

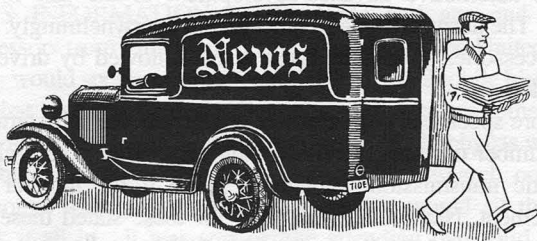
Thirty Years of Preserving Automotive History

SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

May-June 2000

Issue Number 186



GENERAL MOTORS TO BE SOLD?

With the surprise announcement of Daimler-Benz' merger with (take over of?) Chrysler Corporation, industry analysts and journalists are not surprised when previously unimaginable deals are discussed or rumored. But this one had all the makings of an April Fool's Day joke.

Late in March, stories began to circulate that the world's largest automaker was being taken over. General Motors was rumored (and, at this point, that is all it is) to be the target of a take-over by Australian Rupert Murdoch's News Corp in a joint-purchase with American telecommunications giant AT&T. While, at first, this seemed to be an insane idea, General Motors does own Hughes Electronics which has a very lucrative (and growing) satellite and television business.

Hughes Electronics was purchased by GM in the 1980s. Since that time, Hughes has grown in value to the point that it is worth more than GM's automobile divisions.

So how could News Corp. and AT&T take over the second-largest industrial corporation in the world? They wouldn't keep all of it. The rumor went on to state that, unless Hughes could be purchased separately, GM would be divided up into its car and electronics divisions, with News Corp/AT&T taking the electronics part. The car-making part would be sold off.

Next question, who would buy the world's largest automaker? This part of the rumor is both surprising and interestingly possible.

Roger Penske purchased poorly-run Detroit Diesel in the 1980s and turned around the company. Now, he is being discussed as GM's savior. General Motors would be renamed Penske Motors and massive cuts would be made.

In America, GM has too many overlapping divisions with many competing models. The story mentions that Penske Motors would drop unneeded divisions and models and concentrate on the strong ones.

As stated before, this rumor began circulating around in late March. Much of it is difficult to believe, but stranger things have happened.

DAIMLERCHRYSLER BUYS INTO MITSUBISHI

As part of the latest round of industry consolidation initiated by its own merger, DaimlerChrysler purchased 34% of Japan's Mitsubishi Motors. This controlling interest in the automaker will allow DaimlerChrysler to better access the Asian market where Mitsubishi does very well with its lineup of small cars and trucks.

Now with coverage in Europe, North America, and Asia, and a growing presence in South America, DaimlerChrysler has effectively moved up into third place among the world's largest automobile manufacturers (behind giants GM and Ford).

DaimlerChrysler announced that with the Mitsubishi deal, the company is finished with its global acquisition of automobile manufacturers. Since the Mitsubishi deal was initiated by former Chrysler Corporation personnel associated with the 30 year relationship between Chrysler and Mitsubishi, it doesn't seem such a stretch that DaimlerChrysler would take over Mitsubishi Fuso trucks, Proton of Malaysia, or Hyundai of South Korea (all of which have ties to Mitsubishi). We'll have to wait and see what happens.

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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

20th CENTURY'S MOST SIGNIFICANT PART III

A few people have mentioned that they find these surveys interesting. I promise not to keep these up forever, but as ideas come to light, I will ask the Society of their opinions. This time, 75 people contributed their opinions.

On April 7, I asked the online SAH members "What was the greatest automotive advance/development of the last 99 1/3 years?" The answers came in quickly and overwhelmingly.

Accessories gained the most votes, followed by drivetrain and brakes.

More specifically, the top vote-getter was the self-starter. A large number of votes combined their self-starter vote with the automatic transmission; enough to make it the number two advancement. Nearly all who voted for these stated these two made the automobile an equal-opportunity invention. Everyone could now operate a car by themselves and without any special skills. Hydraulic brakes, air conditioning, and computers rounded out the top-five.

Here's the top ten:

1. Self-starter
2. Automatic Transmission
3. Hydraulic brakes
4. Air conditioning
- Computer controlled systems
6. Electric headlamps
- Mass production/moving assembly line
8. Electrical system
- Steering wheel
10. Anti-lock brakes
- Four-wheel brakes
- Low-cost enclosed bodies
- Ballon tires

It was very interesting that two entire cars were singled out for their designs: the Citroën 2CV for its "efficient minimalist engineering" and the Mini "for packaging so efficient as to make the inside seem bigger than the outside." Safety items ranked highly with airbags, safety glass, and the seat belt each generating multiple votes. Honda's CVCC engine and (specifically) Studebaker's "hill-holder clutch" also were mentioned.

Cupholders were mentioned by a few voters. Oddly, cellular phones were mentioned as both one of the greatest advancements and the "worst development." We've got quite a diverse crowd within our group.

The automobile has developed quite amazingly in the past century. From the tiller-steered, hand-cranked, open-air horseless carriage of 1900 to the power-assisted, computerized, climate-controlled vehicle of today. The next 100 years (or 50, or 20, or even 10) will be very interesting. As historians, what do you think will be the direction of the future?

- Sam Fiorani

The Automobile History Conference is now history and the level of satisfaction is still very high. We mixed with historians from around the world; we "networked", we fellowshiped, we immersed ourselves in auto history. The amenities of dining and the box lunches (they were the best) The tours, the history papers and the facilities were first class.

Helen V. Hutching wrote a report in *Old Cars* [April 13, 2000] that is must reading. John Myers III spoke for all of us in MISS INFORMATION: "The SAH had attracted college professors from Finland, England, Canada and the United States. Each would speak on a particular facet of automobile history and for that research (and presentation) would gather some sort of brownie points in the world of academia. We hobbyists would be the big winners. They would do all the research on social, economic and industrial subjects and we would sit there and drink it all in. It was sort of like attending two solid days of college. I loved it!"

Though many hands and heads were involved in this success, the master mind was *Kit Foster*. What a self sacrificing highly professional job he did. This labor of love should not go unrecognized, so on behalf of our 900+ members I say, "Thank you, Kit!"

The conference was the focal point of a personal tour of the century. My family drove from Michigan to Florida stopping in Georgia to visit with *Grace Brigham*. What an honor to meet this founding historian of our society. There in the lower level of her home is the room where she and her husband, Richard, edited and printed the SAH Journal. These were the filing cabinets and book shelves from which were gleaned innumerable historical articles. Even the IBM typewriter, the state of the art of its day, was still being used by Grace. What a grand lady. Our trip from Florida to California was filled with adventures, like stopping at antique malls and visiting old friends. I often imagined my predecessors as they traveled in 20's and 30's cars across the vast stretches of America. Dare I say, "Thanks!" to Henry Ford for his vision to open up America to the working man through affordable automobiles.

March the 8th, found the Board of Directors meeting at the Petersen Museum in L.A. concluding their work at 4:30 p.m. and then attending the great reception banquet at the Beverly Plaza Hotel. The rest of the week was a whirlwind of tours, lectures, luncheons and dinners, all of which were "top notch". On Saturday, some of the board members were given a private tour of the Jay Leno Collection. Our guide was a "car guy" who knew everything about every car in his building. He actually drives them daily. His motor stable awaits his daily choice of mount wether it be motorcycle or automobile, Duesenberg, Harley or Packard. We were greeted by Jay with the words, "I see the Elders are calling on me." Being historians we were there to celebrate the auto collection regardless of celebrity. However, I did see a lot of cameras flashing and when the tour ended we obtained an autograph, strictly for historical purposes, of course. We wrapped up the Seminar on Saturday about 5:30 p.m. and still had time for some casual discussion. Planes, trains and cars were then engaged and we all went back to somewhere.

The following Tuesday, thanks to Skip Marketti and Byron

Matson, we were privileged to tour the Nethercut Collection. Minutes later Skip managed to take our small party through the "dead storage" and the restoration shops there. This June a new building is scheduled to open across the street in addition to the "collection". It is of interest to know that J. B. Nethercut is the master mind behind this entire operation. Each car in the collection is driven in its turn and once a year the employees of the organization, with their families drive the autos in a parade through town.

During our tour of America we were able to visit five Presidential Libraries. I don't know why they are called libraries as we only saw books in the gift shops. As unique as our nation is among the nations, so are our Presidents among world leaders. Eight thousand plus miles found us back home and attempting to catch up. Never the less, reinforced in my thinking is the fact of the diversity within our Society—Motor Sports, pre war, post war and even some post Civil War automotive history—we got you covered.

25 YEARS AGO AT SAH

It was announced, in the May 1975 issue (No. 41) of the *Newsletter*, that the Detroit Public Library's automotive collection was renamed the National Automotive History Collection (NAHC). The article continued to describe the NAHC collection. At the time, the NAHC boasted 75,000 pieces of advertising, 250,000 photographs, and 13,000 books and bound volumes of magazines.

Jeff Godshall's article "The Graham Brothers and their Car" had just been published in *Automobile Quarterly* Volume 13, Number 1. *John Peckham* wrote a brief article on "The ABC of Albany" for the *Newsletter* just as Stan Yost added a bit about the cars of Houston.

G. Marshall Naul added a paragraph on the current editor's pet project, the Dale. Marshall wrote of how the company seemed to be "reminiscent of very early schemers in the automotive business." It was stated, culled from an *Automotive News* article, that the company had "been hailed into court for selling stock without a permit." THIS was one of the Twentieth Century Motor Car Corp.'s lesser missteps. There were more, and larger, to come.

Beginning on page 5 and running through the end of the 8 page newsletter, was the list of the "Roster of Members." The six-year-old Society of Automotive Historians bragged of members 184 members from Argentina, Australia, Denmark, England, France, New Zealand, Sweden, and Switzerland, 3 Canadian provinces, and 32 of the United States. Two libraries (The Craven Foundation Library of Toronto, and the National Museum of Science and Technology in Ottawa) were members as was one car company (British Leyland Motors of Leonia, NJ).

More interesting than the range of geographic locations of the membership is the fact that a few married couples were members. Our membership is, and was, overwhelmingly male. Every married couple gains some knowledge of their spouse's hobbies and, on some rare occasions, picks up the same interest.

Barbara Roe

Wife of long-time SAH member *Fred Roe* passed away after an extended illness. Little information was available at press time and further information will follow. For information on memorial arrangements, please contact *SAH Journal* editor Sam Fiorani at 307 Kingston Drive, Douglassville, PA 19518; phone (610)385-6990; or email at SAHJournal@aol.com.

Frank W. King (1905-1999)

On December 19th, 1999, Mercedes-Benz Club of America Technical Director *Frank King*, an SAH member (#1160) since 1986, passed away at his home in Decatur, Georgia. As technical editor of MBCA's magazine since 1977, Frank was *The Star's* most prolific contributor, often writing historic feature articles on those who made Daimler-Benz great. His most recent historic article, *The Secret V-12s*, appears in the January/February 2000 issue of *The Star*.

Born in Seattle in 1905, Frank recalled watching the Blitzen Benz being raced there in 1911 by Bob Burman. He earned an engineering degree from the University of Washington, and after a stint as a civil engineer, worked for Boeing, Curtiss-Wright, then Canadair. He joined SCCA in 1946, and in 1954 bought a roller-crank Porsche 356. Retiring from his aircraft engineering career in 1971 and joining MBCA, Frank became the club's Technical Director and Technical Editor of *The Star* in 1977, serving as both until his death. He devoted full time to Mercedes-Benz technical matters, diagnosing thousands of problems for MBCA members by letter and telephone. He contributed a broad variety of technical and historic articles to more than 140 issues of *The Star*. Among his best were biographies of Wilhelm Maybach, Rudolf Uhlenhaut, Carl Benz, Rudi Caracciola, Hans Gustav Rohr, and others plus histories of the Knight sleeve-valve engine, turbodiesels, and other engineering features.

In 1992, Frank became the first of only two recipients of MBCA's highest honor, the Mercedes-Benz Award for Lifetime Achievement. Actually, his service to members inspired that award's creation. In November 1999 he had retired after 18 years on MBCA's national board, representing the technical needs of the membership. A tribute is planned for the next issue of *The Star*. To contribute personal thoughts, send them in writing to *The Star*, 1235 Pierce St., Lakewood, CO 80214; fax (303) 237-6080.

Although he was entrusted with the highest cooperation from the technical staff of Daimler-Benz and its sister companies, Frank did his job modestly and without fanfare, setting an example for all. His wife, Mary, who survives him, lives near their daughter, Kate, in Decatur; their son, Terry, lives in New York state. Contributions may be made in Frank's memory to The Salvation Army; for details, contact Steve Chapman, 146 Plantation Trace, Woodstock, GA 30188-2274; telephone (770) 521-9727.

- Frank Barrett

Richard P. Scharchburg (1932-2000)

It is with much sadness that we report the unexpected passing of Society Vice President *Richard Scharchburg* on June 7th at his home in Grand Blanc, Michigan. In addition to his SAH positions, which included chairing the Publications and Cugnot Award Committees, he was Thompson Professor of Industrial History at Kettering University, formerly GMI Engineering and Management Institute, Flint, Michigan, and director of the Kettering/GMI Alumni Foundation archive there.

His funeral took place on June 12th in Grand Blanc, with SAH President *Leroy Cole* officiating. *SAH Journal* extends the sympathy of the Society to Richard's wife Nancy, son Richard and daughter Jean Walker. A full obituary will appear in our next issue. Contributions in his memory may be directed to the Kettering/GMI Alumni Foundation Collection of Industrial History, Kettering University, 1700 West Third Avenue, Flint, MI 48504-4898.

- Kit Foster

ADDITIONAL NEWS

CHANGES AND MORE CHANGES

After a failed marriage only a few short years ago, Volvo Truck has taken control of Renault's RVI truck division. Volvo/RVI (which includes Mack) will be the second largest producer of trucks in the world, right behind DaimlerChrysler.

Renault will take a share of the new company, but Volvo remains the majority owner of the combine. Renault has not added its shares of Nissan Diesel as part of this agreement.

Last issue, it was reported that BMW was divesting itself of most of its British automotive holdings. That hasn't changed, but the players have.

Alchemy Partners, an investment group headed by Jon Moulton, backed out of its deal with BMW. The last minute retreat was probably aided by the vocal opposition by the British union and government to the loss of jobs that were planned. Alchemy would have downsized Rover cars from a full-line producer to a niche sports car maker at roughly half the output and workers. The MG Car Company, as it was to be called, would produce specialty cars at the Longbridge plant.

After the departure of Alchemy, a consortium lead by former Rover head John Towers was the prime candidate. The group, called Phoenix, is rumored to have people from Lola Cars on board. BMW and Alchemy aired their doubts that Phoenix would be able to provide proper capital for the venture.

It was also rumored that India's Tata could be a bidder.

In addition to the sale of the Longbridge plant and the associated models, Ford and BMW struck a deal where BMW would keep the Rover brand name and license it to whomever the products were sold. Ford, the new owner of Land Rover, wanted to keep the Rover name out of competition with its brand of 4-wheel drives.

BMW claimed that they would be out of Rover by the end of May 2000, sold or closed. John Towers' Phoenix group rose to the occasion. Backed by the UK subsidiary of the American First

Union bank, Phoenix purchased Rover for the symbolic price of £10. It was reported by Phoenix that they would cut the losses at Rover and find a partner to help develop future models. Former partner Honda was speculated from the beginning. Honda held 20% of Rover from the early 1980s until BMW took control of the UK company in 1994. Honda denied published reports, supposedly from Phoenix personnel, that they were offered a 49% stake in Rover.

Newspapers also reported that Phoenix had forgotten to present a check to BMW for the £10. One newspaper calculated that BMW had lost 36 pence on a shift in exchange rates.

If the whole soap opera being played out between England and Germany weren't enough, another one has just ended between France and South Korea.

Renault has just taken control of Samsung of South Korea. While it seemed almost inevitable, it took some time to get there. Samsung produced a licensed version of the Nissan Maxima over the past couple of years. Renault took a controlling stake in Nissan just about a year ago. When Samsung filed for bankruptcy, Renault seemed to be the logical choice to take over.

With this purchase completed, Renault will become the first foreign maker to have a factory in South Korea. They will not be the last. As the sale of Daewoo continues, someone from outside of South Korea, probably GM or Ford, will have control or share control of Korea's second-largest automaker by the end of the year.

Among other deals being discussed is the imminent purchase of 34% of Scania by Volkswagen. This industry is still quite fluid and solidification is not just around the corner. Stay tuned here for more exciting episodes of "As the Automakers Turn(over)."

MYSTERY CAR REPLIES

A number of SAHers have replied to last issue's Mystery Car picture.

Former *Motor Age* editor, Stan Stephenson provided some insight and believed the car to be a Lozier. Ken Stauffer wrote that he thought the car was a 1907 Deere. Edward Hanna stated that he found a very similar looking car in *The Complete Encyclopedia of Motor Cars* (1970 edition, page 498) which was the St. Louis Type XV or XVI. Bill Mitchell of the Towe Auto Museum in Sacramento, California, added that the National Museum in Reno, Nevada, has a car quite similar to the one in the photo and their car is a Mitchell (a 1907 Model F or 1908 Model G).

After a quick scan through the *Standard Catalog of American Cars*, a few things stood out. The Mystery Car shares similar features to all these cars. They all share a basic radiator shell shape, but the Lozier and St. Louis models pictured in this book all had straight radiator shell lines and the Mystery Car's shell flares out to support the headlights. The 1907 Deere Type B (also, the Lozier and St. Louis) in the *Catalog* has flatter front fender lines than the Mystery Car and the Mitchell Model F's fender blends into the running boards. Given these clues, the best guess for this car is the Mitchell Model G of 1908. Body lines, fender styling, hub design, engine cover and radiators all match between the Mystery car and the Mitchell Model G.

Anyone have any other ideas?

DOING SOMETHING INTERESTING

VLADIMIR KABES

SAH member Dr. Vladimir Kabes was honored with the Medal of Merit. Czech President Havel presented the award to Vladimir.

According to the newspaper report: "Kabes started his professional career in the automotive division of the Aero company while studying for his law degree at Prague's Charles University. [Escaping from Czechoslovakia in 1948 and] arriving in the U.S. in 1950, Kabes studied law at George Washington University and then pursued a career with U.N.-affiliated international non-governmental organizations in Geneva, Switzerland. His last position was CEO of the International Touring Alliance, the world-wide umbrella organization of automobile touring clubs. The end of communism in his native country enabled him to play an important role in the transitional stage, when Havel appointed him as to an elite committee of advisers: Czech natives in free Western countries whose brains, "oxygenated by forty years of life in liberty" could provide guidance to build new political and social structures."

Congratulations to Vladimir!

KEITH MARVIN

Taylor Vinson forwarded a copy of a website the other day. This interesting site is known as "Tags-n-Stuff" and SAH's very own Keith Marvin contributed to the March issue. Keith's article centered on Dagwood Bumstead of the "Blondie" comics. He outlines the early romance between Dagwood and his wife-to-be Blondie Boopadoop.



Much of Keith's article centers on one particular frame of a certain comic. In this strip, Dagwood comes to ask for Blondie's hand in marriage. In the first frame, he arrives at Blondie's house in what is obviously a 1932 Pierce-Arrow.

Keith, in his signature fashion, expounds on the odd choice of a Pierce-Arrow for this car and not one of the multitude of other uniquely styled cars of the time.

If you get the chance, check out www.tagsnstuff.com and read Keith's piece entitled "Bumstead Before Blondie."

SAH SPRING BOARD MEETING

May-June 2000

Highlights from the March 8, 2000 SAH Board Meeting

State of the Society

1. The SAH currently boasts a record high 915 members, of whom 125 live outside North America. Board members discussed techniques to further augment those numbers. The advantages of conducting a demographic survey of the membership were discussed.

2. February 22 marked the successful launch of the Society's first website, which can be found at <http://www.autohistory.org>. The creation of this additional mode of communication has raised questions regarding who decides what information is to be posted and which electronic links to other sites are to be supported. Policies need to be created in this regard in the near future.

3. Board members discussed the benefits that would come from formal affiliation with one or more of the national historical societies. Groups similar to our own are associated with the American Historical Association, and the Board approved the Society making application for such an affiliation.

4. Another successful February European Meeting was held in Paris at the Automobile-Club de France, with 32 SAH members and their guests on hand. As authorized by our Board of Directors in October, a complimentary SAH membership was extended to the Club. Next year's dinner will be held among the machines in the Renault Museum in Billancourt.

5. We have sold approximately 500 copies of Guy Hadsall's Javelin memoir, and, therefore, will recoup the Society's investment in this initial book publication project. A question was raised regarding whether the Society of Automotive Engineers (SAE) would be willing to distribute the book for us. Board members authorized Richard Scharchburg to explore that possibility.

6. Editor *Taylor Vinson* reported that expenses for issue

#35 of the *Automotive History Review* would be within budget. There is a nice backlog of material on file. The time between acceptance of an article and its publication is now approximately two and a half years.

7. Despite an increase in overall membership, the category of "lifetime member" has languished of late. The Board members considered possible initiatives aimed at convincing more people to sign up for that category.

8. The Board discussed the challenge of finding members willing to run for office in the Society. It was suggested that members of car clubs might be a fruitful source of nominations. Also we, as Board members, have an obligation to identify possible future officers and to stimulate activity among the SAH committees, since the latter can serve as incubators for the next generation of leaders.

9. This year's Silent Auction netted \$5,786.60 on sales of 455 items that had been contributed by 23 donors. Ninety-one people participated in the actual bidding. The profit margin might be enhanced in the future by conducting the auction on the world wide web.

10. Board members discussed the nature and role of the regional chapters at some length. The question of whether chapter members also need to be members of SAH was raised again. Affiliate or Associate membership was mentioned as a possible solution, as was the creation of special interest groups (SIGs) within the Society. It was agreed that we need to make SAH membership so appealing that chapter members want to join the parent organization as well, and several ideas were suggested to create that state of affairs. In a related issue, the Board decided to explore registering the SAH name so as to assure exclusive use thereof.

Awards and Honors

1. There have been six nominations for the Cugnot Award for an English-language book, down from 19 the previous year. This fall off was of concern to the Board members, who



Attendees at the Automotive History Conference waiting for the next lecture.

- photo courtesy of Leroy Cole

discussed how we might broaden the scope of the search to be sure that key non-nominated works are considered. Three books have been nominated in the non-English category.

2. The Nominations Committee reported that three current Board members (*Jim Schild, Fred Roe, and Sam Fiorani*) are up for renewal. Fred has notified the Committee that he will not seek re-election.

3. After a brief discussion, it was decided that future recipients of the Friend of Automotive History award would be granted honorary membership in the Society, and that that honor would be retroactively applied to the eight people who had received the award in the past.

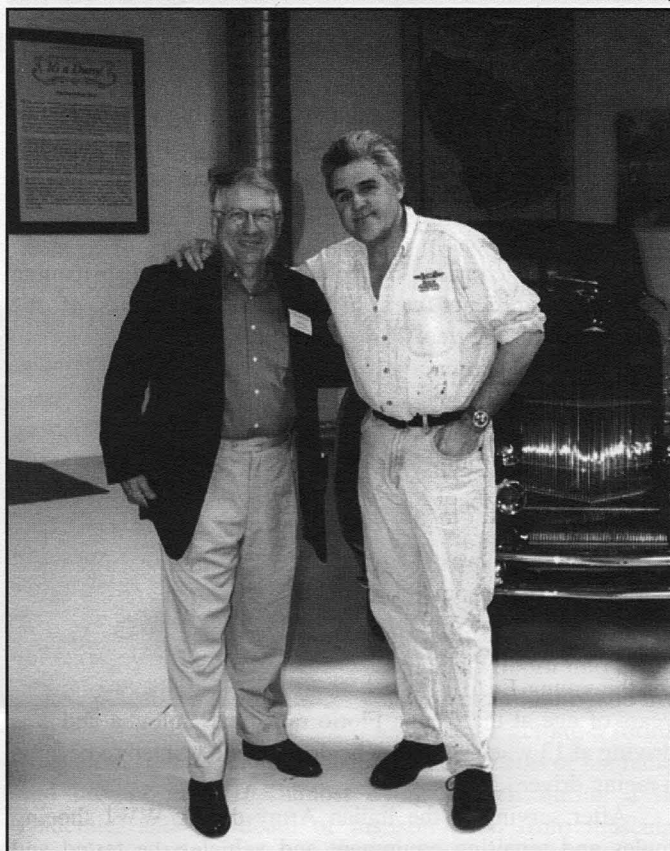
Future Plans and Meetings

1. The SAH tent at next fall's AACA Hershey Meet will function again on Thursday, Friday, and Saturday. As has been past practice, the annual meeting and buffet dinner of the Society will take place on Friday evening at the Hershey Country Club. The SAH Board of Directors will meet on Thursday.

2. The Board of Directors approved a motion by Taylor Vinson to hold its spring 2001 meeting in Cleveland, at the Crawford Museum. The advantages of scheduling that session

later than usual in the spring, possibly on Saturday, April 7, 2001, was discussed.

3. In his inaugural presidential report, *Leroy Cole* noted that it was not too early to begin discussion of a fourth biannual automotive history conference, to be held in 2002. Board members discussed several ideas for the overall theme,



President Leroy Cole and new SAH member Jay Leno.

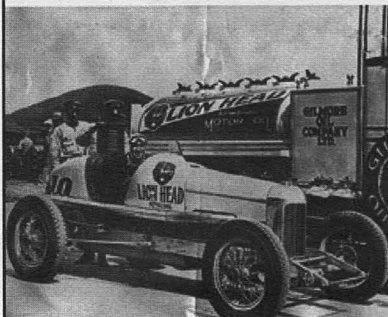
- photo courtesy of Leroy Cole

**AUTOMOTIVE
HISTORY CONFERENCE
2000**

Third Biennial Conference

**EXPLORING
AUTOMOTIVE CULTURE**
Heritage, Society, Design

Petersen Automotive Museum
Los Angeles, California



**Wednesday, March 8
through
Saturday, March 11, 2000**

Held jointly by the
National Association of Automobile Museums
(NAAM)
The Society of Automotive Historians
(SAH)

Automotive History Conference brochure.

- photo courtesy of Leroy Cole

and it was agreed that a portion of the conference should be devoted to motor sports.

4. After discussing various alternatives, Board members decided to devote issue #36 of the *AHR* to the 2000 Automotive History Conference. Selected papers from the conference will be published in full, along with abstracts of others. At the same time, it was suggested that the papers from the proposed 2002 Conference be published in book form.

5. The SAE is interested in cooperative publishing ventures. They have a Historical Committee, with interests similar to that of the SAH. Given these areas of commonality, the Society is exploring the possibility of appointing a liaison to the SAE.

6. Following up on a suggestion of Leroy Cole, the Board decided to begin the practice of issuing certificates of commendation to establishments, organizations, archives, collections, museums, etc. that contribute to automotive history. Criteria and procedures will be established to determine who receives such recognition and how.

Submitted by, Mike Berger, SAH Secretary

THE AUTOMOTIVE CENTURY: MOST INFLUENTIAL PEOPLE

Enzo Ferrari

by Jeff Allison

Enzo Ferrari's spirit and passion for high-performance cars is a part of every Ferrari ever made. Ferraris inspire a passion and devotion that many manufacturers can only dream about.

Why?

It's ironic Ferrari wasn't included in the many lists naming the most significant cars of the first 100 years of the automobile yet the very name evokes all that is magical and mystical in the automotive world. Enzo Ferrari was a sports writer, race car driver, race team manager, director of motor sport and a race and road car manufacturer turned legend. Some have called him the most significant single personality in the entire history of motor sport and of the motor car itself. Or was he?

Enzo Ferrari was born near Modena, Italy in 1898 when automobiles were something less than common. His father, a metal worker, owned one of the first automobiles in Modena, and the car was probably a great source of pride and inspiration for the young Enzo. He watched his first motor race at ten-years of age at the Coppa Florio race near Bologna and was driving at 13 when some say he declared he wanted to become a racing driver.

After serving in the Italian Army during WWI shoeing mules and repairing equipment and vehicles, he tested and delivered cars for a company called C. M. N. In fact, his first motor race was in 1919 in a C. M. N., finishing ninth in the rugged Targa Florio. He joined Alfa Romeo, where he became a team driver and right-hand man to one of Nicola Romeo's closest management aides. His racing exploits and results have been exaggerated over the years and this could be when some of the myth and mystique of Ferrari began all those many years ago. After winning at Savio, Ravenna in 1923, Enzo claimed the Cavallino Rampante emblem of WWI fighter pilot Francesco Barraca, and the prancing horse symbol has played a major role in sustaining the Ferrari mystique ever since.

In 1929, Enzo formed the Scuderia Ferrari, maintaining and campaigning Alfas for wealthy members of the Scuderia. By mid-1933, the Scuderia became the quasi-works team for Alfa (who had withdrawn from works participation) racing the legendary P3 cars with equally legendary drivers named Tazio Nuvolari, Achille Varzi, Guy Moll, Louis Chiron and Count Trossi. During his tenure with Alfa, he served as a racing driver, racing team manager and left Alfa in 1940 as the director of motor sport.

When he parted company with Alfa, WWII was breaking out in Europe but not Italy. He returned to Modena, where he set up a custom machine work and fabrication shop called Auto-Avio Costruzioni. There he built his first cars, but they were designated as 815s as his agreement with Alfa prohibited

him from building or racing a car using his name. As the war spooled up, Ferrari moved his workshop to Maranello, put his plans to produce cars on the shelf and turned to making machine parts for the war. By 1946, Ferrari had engaged engineer Gioachino Colombo to design a Ferrari V-12 engine, and the legend of the V-12 was born. Why a V-12 engine? During WWII, Ferrari had seen V-12 Packards driven by senior U. S. officials: "I had always liked the song of twelve cylinders, and I must confess that the fact that there was then only one firm in the world making such engines acted on me as a challenge and a spur." In 1947, the first automobiles to carry the name Ferrari were built—three Type 125 Corsas—and the legend of the Ferrari car and the V-12 engine was born.

The early Ferraris were at home on both the race track and city streets. Road versions were built to satisfy the whims of wealthy and special customers, but Ferrari's passion and focus was on racing. In fact, many say the road cars were simply a means to that end as something had to pay the way. Ferrari did not readily embrace technology and new developments. Perhaps the best example is his reluctance to use disc brakes on either racing or production cars while his competitors used them to beat him. Inevitably, the demand for the road cars exceeded that of the racing cars, and, in 1954, when Ferrari began to produce the Ferrari 250 Europa, the first of the long line of standardized, road-going, production cars began. Before 1954, the models were limited runs with no two cars being alike as the factory made mechanical changes and



Ferrari's world famous stallion graces the front of this beautiful 250 GT Pininfarina.

- from the editor's collection

improvements car-by-car and customers could order and receive special features. Six different coachbuilders were used and no two cars were alike cosmetically. Ferrari now had a proper production operation to build and sell Grand Turismo cars marketed upon the successes of the F1 and sports/prototype cars. The road-going sports and GT cars had powerful almost unbreakable engines and hearty drivelines that simply ran and ran and ran with the chassis and handling considered secondary. Ferrari rode the bow wave of his racing successes with his road cars selling successfully, but there were bad times as well.

In 1955, Mercedes-Benz routed Ferrari on the race track and in the showrooms, but he was saved when the bankrupt Lancia racing stock came his way and helped him win again. By 1963, racing had drained the coffers again and Ferrari was in a vulnerable position. Ford of Detroit made a move to buy Ferrari but many suspect Enzo orchestrated the dance to attract Fiat's financial backing. By 1969, too few road-going production cars were being sold to support the expensive racing effort, and Fiat became a 50/50 partner with Ferrari, who was in dire need of capital to make long-term investments for the future. As would be expected, Ferrari retained control of the racing efforts, and Fiat gravitated toward the production cars. It's hard to understand why Ferrari couldn't have been more successful in Formula 1 in the 1970s and 1980s given the immense aerospace and motor manufacturing assets and

technological advances available in the vast Fiat empire. Perhaps it was the old school, iron-fisted control by Enzo Ferrari over the racing department (said to have been as strong one year before his death in 1988 as it was at the beginning), because he fostered and engendered

internal division and internal competition but obviously didn't see or understand the divisive effects. Said another way, he repeatedly shot himself in the foot.

Regardless of the ups and downs, the Ferrari motor racing legacy stands tall still today. Ferraris have raced in every F1 world championship since its inception in 1950, capturing nine driving titles. In the 42 years of the F1 constructors' championship (1958-1999), Ferrari has won nine titles, finished second 13 times and third five times. Through 1999, Ferrari had won 125 F1 world championship races since 1950. Ferrari won 13 sports/prototype manufacturers' titles from 1953 to 1972, winning the 24-hours of Le Mans nine times (winning six consecutive from 1960 to 1965), the Mille Miglia eight times and the 12-hours of Sebring eight times (winning six of seven from 1958 to 1964). Ferrari was the first manufacturer to win three straight sports car constructors' championships (1975-7). During Enzo Ferrari's time from 1947 to 1988, Ferrari reputedly won over 5,000 races all around the world and captured 25 major world titles in the grand prix, sports/prototype and grand touring categories.

Enzo Ferrari was without a doubt one of the greatest characters of motor racing and automobile manufacturing. He was revered and reviled. Even the Vatican reviled him when so many drivers died in Ferrari racing cars. Historian Griff Borgeson described him as: "... admirable at times, awful at others and notorious for being irrationally unpredictable." Brock Yates, in his book "Enzo Ferrari-The Man, The Cars, The Races" quoted former Ferrari Chief Engineer Mauro Forghieri as saying, "Ferrari was an excellent businessman, but

as a human, he was a zero." Among the points made by Yates about Enzo were: "... He was loyal to himself and his marque and people were merely pawns in his mission to dominate racing; his road cars meant little to him except to supply funds for motor sport, and, win or lose, he always answered the bell which is, in my opinion, the centrepiece of admiration for the man." Author Doug Nye once asked Forghieri what was Ferrari's greatest single attribute, and Forghieri replied, "... an understanding of human weakness." Nye wrote, "He was a difficult man, for sure, a hard man most definitely, but measure his personal achievements against any potential rival and one is left in no possible doubt that here was a 'Great Man' indeed, a man against whom all mere mortals, including the likes of Bugatti, Bentley, Rolls and Royce, simply pale into insignificance. Enzo Ferrari was a man who left an indelible mark upon our world."

He could be a monster, but he could also be charming and generous when it suited him. Perhaps Enzo's personality and karma were affected by some of the negative happenings in his life, such as being born into a very simple family and life, never getting a formal

education, shoeing mules in the Army, the deaths of his father and brother in 1916, almost dying himself during a flu epidemic, and the death of his son Dino from muscular dystrophy in 1956. He weaved complex relationships and has been described in various publications as cunning, manipulative, enigmatic, sentimental, chilling, impulsive, callous, ruthless, pragmatic and jealous. Doug Nye opined he was a "God-gifted exploiter of other people's talents and that he was one of commercial history's most accomplished manipulators of men. For sure he was a complicated man and perhaps he said it best himself: "When I look in the mirror in the morning, even I don't understand myself."

Noted Ferrari aficionado and historian Stan Novak wondered what was the overall magnetic attraction of Ferrari. He answered, "Surely it was the genuine creative genius of Enzo Ferrari and the aesthetic appeal of the mechanical marvels he caused to be produced. The look! The sound! The smell! The shape! The power! The feel!" Perhaps Enzo himself expressed it best himself when he said, "... Ferrari is the living expression of my dreams. A car is a rather beautiful and fascinating thing. It is because of that, and because there is no perfection but only evolution, that I continue to dream." Maybe the ability to dream and to continue to dream was Enzo Ferrari's legacy to the automobile and the automotive industry.

Jeff Allison is writing a book on Frank Nichols and Elva cars and is interested in hearing from any SAH member who has Elva information, anecdotes or photographs. Contact him at jallison@webaccess.net or 1-800-523-1775.

To celebrate Ferrari's 50th anniversary, the F50 was built.

- from the editor's collection



NEW YORK INTERNATIONAL AUTO SHOW 2000

by Sam Fiorani

The New York International Auto Show is not the Detroit or Tokyo show. Or the Los Angeles or Chicago show. And it is not meant to be. It is the New York International Auto Show.

As the New York show, it is the most attended auto show in the United States. Just by its location in the most populous area in the country, it was destined to be.

It is also the longest running auto show in the US. This year, the show celebrates the 100th anniversary of the first New York auto show. That first show was held November 3-10, 1900, at Madison Square Garden. According to *Automobiles of America*, an estimated 48,000 people came to that first show to see displays from 40 manufacturers (with over 300 vehicles on display) and 11 parts and accessories makers. They also estimated the total cost of all displays at \$565,000.

The show is now held in April at the Jacob K. Javits Convention Center, where it has been for a number of years. More than 1 million people see the show each year. While the number of brands has barely changed in a century with 45 car and truck marques being represented in 2000, they do have over 1,000 vehicles on display. And today, many manufacturers are spending over \$1 million apiece for their displays.

As part of the show's celebration of 100 years, a special stand was setup to host some of the most memorable cars of the past century. Among the 18 cars on the stand were a 1905 American Mercedes, Amelia Earhart's 1929 Franklin, the last 1940 Duesenberg, Clark Gable's 1930 Packard (a gift from

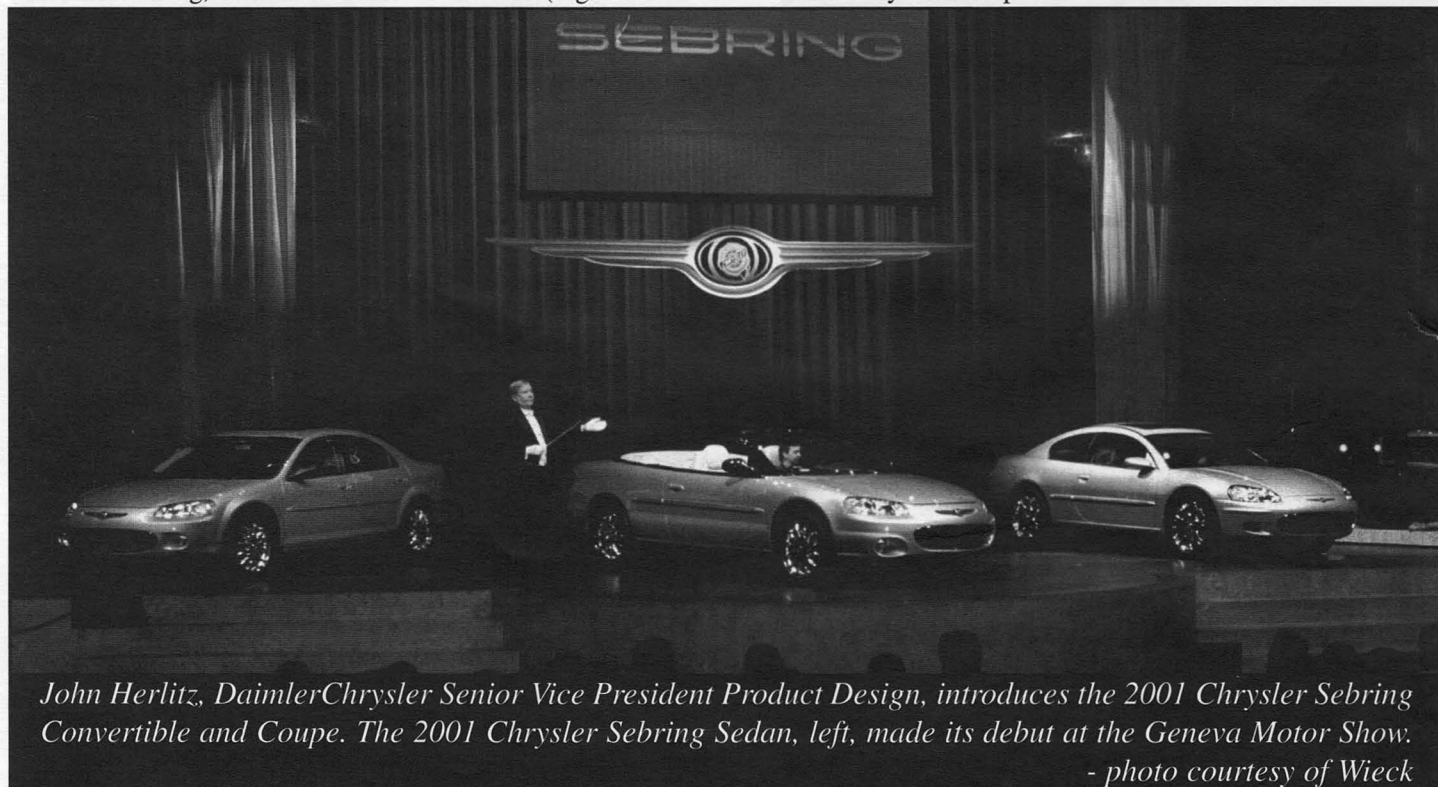
Carole Lombard), and a 1956 Dual-Ghia. Like last year's Automotive Century stand, these cars made for an interesting display.

Concept cars were as conspicuous as has been the tradition for decades. GM had a concept car from each of its US brands (except Pontiac) with the Buick LaCrosse, Cadillac Imaj, Chevrolet Traverse and SSR, GMC Terradyne, Hummer H2, Oldsmobile Profile, and Saturn CV1. Mitsubishi had the unusual fastback SSS. Suzuki showed the harbinger of larger SUVs to come with the XL6.

Last year's introductory skit for the Chrysler PT Cruiser showed that non-production cars weren't always welcomed. In 1924, Walter Chrysler wanted to show the first car to flaunt his name. The New York show wouldn't allow him to display the Chrysler because it was not a production car. Walter P. rented the lobby of a local hotel and gave the media his own car show. Oh, what a change in just 75 years.

The one historically significant stand was out in the greenhouse. Well-known importer Qvale Automotive of San Francisco showed its newest import, the Mangusta. While the Mangusta's name has been around for decades, it previously adorned a Detomaso product, as this one almost did. A last minute disagreement between Qvale and Detomaso led to the name change. This is now the first Qvale-branded vehicle; the Qvale Mangusta. At \$82,000, the Mangusta won't be on every corner but it is already making waves at the track having performed quite well on the SCCA Trans-Am circuit.

As has been the case for much of the past one hundred years, the New York show is among the elite of North American shows and continues this tradition. From GM's introduction of the first new American-built inline six-cylinder engine since the 1960s to Acura's first original sport-utility, all the major manufacturers had something to show and usually made a splash.



John Herlitz, DaimlerChrysler Senior Vice President Product Design, introduces the 2001 Chrysler Sebring Convertible and Coupe. The 2001 Chrysler Sebring Sedan, left, made its debut at the Geneva Motor Show.

- photo courtesy of Wieck

New York may be older than the better known Detroit, Frankfort, Geneva, or Tokyo shows, but the stubborn New Yorkers are not about to take a backseat to their international rivals. Don't count the NYIAS out as it enters its third century in the auto show business.

100 Years of New Concepts, Debuts, and World Firsts

A History of the
NEW YORK
 INTERNATIONAL AUTO SHOW

1900-2000
 By Gregg D. Merksamer

Sponsored by the GREATER NEW YORK
 AUTOMOBILE DEALERS ASSOCIATION

Coinciding with the show was the introduction of SAH member Gregg Merksamer's book on the history of the New York car show.

LET'S TRY THIS AGAIN

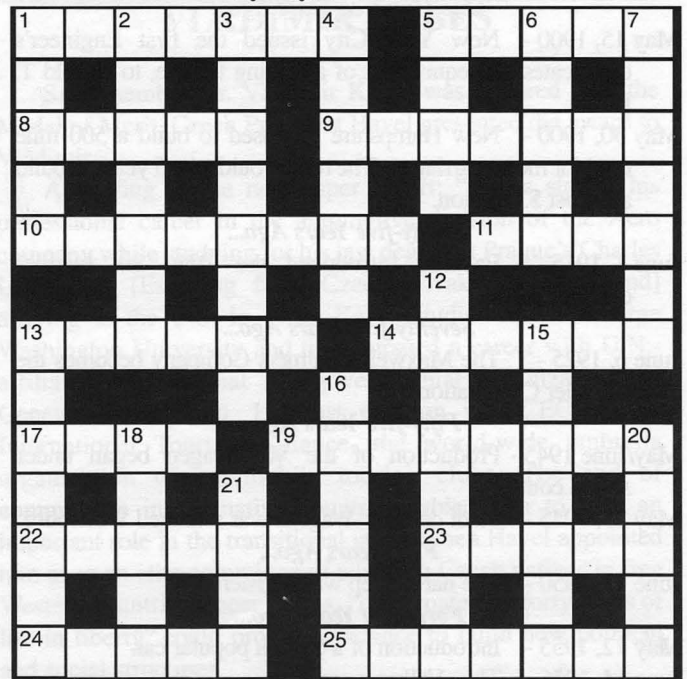
It has been brought to the attention of the editor that he has, once again, made an error.

Two issues ago, the Editorial Comment mentioned a gentleman named "Charles Demming" as one of the most significant people in the automotive industry in the 20th century. In the very next issue, it was mentioned that this was incorrect and that the gentleman's name was not "Charles" but "Edward Demming." This too was incorrect.

Former SAH presidents *Taylor Vinson* and *Kit Foster* each wrote to set the record straight. The gentleman who was referred to in Issue No. 184 was "W. Edwards Deming." The last name was misspelled and should appear with only one "m" in the middle. A quick review of a few books (*Car* by Mary Walton, *Turn Around* by Robert L. Shook, and *Behind the Wheel at Chrysler* by Doron P. Levin) proved the two ex-presidents to be right. My apologies.

- Sam Fiorani

by Bryan Goodman



ACROSS

- Smaller car for the sixties (Falcon, Corvaire, or Valiant)
- Lift hood to reveal "T-room"
- Born in Germany in 1942, World Champion Driver 1970, the year he died
- Pontiac too from 1907 to 1931 to oust its sister make
- A.C. camper rebuilt as Gremlin's brother
- General Motors' German product since 1928
- Building in New York where a Metropolitan might be exhibited and preserved
- Seasonal suspension
- Name of the Russian VAZ cars when sold elsewhere in Europe
- Land race butchered to make Pirelli girlie annual
- Irish city of J. Delorean's disgrace
- The alternative to chain as final drive early in the century
- Chevrolet's fierce fish of 1960 that led to the Sting Ray
- 1928 was the first year Renault named its models, one was Vivasix and the other was a melange on Maxis.

DOWN

- The smallest current Vauxhall or Opel
- Dodges in the seventies or Rileys in the thirties
- He drove "Spirit of '76" to 400 mph
- Chevrolet Model 1954-57 including Delray and Beauville
- First name of Finnish GP driver Hakkinen
- Bounce of the driven axle when suddenly accelerated
- Carried by the man who walked ahead of every car in Britain pre-emancipation in 1896
- Brothers who made cars with Elwood Haynes until 1904 and then on their own until 1926 in Kokomo, Indiana
- Chevrolet models 1978-1983 discovered in albums, I suspected
- Ethnic motorcycles from Springfield
- What Roy S. Evans made after taking over American Austin
- Lancia models were originally Greek letters and one from 1911 was reused for this little Lancia of 1980
- British electrical equipment supplier used by Riley and many others
- "Hark, hark the...at heaven's gate sings." Was Shakespeare thinking of a Studebaker model?

IT HAPPENED YEARS AGO

May-June 2000

One Hundred Years Ago...

May 15, 1900 - New York City issued the first Engineer's certificates, the equivalent of a driving license, to Harold T. Birnie.

May 30, 1900 - New Hampshire proposed to build a 500 mile road for motor carriages. The road would take 5 years to build and cost \$3 million.

Eighty-five Years Ago...

June 1, 1915 - Packard introduced the Twin Six twelve-cylinder model.

Seventy-five Years Ago...

June 6, 1925 - The Maxwell-Chalmers Company becomes the Chrysler Corporation.

Fifty-five Years Ago...

May/June 1945 - Production of the Volkswagen began under Allied control.

May 25, 1945 - Stadt des Kdf-Wagens was renamed Wolfsburg.

Fifty Years Ago...

June 13, 1950 - The name Jeep was registered.

Forty-five Years Ago...

May 12, 1955 - Introduction of a Syrena popular car.

June 14, 1955 - The Volkswagen-Karmann Ghia coupe was introduced.

Forty Years Ago...

June 29, 1960 - German Federal Parliament voted to privatize Volkswagen by selling 60% of the company's stock to the public.

Thirty Years Ago...

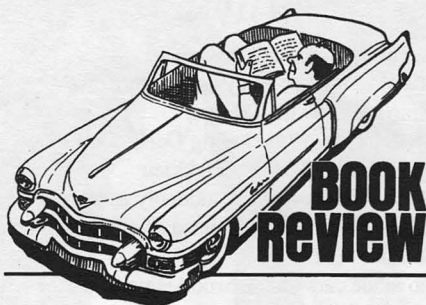
June 1, 1970 - Land Rover introduced the upscale Range Rover model.

Fifteen Years Ago...

May 1, 1985 - Toyota tests the American market for project "F1" and a design team is established in the California CALTY design studio to style the future luxury model.

Ten Years Ago...

June 1, 1990 - Excalibur Corporation stopped production and filed for bankruptcy shortly afterwards.



STANDARD CATALOG OF AMERICAN CARS: 1976-1999, 3rd Edition, by James M. Flammang and Ron Kowalke. 976 pages, thousands of black and white photographs and 47 color photographs. 8 1/2 x 11 inches. ISBN 0-87341-755-0. Published by Krause Publications, Iola, WI. Price: \$34.95.

On the short list of necessary books for the automotive historian are the "Standard Catalog" series. Centered around the

US market, the "Standard Catalog" series has five main volumes: American cars, 1805-1942; American cars, 1946-1975; American trucks, imported cars 1946-1990, and the newest volume American cars, 1976-1999. This most recent edition is a revised and updated version of the previous 1976-1986 edition.

Just like the previous volumes, the new book covers each model year for every model of the 15 major American brands: American Motors, Buick, Cadillac, Checker, Chevrolet, Chrysler, Dodge, Eagle, Ford, Lincoln, Mercury, Oldsmobile, Plymouth, Pontiac, and Saturn. Special chapters are provided for the Chevrolet Corvette and the Ford Mustang.

Each listing showcases the major changes in each model year, from minor options to major upgrades. Original factory prices and shipping weights are included. And, where possible, production numbers are broken down into the finest form.

While not perfect, and no project of this magnitude can be, the *Standard Catalog of American Cars: 1976-1999* is a necessary guide to researching the modern American car.

- Sam Fiorani

CAN YOU AFFORD TO WALK? *The History of the Hounsfield Trojan*, by Eric Rance and Don Williams. 256 pages, 223 black-and-white illustrations, hardbound. ISBN 1-870519-45-0. Bookmarque Publishing, Minster Lovell and New Yatt, Oxfordshire. £39.99 in UK.

Most readers of *SAH Journal* will recognize the Trojan as he quirky little solid-tired runabout built in Britain by Leyland Motors during the 1920s. Those better versed in esoteric British motoring history will know of the Trojan's unusual two-stroke four-cylinder engine and differential-less chair drive. Probably not too many, however, know a great deal about the car's creator, Leslie Hounsfield.

Leslie Hayward Hounsfield was a man with a mission. A clever, if unconventional, engineer, Hounsfield shared with Henry Ford the conviction that motoring should be inexpensive for the masses. But, unlike Ford's, Hounsfield's notion extended to the whole system of transport, including a strong safety ethic—and the belief that traffic speeds should not exceed 35 miles per hour. Although he had designed and built a car by 1913, it did not enter production until 1922, after a manufacturing deal with Leyland Motors, to that time primarily a truck builder, had been completed. About 10,000 cars and 6,700 were built before production was shifted to Trojan, Ltd's own works in Croydon, Surrey. After 1928, output was mostly vans, as new designs for cars, the RE rear-engine models and stillborn Mastra, were unsuccessful. Trojan, Ltd. carried on building commercial vehicles, scooters, microcars and doing contract manufacturing (including a number of Elva sports cars) until 1965, but this volume covers only the period before World War II.

Authors Rance and Williams, both Trojan owners, have penned a captivating volume, aided by access to Hounsfield family archives. The book covers the life of Leslie Hounsfield, the technical development of the cars, and the business history of the company. Separate chapters are devoted to Trojan lore, competition (Trojans were often

campaigns in trials and marathons) and contemporary press reports. A chapter on promotion explains the book's title: a clever analysis in early ads claimed that it cost less to drive a Trojan 200 miles than one would spend on socks and shoe leather!

Advice to would-be Trojan enthusiasts is included, and appendices detail all known surviving Trojans, competition results, authorized accessories, specs of all models and estimates of production.

Not just a good read, *Can You Afford to Walk* is an excellent example of how a marque history should be written. Published in a limited edition of 500 copies, it can be obtained direct from the publisher (phone +44 1993 775179), who also says wider distribution by outlets like Motorbooks and Amazon.com may be forthcoming. Wise buyers will not procrastinate.

-Kit Foster

THUS SPAKE DAVID E., by David E. Davis. 380 pages, 42 black and white photographs. 7 1/4 x 10 1/2 inches. ISBN 1-879094-55-X. Published by Momentum Books, Troy Michigan. Price: \$29.95.

"Thus Spake David E." is the collected wit and wisdom of the most influential automobile journalist of our time. Thus reads the tuxedo type dust jacket of David E. Davis, Jr's book.

David's claim to fame is that he is a "car nut", however, his resume includes the Editor of "Road and Track", "Car and Driver", and since founding the "Automobile Magazine" has been its editor and publications director. The book is some 375 pages long with 110 chapters. Each being independent, interesting and insightful. Most chapters have a "born date". "Rabbits vs. foxes, and crash tests for migratory waterfowl," is a chapter jam packed with wisdom and insight and alone worth the \$29.95 price of the hard back book.

The center has 16 pages of great black and white guy and car photos. The index is an exercise in automotive name dropping from: Arkus-Duntov to Fred Zeder.

Davis, as his readers know, speaks his heart and mind but its a heart and mind in love with the automobile. He is a friend of the Automobilst, but those who disapprove of this 100 year old marvel best stay on the side walk for their own safety.

- Leroy Cole

ENGINES & ENTERPRISE - The Life and Work of Sir Harry Ricardo, by John Reynolds. 260 pages, 96 black-and-white illustrations, hardbound. ISBN 0 7509 1712 1. Sutton Publishing Limited, Stroud, Gloucestershire. £20.00 in UK, \$36.00 in USA.{PRIVATE }

The name of Harry Ricardo will be familiar to readers of the *Journal*, most of whom will associate him with the design of cylinder heads. His "turbulent" head, used by many car, truck and motorcycle manufacturers (often without license or attribution) provided such efficiency that it was credited with making sidevalve engines nearly as powerful as those with overhead valves.

Ricardo the man, however, was much more than a one-design engineer, his career spanning nearly seventy years and

including such achievements as two motorcars, Dolphin and LeZébre, and engines of two and four stroke principle, both gasoline and diesel, for road, rail and air.

Author John Reynolds has done his research carefully, and sketches Ricardo's family background as well as his life and work. The scion of generations of artists, architects and engineers it is not surprising that he made his own mark on the world, and this hereditary jump-start probably accounted for the fact that he was Cambridge-educated at a time when most British engineers learned their craft as apprentices.

As the title suggests, this book concerns all aspects of Sir Harry's life, the technology, his business affairs and his personal life; it is not for technocrats alone. His own memoir is still in print, but Ricardo was a modest man and tended to understate his accomplishments. Reynolds overcomes that modesty without the gushing admiration that all too frequently afflicts biographers. Stocks of the first printing dwindle as this review is written. Hopefully a second imprint will soon follow. It's available in USA from Motorbooks International and at all the amazon internet sites. Order it now to avoid possible disappointment.

-Kit Foster



STILL STUTZ

"It Happened Years Ago" (*SAH Journal* No. 184) correctly noted that the last Stutz was issued in 1935. However, it could hardly have "rolled off the assembly line." According to the Cugnot Award book, "The Splendid Stutz," only one or possibly two Stutz cars left the factory in 1935, and the work force had dwindled to almost none. The car(s) were probably hand-built mostly from left-over parts. **Ray Katzell, 672 Medford Leas, Medford, NJ 08055-2260.**

RFK'S CAR?

I am seeking information or help on how to research a car. I own a 1968 Lincoln Continental Limousine by Lehman Peterson. VIN is 8Y82A823394. The car is purportedly previously owned by Robert Frances Kennedy. There is no provenance to support this other than the story of the previous owner. I did not pay for the vehicle as if it had a provenance. I am however interested in either proving or disproving the history of this car. I bought a research sheet from Marti Auto works that shows the car was built 04/24/68. It then went to

Lehman Peterson for the Limo conversion. Bobby Kennedy was killed in June of 68 so it is unlikely that he ever rode in it, although he may have ordered it. The Marti report shows that it was sold as new 08/28/68. Various evidence in and on the car shows that it spent a good deal of its life in California. It has been in Texas for at least 10 years. The car was sold new by Harbor Lincoln-Mercury in Elizabeth N.J. and to the best of my research they no longer exist.

Any suggestions or help would be greatly appreciated on how to research previous ownership. I bought the car from G.H. Himelhoch here in Houston, and he bought it from Colonial Limousine Service of Williamsburg Virginia. Thanks in Advance. **David L. Laigle, Laigle Motorsporte, Ltd, 5707 Schumacher Lane, Houston, Texas 77057-7106. Email: Laigle@usa.net.** (Not a member of SAH)

MORE ON HENRY FORD

For some years now I have been, with one of my colleagues, been investigating the early history of Ford cars and we have discovered a number of points which may be of interest.

The original Ford, Model "A" was an eight horsepower car, the engine being easily identified by the vertically split crankcase. Ford lists show these were numbered up to 670. From thereon, a 10 horse power engine was fitted to the Model "A" chassis and this was eventually coded as the Model "AC" when the Model "C" was introduced. This 10 hp engine had the crankcase split horizontally and were numbered from 670 with the Model "C" being in the same sequence. The Model "F" was introduced at serial number 2570.

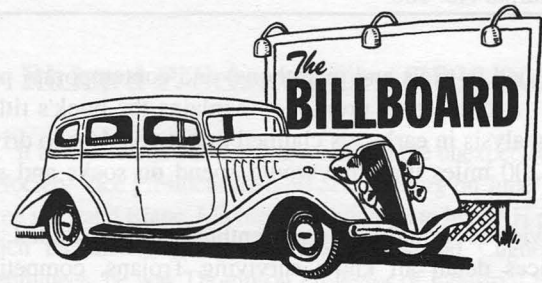
Now the case of Dr. Pfennig and the first Model "A" - Ford record books show the following:

#4	7/20/03	D.H.W. Yates	Detroit
#5	7/23/03	Ohio Motor Car Co.	Ohio
#6	8/1/03	Canada Cycle & Motor Co.	Toronto
#7	7/23/03	H.M. Jewett	Detroit
#8	7/28/03	Kentucky Automobile Co.	Louisville
#9	7/28/03	Indiana Automobile Co.	Indianapolis
#10	7/28/03	A.C. Baker	Chicago
#11	7/28/03	Dr. Pfennig	Chicago
#13	7/28/03	North Western Motor Vehicle Co.	Minneapolis

From this you will note that at least two cars were logged prior to Dr. Pfennig's car. What is not clear is whether the above dates are shipping dates or invoice dates.

Publish something and someone will come up with a little more, this how we glean snippets of information which put together help to form a much fuller picture.

Another point that has arisen during our research is that many of the early cars have a number stamped on the engine frame. It has been established that these numbers are not car serial numbers as some of those found relate to different models of Ford. Anyone any idea what the significance of these numbers is? **Gordon Brooks, 22 Cinques Road, Gamlingay, Sandy, Beds. SG1 3NW, England. Email: gbrooks@brandelhow.freeserve.co.uk**



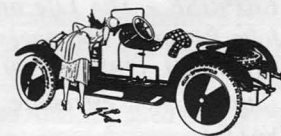
The Billboard welcomes non-commercial advertisements from members. Ads are free, and should concern items of interest to historians: information, books, literature, photographs, illustrations, memorabilia; offered, wanted or to trade. Ads for vehicles or parts are not accepted. To advertise regular sales or services, contact ad manager Sam Fiorani, 307 Kingston Drive, Douglassville, PA 19518 for display ad rates.

HUGH DOLNAR: Who can tell me more about this pioneer motoring journalist? I believe the name is a pseudonym, the surname being an anagram for Arnold. He wrote for *Cycle and Automotive Trade Journal* and also appeared in *The Autocar* in England. Who was he really, and what was his background? **Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335-1812. Phone: (860) 464-6466. Email: foster@netbox.com.**

WANTED: Need the following coachbuilding information, xerox copies are welcomed: Autobody, Motor Body Building, La Carrosserie & Omnia magazines. Also would like to purchase books on coachbuilding; *A History of Coachbuilding* by Barker & Harding, *Automobile Body Design* by Beattie; *The Designers* by Setright; and *Confessions of an Automobile Stylist* by Thomas. Please contact **David Edyvean, P.O. Box 363, Rotterdam Junction, NY 12150-0363.**

WANTED: Dodge military vehicles. Information required, especially cuttings and articles relating to pre- and post-war periods. Please respond initially giving details/photocopies to **John Dowdeswell, 24 Ducks Hill Road, Northwood, Middlesex HA6 2NR. Email: John@Brooklands-books.com. Fax: 44-1923-820224.**

WANTED:



AUTOMOBILE LITERATURE, 1900-1975

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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.

WANTED: South Umpqua High School Mechanics class needs help in restoring a 1965 Chevelle. Help us once so that we can pay our own way restoring our next classic car. **Tom Hull (teacher), P.O. 211, Myrtle Creek, OR 97457.**

WANTED: Sale of Dodge Brothers Company to Dillon, Read & Company in 1925—I'm seeking a photograph and/or article on the sale of the Dodge Brothers Motor Car Company to Dillon, Read & Company in 1925. Specifically, I am hoping to locate a photo showing the Dillon, Read & Company representative Albert M. Barnes, who was present at Dodge Brothers Company receiving the deed to the company while Clarence Dillon was in NYC presenting the \$146M check to Dodge Brothers attorneys. Do any SAH members have photos/information on Mr. Barnes? **David W. Schultz, 1221 Providence N.E., Massillon, OH 44646. Phone: (330) 833.3316 evenings, weekends only. Email: dwschultz@sssnet.com.**

INFORMATION WANTED: A friend of mine owns a small fiberglass truck---a 1961 Sabra, manufactured by a firm in Israel. Supposedly production ceased when the plant was bombed during one of those middle east skirmishes. Does anybody out there have information on the truck (or other members of the line-up), production figures, parts availability, and the firm's history? Thanks. **Nathan Swanson, 5018 Green Oak Drive, Durham, NC 27712. Email: nswanson@unctv.org. Phone: (919) 479-1430**

WANTED: Photos of Austro-Daimler raced by Hans Stuck and either of the Nacional Pescaras racecars. Also need Stuck's hillclimb racing record. **Jerry McDermott, 4900 E. Placita Arenosa--Tucson, AZ 85718 USA. Phone: (520)529-4915, fax: (520)299-9577. E-mail: mcdpegaso@aol.com.**

WANTED: Photographs and information on any multimode vehicles: flying cars, amphibious vehicles, and those that can operate on railroad tracks. **George W. Green, 3421 Detroit Street, Dearborn, MI 48124-4169. Phone: (313)563-9107.**

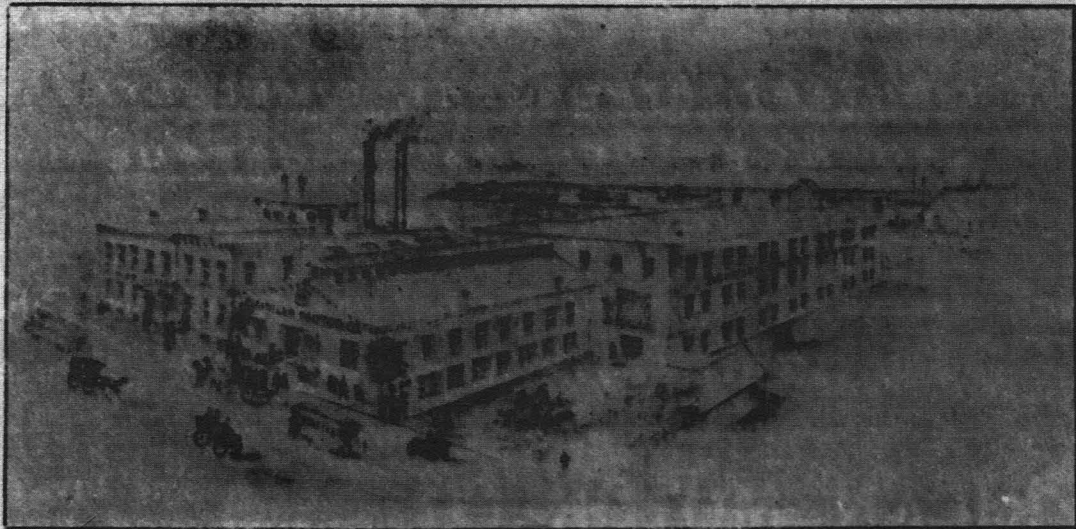
NEEDED: Information to complete an article in preparation for the *Automotive History Review* on the history of the use of aluminium pistons. Information is needed in the following specific areas: 1. Anything on a French foundry called CORBIN who were making aluminium pistons as early as 1910. It is claimed they supplied Chenard-Walcker and Panhard before making them for W.O.Bentley in 1913.2. Information on the 1906 Aquila-Italiana which is claimed to be the first production car to fit aluminium pistons. 3. Early American experience, including Harry Miller and his race cars, up to 1930. 4. Any information on pre 1914 Rolls Royce work on light alloy pistons. One reference claims Royce experimenting as early as 1903. Any other relevant information would be appreciated. **Contact: Graham J. Orme-Bannister, Hillcroft, Bighton Lane, Bishop's Sutton, Alresford, Hampshire SO24 0AU, UK. Fax: +44 1962 734467. Email: GJOrmeB@aol.com**



At the Wednesday evening dinner reception during the Automotive History Conference, the Beverly Plaza Hotel had all of its nooks and crannies filled with automotive historians. Here Taylor Vinson, Paul Lashbrook, Richard Scharchburg, John Myers III, and Joe Freeman chat about cars, perhaps?

- photo courtesy of Leroy Cole

DAIMLER MOTOR COMPANY'S

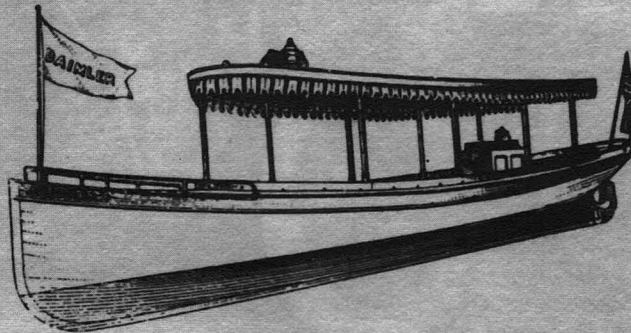


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ON LAND OR WATER.

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2. Gold Medal and First Prize at Turin, May, 1895.
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This Daimler advertisement appeared in the first issue of The Horseless Age, November 1895..

- from the editor's collection