needed on a French coachbuilder Lavocat-Marsaud Carrossiers of Boulogne. Any scrap of information you might have would be helpful. Thanks. **David King, 5 Brouwer Lane, Rockville Centre, NY 11570.**

WANTED: Artwork illustrated items, for Mercedes-Benz vehicles. Prints, posters, postcards, calendars, greeting cards, sales brochures, books, other(?), with particular interest in 50's and earlier. **David Barber, Jr., PO Box 2098, Banner Elk, NC 28604-2098. Phone: 828-898-6375, email: dbarbsta@aol.com.**

WANTED: Contributions to the *SAH Journal*. Short studies, book reviews, first-person historical perspectives, nearly anything automotive. Articles of 500-1000 words (plus photographs) are in immediate need. Please send, email, phone, or fax all contributions to: **Sam Fiorani, Editor, SAH Journal, 307 Kingston Drive, Douglassville, PA 19518. Phone: (610) 385-6990. Fax: (610)277-2505. Email: SVFiorani@AOL.COM or SAHJournal@AOL.COM.**

FOR SALE: Collection of German, Australian, Canadian, Swedish, and (some) U.S. automotive catalogs. Send name, address, and 3 stamps for multi-page list. **Bernie Weis, 135 Edgerton Street, Rochester, NY 14607.**

JANUARY 2000

January 2, 2000 - Swap Meet, Bellville, IL Belle-Claire Exposition Building, Belle-Claire Fairgrounds. For more information call: Frank Martino, 219-484-6013 7:30 pm-8:30 pm.

January 2, 2000 - Maynard Area Auto Club Third Annual Indoor Winter Parts Flea Market, Rod & Gun Club, Old Mill Rd. For more information call: Jack Malcolm, (978)897-3445, Fax: (978)897-3175, E-mail: jmalcolm@juno.com

January 7-9, 2000 - 26th Kruse Auction, Ft. Lauderdale, Florida. For more information call (800)968-4444.

January 8-16, 2000 - Greater Los Angeles Auto Show, Los Angeles Convention Center, Los Angeles, California. For more information, call (310)444-1850.

January 13-15, 2000 - 29th Kruse Auction, Scottsdale, Arizona. For more information call (800)968-4444.

January 15-23, 2000 - North American International Auto Show, Cobo Center, Detroit, Michigan. For more information, call (313)567-5014.

FEBRUARY 2000

February 10, 2000 - Fifth annual European SAH dinner at the Salon Bugatti at the Automobile Club de France, 6 Place de la Concorde, Paris, France. The cost for dinner is 455FF. For more information see page 1 or contact Laurent Friry 22 rue d'Antony, F-91370 Verrières le Buisson, France.

February 11-20, 2000 - Rétromobile, France's largest indoor classic car/boat show and flea market par excellence, at the Porte de Versailles.

February 11-12, 2000 - Antique Automobile Club of America's annual meeting. Philadelphia, Pennsylvania. For more information call (215)448-2000.

February 18-27, 2000 - Canadian International Auto Show, Metro Toronto Convention Center, Toronto, Ontario. For more information, call (905)940-2800.

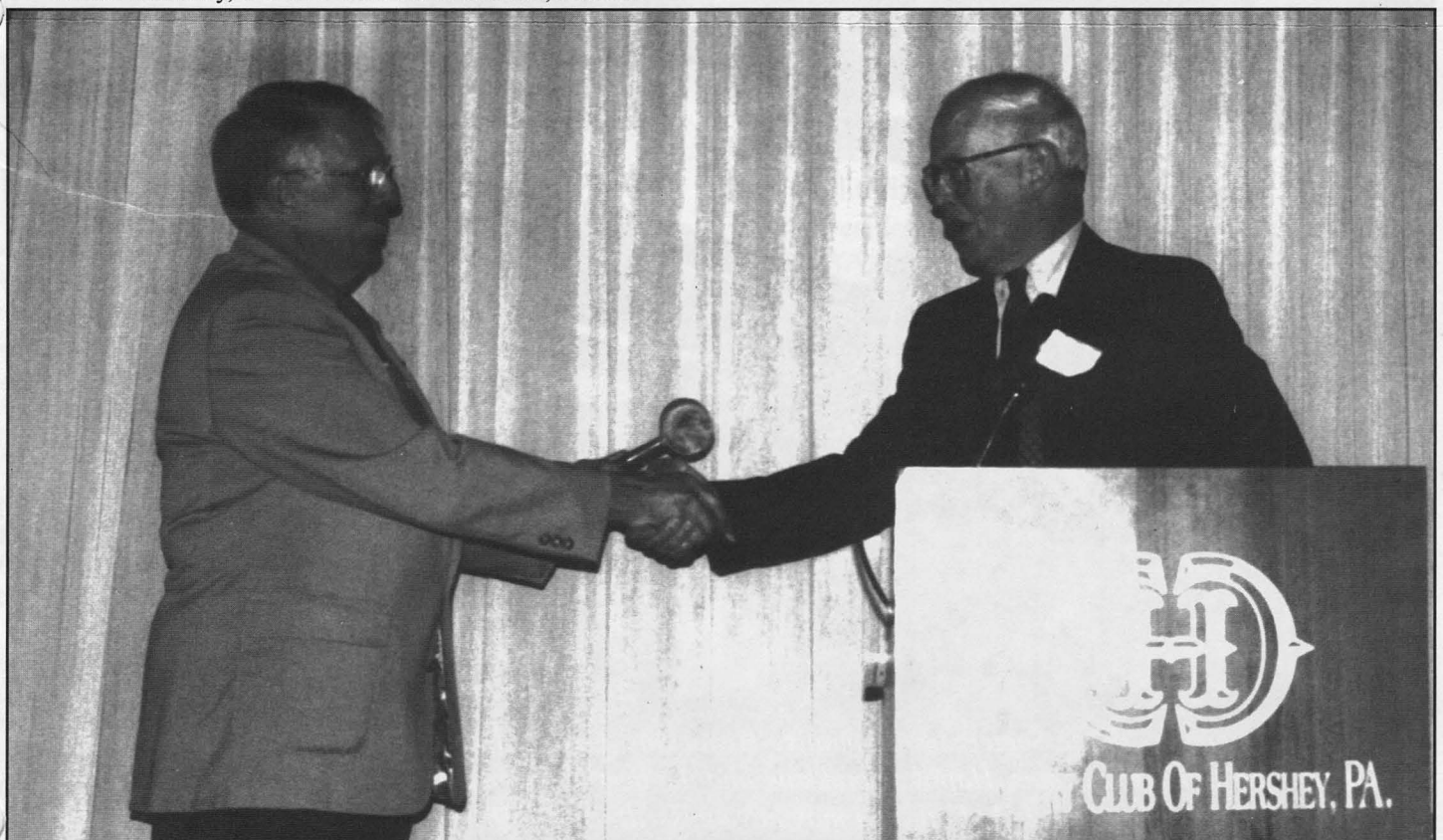
February 25-27, 2000 - Atlantic City Classic Car Auction, Atlantic City Convention Center, Atlantic City, New Jersey. For more information call (800)227-3868.

APRIL 2000

April 27-30, 2000 - Spring Carlisle Flea Market, Carlisle, Pennsylvania. For more information call: (717)243-7855.

TRIVIA CORNER ANSWERS

Plymouth will have lasted 73 years, stretching from 1929's Model Q to 2001's Neon and Prowler. The three brands who produced cars longer than Plymouth were Czechoslovakia's Tatra (1921-1997), England's Austin (1906-1985?) and France's Panhard (1891-1968?). Got any other answers?



And with the end of the banquet, the gavel is passed from one administration to the next. Leroy Cole accepts the official SAH gavel from Sinclair Powell to end the 1999 banquet.

- courtesy of Leroy Cole



To all of the members of the Society of Automotive Historians, I would like to take this opportunity to wish you all a very Merry Christmas, Happy Hanukkah, and the best of New Years (as well as a general Happy Holidays greeting for the myriad of others I may have missed). As my Holiday card, I offer this photograph of an MG Y mascot caught at the Castle Hill Concours event in 1998. I look forward to hearing from each of the SAH members in the coming year. Best Wishes in 2000!

- photograph from the editor's collection