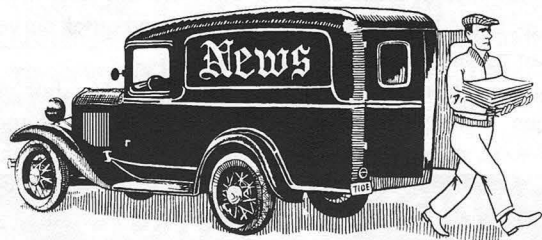


SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

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Issue Number 188



SCHARCHBURG ARCHIVES DEDICATED BY KETTERING

Kettering University dedicated the Richard P. Scharchburg Archives during ceremonies September 19, to honor the long-time faculty member and Thompson Professor of Industrial History. Scharchburg, a nationally-known automotive historian and award-winning author, died at his home in Grand Blanc in June.

The Scharchburg Archives is home of the Kettering/GMI Alumni Foundation Collection of Industrial History, which was established in 1974. The Collection of Industrial History is dedicated to the collection and preservation of the papers of people who created and shaped American industry and is made available to students, researchers, and other interested people to visit and utilize its unique resources of economic, industrial, and business history. The Scharchburg Archives also will house future collections as they are added to the University.

"This dedication is the culmination of recognition for the life and work of Professor Scharchburg," said archivist William P. Holleran. "I know Richard would be tremendously honored by this dedication."

Ceremonies were hosted by the Flint Alumni Chapter of the Kettering/GMI Alumni Association. Anthony D. Bolden, president of the chapter, served as master of ceremonies. Speakers were Charles H. Sheridan, retired director of GMI Alumni Relations; *Leroy D. Cole*, president of the Society of Automotive Historians; R. Stewart Ellis, professor of applied social informatics and Scharchburg's long-time faculty colleague; and Kettering University President James E. A. John. Archivist William P. Holleran assisted in the unveiling ceremony.

Following the formal ceremonies, a dinner was hosted for 140 people. Bolden welcomed the guests. The Rev. John M. Byers, pastor emeritus of the First Congregational U.C.C. of Grand Blanc offered the invocation. Retired faculty members William F. Edington and James F. Huffman, and Holleran offered remembrances of Scharchburg to conclude the night's program.

Richard P. Scharchburg was born February 5, 1932, and spent his early life in Northville, Michigan. He was the Thompson Professor of Industrial History at Kettering University in Flint, Michigan, and Director of the Kettering/GMI Alumni

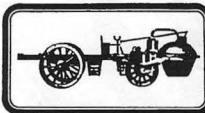
Foundation Collection of Industrial History. He was widely recognized for his articles and presentations on industrial and automotive history and a series of articles on local topics about the automobile and related subjects. Many of his articles appeared in national publications and he wrote several books including: *W.C. Durant: the Boss*; *Under No Man's Shadow: Eugene W. Kettering and the Dieselization of the Railroads*; *America's Co-op College (GMI): The First 75 Years*; and *Carriages Without Horses: J. Frank Duryea and the Birth of the American Automobile Industry*. The latter book received two national [sic] awards: the Thomas McKean Memorial Cup presented by the Antique Automobile Club of America and the Nicholas-Joseph Cugnot Award presented by the Society of Automotive Historians. He was a member of the Board of Trustees of the National Automotive History Collection of the Detroit Public Library and vice-president of the Society of Automotive Historians.

He was interviewed in June on the history of the automobile for a show called "Body Works," which will air October 16 on *Modern Marvels* on the History Channel. He joined GMI (now Kettering University) in 1964 as an assistant professor of social science. He was named a full professor in 1973. He became associated with the Kettering historical collection in 1974 and was named Thompson Professor in 1983. He earned a B.A. in History at Eastern Michigan University in 1959 and an M.A. in History at Eastern Michigan in 1963.

- press release

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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

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EDITORIAL COMMENT

BEST OF THE CENTURY, PART IV

Once again, I asked the online members of the Society an automotive-related question. I hope none of the “unconnected” of the Society are offended by their inability to vote in these surveys. They are not scientific and are not meant to be. They are just a simple and quick survey so that I can get an idea of how SAHers think.

This fourth survey has more meaning to me. For years, I’ve been looking for books to direct budding automotive historians in order to encourage their fascination with the subject. While this is far from a complete list, the results of the survey showcase some classics of automotive literature.

Of course, at the top of the list would be the top vote-getter in the survey of best automotive writers. *Kings of the Road* by Ken Purdy received the most recognition in the survey. Also at the top of the list were Nick Georgano’s *Complete Encyclopedia of Motorcars* and Floyd Clymer’s “Scrapbook” series. A few folks also said that a subscription to *Automobile Quarterly* was a must.

Other significant books were Piet Olyslager’s *Illustrated Motor Cars of the World* and Richard Burns Carson’s *Olympian Cars*.

On the side of “brand-specific” books, Karl Ludvigsen’s *Porsche: Excellence was Expected*, Elbert’s *Duesenberg*, Hugh Conway’s *Bugatti*, Richard Langworth’s *Last Onslaught on Detroit*, and any of George Dammann’s “Crestline” series were applauded. While Marmon, Chevrolet, Shelby, BMW, Cooper, Bentley, Oldsmobile, Ford, Volkswagen, Cadillac, Mercedes-Benz, Dodge, and Cord books were mentioned, the one mentioned most frequently was Beverly Rae Kimes’ *Packard*.

With this information at hand, it is now the duty of every SAH member to find one (or more) “budding historian” and point them toward a good book. I find that school-age kids are very eager to listen to stories about cars. And if you can get them to be interested in the history of automobiles, they can better learn about history in other areas. As one SAH member told me, a good history of an automobile tells the story in the context of the time period. The way I see it, a good tale of automotive history should be a good tale of HISTORY.

I’ve found good libraries and, more so, good bookstores are very hard to find. If you find one, let everyone know about it. Support your local library, local bookstore, and local youth. We need more young people interested in automotive history for the future of SAH, but also for the future of the cars.

Many people have influenced my love of automotive history and I hope to pass that love on to the next generation. I know each of you have had those influences and I’m sure most of you have influenced others (maybe even me). Keep it going and give the gift of an SAH membership for the holidays this year!

- Sam Fiorani

THE ROAD MAP FOR THE SOCIETY OF AUTOMOTIVE HISTORIANS

Each year my Dad planned the family vacation trip around a different campground. It started with the brochure (ie: Phife Lake, Michigan) and then the map would come out to find the most direct route. Like most pictures of antique cars the campground was never as good as the picture. Our site was 21' off a "never used" railroad track. Four trains came through that night which helped to drum out the noise of the teenagers with cars who chose the unguarded park to party all night. Undaunted, we left the next day for Brimley, Michigan and arrived in time for a "boat sinking" storm to come off Lake Superior. By morning some hundred year old trees were lying on the ground. My point is, we could only find these pieces of Michigan paradise with a map.

Every president of SAH is like my Dad with the map. "Where in Michigan shall we go." He initiated the trip, we agreed to it and always had fun. I am looking at the map now and because this family is intact and are of one purpose we can explore new "campgrounds".

NEW POINTS TO EXPLORE:

1. The issue of Electronic Automotive Literature as opposed to paper. We can find paper as it is tangible—not so with the new media. This is not a problem with those who focus on the orphan marque—it is a problem to the present automotive product. My thought is that every manufacturer should set up a system to gather and store in a retrievable form all the factories literature. The Corvette Club which is joined at the hip with the factory, is already doing this. But every club does not have that connection. I know Buick and Oldsmobile and Cadillac would cooperate and the whole of the Ford Corporation could be encouraged to transfer all new "web site" material to their archives or make it available to others. Do we talk to the Corporations or to the likes of *Automotive News*, who receives or has access to these things. It is a simple project for the right person in our automotive community. People like Keith Crain, David E. Davis Jr., David Cole, etc. may be our best advisors.
2. *Libraries and Archives*: I don't see it in our future to have an SAH Library and Archival Center. Millions of dollars would be needed to build one and millions more to maintain. Again, with all the solid antique car clubs and museums with archives already established, we should encourage and direct collections to a safe and permanent home. GMI/Kettering has a great archives which Richard Scharchburg helped establish. He coddled and nourished it and now it is named in his honor. It is unique in that it keeps collections intact and it will grow in size and use. It is tied to an established institution. The NAHC is tied to the Detroit Public Library—the AACA Library is tied to the AACA. The Nethercutt Archive is connected to the Nethercutt Collection and is permanently funded! The Olds and Buick Archives are working with their corporations. Harrah in Reno, ACD in Auburn, and many more, you fill in the names. The point is, there are safe depositories out there and we should be assisting in directing collections to the proper places.
3. *Growing Membership/Growing Needs*: I have been in contact with many of the past presidents and have found that we have common difficulties. Summing up the thoughts: maybe we need to carry over the immediate president to the Board of Directors. As the president finishes his two year term he is just getting a handle on his duties and direction. Should the president become chair of the board, freeing up the president to do the PR work that is such a part of his position? The mechanics of the Society and the mixing with the membership are two quite extensive jobs. If all went normally a Vice President could serve 6 years, two in each capacity and gaining and using experience for the next step.
4. *Publication*: To spread the load over two people we should consider a managing editor for our *Journal*. The journalistic aspect of publishing is diminished by the print, process, and post end of the business. Richard and *Grace Brigham* did it all but at great sacrifice and with a smaller membership. As we reach 1000 members, timely communication is a must and editorial burn-out is to be avoided. As the Jan/Feb *Journal* is due out by February 1, it must be to the printer by January 1. Immediately the March/April issue is being prepared and needing to be at the printer by the 1st of March. An easy job for a full time editor but a constant task for a volunteer.
5. *Growing S.A.H.*: A concern is expressed to me from time to time, why don't we grow?
Answer 1. We do—we have a record membership now!
Answer 2. Why grow? That is, what are we after in "bigness"? The AACA, the CCCA and the HCCA are all large, and most of us are members of one or more of these clubs. We join because we have something in common. Its about focus. We look at automotive history, we like it, we research it, we write it, we correct its mistakes. Most clubs have writers for their magazines and most of those writers are SAH members. These writers are a minority in these clubs. Its not that they don't get grease on their fingers but that they get more ink stains. When we put on our historian hats the automotive archives are our body, mechanical and upholstery shops. Its a matter of focus and talents.
6. *Service*: We need to spread out the management of the SAH to a greater percentage of our membership. We need to fold into decision making every region, both US and the World. "I am willing to serve on an awards committee, on the board or any place you need me" is the statement the president wants to hear.
7. *Think about some joint projects*: Do we want to do a seminar/book on the automotive century with decade chapters? Auto sport time line and history? "Who owns what history?" (DaimlerChrysler just acquired a large chunk of US Auto History through the Chrysler take over) Time line of British, French, German, Italian, US, Canadian, Japanese, etc. cars—each nation contributing their part?

As we begin our 32nd year we still maintain our original 1969 goals, but have added more people, projects and positions. Success is measured in terms of how we the people do the projects and fill the positions. Its up to each one of us.

- Leroy Cole

OBITUARY

WILLIAM E. SWIGART, JR. (1915-2000)

William E. Swigart, Jr., Society of Automotive Historians (SAH) Founding Member #86, died Monday, July 10, 2000, in his native Huntingdon, Pennsylvania.

Swigart was widely known as one of the pioneers of the antique automobile hobby. His William E. Swigart, Jr. Automotive Museum along Route 22 outside Huntingdon is the oldest antique automobile museum in the United States, having been started in 1920 by his father, W. Emmert Swigart, Sr. and taken over by William E. Swigart, Jr. upon his father's death in 1949.

The Swigart Museum has been primarily dedicated to the history of the American automobile, having many one-of-a-kind American steam, gas, and electric automobiles in the collection, as well as bicycles, toys, and period clothing. The Swigart Museum collections of license plates and automobile nameplates are considered the best in the world. Both of these collections came about as a result of both William E. Swigart, Jr. and his father's early efforts at collecting these items at a time when practically no one recognized the historical value they represented.

Likewise, in the early days of the automobile, the Swigarts, junior and senior, would make the rounds of Central Pennsylvania dealers on a regular basis, gathering old automotive magazines, shop manuals, and outdated literature, which the dealers were usually glad to be rid of.

William E. Swigart, Jr. was a pioneer in the antique automobile hobby, having joined the Antique Automobile Club of America (AACA) early on and became a Life Member in 1947. In the years to follow, he served as national president and secretary and was a member of the national Board of Directors for 35 years. He served as president and secretary of the AACA Past President's Club and was a member of the AACA Gettysburg Region, Hershey Region, and founding president of the Allegheny Mountain Region.

His automotive interests were wide and in addition to being a Founding Member of SAH, he was also a member of the Classic Car Club of America (CCCA), Veteran Motor Car Club of America (VMCCA), Steam Car Club of America, the National Association of Automotive Museums (NAAM), the National Trust for Historic Preservation, the Fire Mark Circle of the Americas, the Fire Mark Circle of London, England, Train Collectors Association, Automobile License Plate Collectors Association, Antique Toy collectors Association of America, and several one-make car clubs, such as the Curved Dash Olds Club and the Tucker Owners Club. He was a regular

participant in the AACA/VMCCA Glidden Tours, usually in his 1903 Curved Dash Olds.

In recognition of his contributions to the old car hobby, he had been named an Ambassador of the Horseless Carriage Foundation, Inc. and, in 1997, was named to the International Collector Car Hall of Fame.

Swigart's professional career was in the insurance business with the family-owned Swigart Associates, Inc. where he was a leader in developing car insurance for antique automobiles. He was also a leader in civic activities in his native Huntingdon; at Juniata College, his alma mater; and was an Eagle Scout.

Over the years, Swigart was a great friend of automotive history, providing what information he had at hand to automotive writers and researchers and made his varied collections available to those doing research in areas such as individual cars in the museum collection, license plates, automotive nameplates, and old automotive toys.

Swigart, 85, leaves a wife, Patricia, also a long-time antique auto enthusiast, four children, two step-children, eight grandchildren, three step-grandchildren, and one step great-grandchild.

A PERSONAL ASIDE

When this writer was a graduate student in journalism at the Pennsylvania State University and began work on my thesis topic, "The History of Automotive Journalism in the United States," my inquiries to the major museums and libraries kept bringing up the name of the Swigart Automotive Museum in nearby Huntingdon, Pennsylvania. After an interview with William E. Swigart, Jr., I was given access to the collection, which

included almost complete runs of the early (and obscure) chauffeur-oriented publications, *Cycle & Automobile Trade Journal*, *MoToR*, etc. (Through his efforts, this collection has remained intact and continues to grow.)

The Swigart Collection was (and is) uncataloged and took up all of the second floor of a large stone carriage house behind the Swigart Associates offices in Huntingdon. It filled the shelves and covered the floor to a depth of two to three feet. I attacked it as an archeological dig, stretching strings at two foot intervals across the room in both directions and numbering the resulting squares.

William Swigart would occasionally visit me during the winter of Saturdays and Sundays I spent there doing an annotated bibliography of all the publications I found there. He would sometimes comment on my dedication, which was somewhat embarrassing to this young grad student doing research.

One day, he asked me how I would like to be editor of *Antique Automobile* magazine. I gulped, said I would like that



very much, *Antique Automobile* at the time being the largest and best old car magazine in the United States. He simply said, "Oh," turned on his heel and left.

Almost two years later, after I had left Penn State and was the editor of *The Union County Journal* weekly newspaper in Lewisburg, Pennsylvania, the telephone rang at home one evening, my wife answered, got a quizzical look on her face and handed me the phone. With no introduction, he simply said, "This is William Swigart, well would you?" I had not a clue and said "Would I what?" He responded rather irritably, "Would you like to be editor of *Antique Automobile!*" as if our conversation had ended five minutes before. Again, I said yes, and this time he told me to be at the Necco Allen Hotel in Pottstown, Pennsylvania, the following Sunday at 5pm to meet with the AACA National President Mahlon Patton and Vice President of Publications George Norton.

The Story goes that the AACA National Board of Directors had recently accepted the resignation of L. Scott Bailey as editor when he started *Automobile Quarterly* and, as they were sitting around discussing where they would find another journalist who also knew something about old cars, William Swigart said, "I had this young man work all last winter in my library and I think he could do it."

Thus, I became editor of *Antique Automobile* in December 1962, a post I held until June 1, 1970, when I left after purchasing *The Sun*, the weekly newspaper which serves Hershey and Hummelstown, Pennsylvania. The editorship of *The Classic Car* and *Bulb Horn*, plus the opportunity to co-author Gordon M. Buehrig's autobiography *Rolling Sculpture* followed.

None of it would probably have happened without the intervention of William E. Swigart, Jr., who, along with the late Henry Austin Clark, Jr., was my mentor.

- William S. Jackson (Founding Member #2)

ADDITIONAL NEWS

MORE ROVER NEWS

The new owners of BMW's Rover Group have renamed the company to highlight the company's new direction. Rover brand's parent company has, through the years, been known as British Motor Corporation, British Leyland, Jaguar-Rover-Triumph, Austin Rover, and Rover Group. Now, rising from the ashes with the help of the aptly-named Phoenix Consortium, the British automaker has been re-christened MG Rover Group Limited.

This was not the only news to come out of Rover. Besides taking a new name and hiring some new staff, the company announced in September that the final Mini has been scheduled to roll off of the Longbridge assembly line.

After a run of 41 continuous years in production, the final Mini will emerge from the factory on October 4, 2000, at approximately 10:30am. The last Mini will cap a production run of 5,387,862 vehicles.

2001 RETROMOBILE

The 25th Salon Retromobile will be held in Paris, with the Exhibition site of the Gate of Versailles, Hall 2/1, February 11-21 2001.

Those in attendance will see on our stand D23:

- a 1911 Berliet AI 10 Torpedo
- a 1919 Aries R66

These two vehicles illustrate the history of two personalities which marked this time, Aries Truck's Charles Petiet and the aviator Fonck for Berliet AI 10.

As with tradition, we will organize a meeting for our journalist friends where we can expound on the activities of our Foundation. It will take place on the stand around a breakfast "at Lyons," Friday, February 11, 2001 at 9:30am.

I will be personally happy to accommodate you there and thank you in advance for being with us for this friendly meeting. Please contact by fax at: 04 72 33 20 25.

- Paul Berliet

THE PACKARD FACTORY IS SAVED

The Packard factory and offices at 1580 East Grand Boulevard faced demolition during much of 1999. The story goes back to 1997, when the city of Detroit tried to claim ownership of the 47-acre site through tax foreclosure against Land & Norry of Rochester, New York, the mortgage holder. It now turns out that Land & Norry was never legally notified of the tax foreclosure during the city's foreclosure proceedings.

Packard Motor Properties, who had managed the site since 1997, was replaced by the city with Central Maintenance Services, and plans were made to demolish the entire plant. In October 1998, the city seized the property and installed the Police Department's Gang Squad to stand guard round the clock. In early 1999, the city began evicting the tenants. By May, more than half of the 89 tenants had been evicted, many having had their storage spaces broken into and having their personal property tossed into the streets. Two of the buildings were then demolished.

The president of Packard Motor Properties, Dominic Cristini, did not take this lying down. He and his wife, Robin, barricaded themselves in their offices and started to spread the word among Packard-people as to what was happening at East Grand Boulevard. He and Robin also formed Oppmac, Inc., a company to purchase the mortgage from Land & Norry and to preserve the Packard property. And finally, Oppmac, Inc. filed a lawsuit against the city of Detroit to halt the demolition of the factory.

On June 8, 1999, Wayne County Circuit Judge Michael Callahan ordered the city of Detroit to halt the demolition of the factory, and set a trial date for the Spring of 2000. Said Cristini, "This doesn't throw a monkey wrench in their plans, it throws the whole building into their plans. The city is trying to steal a piece of real estate they're not entitled to. We own the property and I want the city off my property. The city hasn't played fair since Day One. Think about what would have happened if I had left."

On July 21, 2000, Judge Callahan ordered the city of Detroit to allow Oppmac, Inc. to pay the back taxes and to regain possession of the plant. In addition, Oppmac, Inc. was allowed to proceed with a damage claims lawsuit against the city. The order was made final on August 10. Said Cristini, "Now we're going to move ahead with plans for an auto museum and other development here."

Earlier this year, PAC Trustee and former PMCC employee, Russ Murphy established a new non-profit corporation, "Motor City Automotive Exposition Inc." The board members are PAC members Charles Blackman, Richard Kughn, John MacArthur, Russ Murphy and Don Sommer, as well as Dominic Cristini.

Upon redemption of the plant, Oppmac, Inc. will be donating the Administration Building (1580 East Grand Boulevard), the bridge across the Boulevard and the connecting building on the south side of the Boulevard (building number 27) to the new corporation. This is scheduled to occur on October 22, 2000, the second anniversary of the Cristini's battle to regain possession of the plant.

Russ Murphy stated that the city's 150-car collection, now stored at Historic Fort Wayne, could be displayed in the new museum. Said Richard Kughn, "Our group formed [this corporation] to be poised and ready to move to create an outstanding world-class museum... The whole concept is full of great synergy and good direction."

As a non-profit 501 (c)(3) corporation, Motor City Automotive Exposition Inc. accepts any and all donations of Packard-related materials and/or financial donations. These donations are encouraged and are tax deductible. For more information, contact: Motor City Automotive Exposition Inc., 1310 North Stephenson Highway, Royal Oak, MI 48067. (248) 399-6522.

History, as always, will determine who the heroes and villains are in the saga of the Packard factory. We close this report with a note from Russ Murphy:

"There is absolutely no doubt in my mind that without the efforts of Robin and Dominic Cristini, there would be nothing left of the Packard Plant today. No one will ever know the mental, physical and financial strain that these two people suffered in their actions to stop the City [of Detroit's] demolition of the site. Every Packard enthusiast and automotive historian owns a great debt of gratitude to the Cristini's.

"In addition to saving the Packard Plant from destruction, they have graciously agreed to donate at least the Administration Building, the bridge across East Grand Boulevard, and the connecting factory building to the non-profit 501 (c)(3) corporation I have formed with four other Packard Club members, to develop it into an automotive museum and exposition center.

"This is obviously a great victory for all automobile historians. Now, because of the valiant efforts of Robin and Dominic Cristini, at least a portion of one of the world's most historically significant automobile factories can be preserved and developed into a facility for the benefit of present and future generations."

- Stuart R. Blond, from the *Cormorant News Bulletin*

PACKARD GOES UP FOR BIDS

A few years ago, a group in Arizona decided that they wanted to re-launch the Packard brand name on a line of cars in time for the 100th anniversary of the fabled marque. A prototype was displayed and plans for its production announced, but little has come from it. The story reached its next chapter on August 31, 2000.

Roy Gullickson, who purchased the company in 1995, put the Packard Motor Car Company and all of its assets up for sale on the internet auction site ebay.com. Included in the sale were (as stated on the website):

U.S. Patent & Trademark registration number 1,160,852 which includes the Packard script, coat of arms and hexagon. Trademark registration number 2,056,783 which is the Packard name in block letters.

The fully developed and running Packard V-12 Sedan which features an aluminum chassis and body, full-time all wheel drive, V-12 engine, leather interior, and spectacular performance and ride.

The full-size styling model on a rolling chassis. It is constructed of steel, foam and fiberglass and is finished in beautiful midnight blue paint.

*Approximately 400 engineering drawings on vellum
Engineering calculations and notes*

Approximately 40 pieces of styling artwork, by profession automotive stylists including a former Packard stylist of the 1950's

Toolage including:

Chassis/frame structural extrusion dies

Body structural dies

Right upper suspension A-frame aluminum casting pattern

Left upper suspension A-frame aluminum casting pattern

Right lower suspension A-frame aluminum casting pattern

Left lower suspension A-frame aluminum casting pattern

Right hand suspension knuckle aluminum casting pattern

Left hand suspension knuckle aluminum casting pattern

Aluminum casting pattern for wheels

Aluminum casting pattern for wheel hub cover

Main chassis frame welding assembly fixture

Front sub-frame welding assembly fixture

Rear sub-frame welding assembly fixture

Front bumper mold

Rear bumper mold

Automatic welding fixture for wheel assembly

Extensive photo file of the Packard prototype during construction, driving and at shows and concourse

Correspondence from around the world from people interested in the new Packard, including over 80 requests to be placed on the order list.

Data file of over 7,300 names and addresses of people interested in the Packard automobile.

Full file archive of production suppliers, contractors and vendors planned to be associated with the production effort.

Correspondence with EPA regarding emission process. (car has not gone through emission approval at this time)

According to Joe Lawlor of the Warren, Ohio, Tribune

Chronicle, the licensing of the name may be worthless. In his article, Mr. Lawlor interviewed Bill Friedrich, president of Packard Automobile Classics who stated that the Packard name was in the public domain.

"Friedrich said court cases from the 1960s and afterwards show the name is in the public domain, which means the owner of the trademark can't collect royalties," according to the article. "Friedrich said whoever purchases the trademark would only be buying the rights to use the name for the company that has tried to make 'new' Packards since the late 1970s. The 'new' Packards have never caught on."

"The trademark being sold (on eBay) has very little or no value, at least as far as the Packard Automobile Classics club is considered," Friedrich was quoted by the article.

It was rumored that Gullickson spent about \$800,000 on the prototype "new" Packard and expected to get at least \$1,000,000 for the car and the company's assets. While some folks in Warren, Ohio, were banding together to make a bid, they stated that the name and trademark were all they wanted. Lawlor stated that museums and car clubs had not been asked to pay royalties for the use of the name and trademark, but a few vendors of Packard parts had been charged "a nominal fee" to use the name. The Warren group had not interest in gaining control of "the company," just the trademark.

Nearly everyone asked stated that Gullickson's price of \$1,000,000 was high. Past president of the National Packard Museum, Terry Martin told Lawlor "I think he's dreaming if he (Gullickson) expects to get \$1 million for it."

The initial bid on August 31 was for \$250,000. The tenth and final bid (on September 5) was posted by a Nick Johnson for \$275,100. With the million dollar reserve not met, this story will continue. We'll keep you posted as this sales continues.

- Sam Fiorani with Stuart R. Blond

25 YEARS AGO AT SAH

Society members have always been intrigued by those rare production cars and trucks that typically get overlooked. In *Newsletter* No. 43, a few of these are highlighted. A cover article by Don Paul and *Stan Yost* on the Littlemac of 1930 covers this brand that may have reached 250 units of production through 1935. Elsewhere in the same issue, Michael Sedgwick brings up the Fargo and Bedford cars instead of the more commonly known trucks. This discussion, which was started in an earlier issue, brings up the oft-debated topic of classifications. Even today, the occasional email or letter will arrive debating the qualities that make up a car or a truck.

No. 43's back page showed two photos of the June board meeting with youthful SAHers like *Mike Lamm*, *Jeff Godshall*, and *Fred Roe*.

The odd seven-page No.44 (dated October 1975) included a brief discussion of retouched publicity photographs of the 1920s and the 1960s with the illustration of a 1968 Corvette "targa" that was retouched into the standard "T-bar" roof model.

IT HAPPENED YEARS AGO

One Hundred and Five Years Ago...

September 1895 - Charles E. and J. Frank Duryea formed the Duryea Motor Wagon Company.

One Hundred Years Ago...

September 27, 1900 - The first Packard automobile advertisement appeared in a magazine. The single-cylinder model B was advertised in *Motor Vehicle Review* magazine.

Eighty Years Ago...

October 2, 1920-Packard re-introduced the six-cylinder engine.

Seventy-Five Years Ago...

October 31, 1925 - Ford Motor Company built 10,000 cars in one day.

Sixty-Five Years Ago...

September 1, 1935 - Malcolm Campbell set a land speed record of more than 300mph.

September 23, 1935 - The S.S. Jaguar was displayed at the London Motor Show, introducing the world to the Jaguar car.

October 1935 - The first Volkswagen prototype was tested.

October 5, 1935 - Production of the Lincoln Zephyr began.

Sixty Years Ago...

October 24, 1940 - The 40 hour work week provision of the Wages and Hours Act of 1938 went into effect.

Fifty-Five Years Ago...

September 1, 1945 - British carmaker Lagonda introduced the Lagonda-Bentley. The Bentley tag was short-lived as Rolls-Royce claimed rights to it.

September 1, 1945 - Henry Ford II was named president of Ford Motor Company.

September 17, 1945 - The British military ordered 20,000 Volkswagens.

October 15, 1945 - The Automotive Council for War Production was dissolved.

October 17, 1945 - Cadillac built its first post-war civilian car.

Fifty Years Ago...

September 1, 1950-Kaiser-Frazer introduced the Henry J.

Forty-Five Years Ago...

October 1, 1955 - The Ohio Turnpike opened, stretching 241 miles from the Pennsylvania Turnpike to Montpelier, Ohio.

October 6, 1955 - Lincoln's Mark II made its debut at the Paris Salon.

October 27, 1955 - Volkswagen of America was formed in Englewood Cliffs, NJ.

Thirty Years Ago...

October 1970-Volkswagen began producing the K70 model in Salzgitter.

Twenty-Five Years Ago...

September 25, 1975 - Bricklin filed for bankruptcy.

Fifteen Years Ago...

October 7, 1985 - Chrysler and Mitsubishi founded Diamond-Star Motors Corporation, a joint-venture, to build cars in Normal, Illinois.

Five Years Ago...

October 10, 1995-Daewoo purchased shares in the Lublin, Poland factory.

THE AUTOMOTIVE CENTURY: MOST INFLUENTIAL PEOPLE

Alec Issigonis

by Gavin Farmer

The days of maverick individualists in the automobile world are sadly long gone. Nowadays we have layers of committees to decide what will and won't be done, what can and can't be done. Must have something to do with the avalanche of international regulations that have completely changed the motoring landscape.

There is a small group of these motoring mavericks who have a special place in motoring folklore. Included in that group are such luminaries as Henry Ford, Hans Ledwinka, Ferdinand Porsche and Alec Issigonis.

Issigonis was a shy, reticent man who gave the impression at times that he wondered what all the fuss was about. A tall man who always seemed to have a cigarette in his hand-and a pencil with which to sketch an idea as it flashed into his fertile mind-he really changed the way the world thought about small cars with his two most famous creations: the Morris Minor that entered production in 1948, and the Morris Mini from 1959 and is still going strong.

The Issigonis family migrated to England from Smyrna (now Izmir) in Turkey where Alec was born in 1906. After a technical education at the Battersea Polytechnic he at first worked for an inventor, Edward Gillett, who had developed an automatic clutch mechanism that was made redundant by the

introduction of the synchromesh gearbox. A stint at Rootes--the Humber division-where he worked on an independent front suspension was followed by recruitment to Morris Motors in 1936.

At Morris Alec had responsibility for all suspension design and development work. He designed a coil-and-wishbone independent front suspension with a rack-and-pinion steering system that was intended for the Morris Series M due in 1938. However, it was held back and used on the postwar MG Y type saloon.

Meanwhile Alec and friend George Dowson had built the famous Lightweight Special between them in their leisure hours. It was a virtual tour de force at the time combining a sandwich form of stressed body construction and a fully independent suspension by rubber "springs."

There is little doubt that lessons learned with the Special and subsequent work during the war led to the Morris Minor. In the tradition-bound British motor industry the ideas expressed in the Minor were almost revolutionary. For the first time Issigonis-he was now Project Engineer for all Morris cars-was able to create a car using his ideas. As colleagues have said in later years, the Minor was a very personal car that embodied all of Issigonis's ideas of what a small car should be.

Despite having to power the Minor with an ancient side-valve in-line four-cylinder engine, it was still a technically advanced car. The light-weight unitary body construction, and longitudinal torsion bar-and-wishbone front suspension set it apart from its contemporaries. Its ride and roadholding capabilities were far superior to anything else coming out of



Sir Alec Issigonis' little creation caused quite a stir on the street as well as on the track. This little Mini was featured in British Leyland press material in the 1970s.

- photo from the editor's collection



Sir Alec Issigonis designs from the 1950s have had major influences on most modern compact and subcompact cars. While some automakers were relatively quick in realizing the benefits of front-wheel drive and transverse engines, like the 1974 Volkswagens, others took longer. Chrysler's 1978 Omni and Horizon (upper right), General Motors' 1980 "X-Cars" (lower right), and Ford's 1981 Escort/Lynx (left) shared their basic designs with the Mini. Almost all modern small cars still use this front transverse-engine/front-drive setup.

- photos from the editor's collection

British factories in 1948. Interestingly, Lord Nuffield actively disliked the Minor!

In 1952 Issigonis initiated the building of a one-off front-wheel drive Morris Minor in which the engine was mounted transversely. With the merger of Morris and Austin, Issigonis left to work for Alvis where he was given free reign to design and develop a large sporting sedan of high technical specification. Again, he was totally responsible for all aspects of its design including the alloy 3 ½ litre V8 engine and rubber-sprung fully independent suspension system that was developed into what became the Hydrolastic system. This brought Issigonis to collaborate with inventor Alex Moulton, a friendship that was to last their lifetimes and have a revolutionary influence on the later cars of BMC.

The Alvis venture came to naught and so Issigonis was brought back to the fold in early 1956 by Leonard Lord as chief engineer personally where he was asked to develop a new range of cars. Naturally the early prototypes featured much of what Issigonis had learned in suspension technology and also explored new ideas in styling, not that Alec was a stylist-he apparently abhorred stylists.

These ideas plus the effects of the Suez Crisis led to Lord asking Issigonis to design a small car that would rid British roads of what he described as "unsightly foreign bubble cars." The only constraint on Issigonis was that he had to use an existing engine, he had a free hand for all other aspects of the car. Again fate had dealt him a favourable hand-right man in the right place at the right time!

The famous Morris Mini was the outcome of this work, a car that turned the automobile industry on its head by breaking through so many barriers, and debunking so many so-called theories about what could and could not be done. Who'd have

thought of using 10 inch wheels and tyres? What about putting the gearbox in the sump using the same oil for both? And what about exterior body seams? No, with the Mini Alec Issigonis broke all the moulds.

What followed was a remarkable metamorphosis of a large and staid industrial organization as it basically put all its engineering eggs in the Issigonis basket. The principles espoused by the Mini were encapsulated in the slightly larger Morris 1100 that went on to become Britain's best-selling car for years, and the large-and-roomy Austin 1800.

By 1964 he was Engineering Director at BMC with responsibility for all future product. But he was not a bureaucrat who could sit at a desk all day shuffling papers and attending boring meetings. His mind was far too fertile for such a mundane life and so in 1966 he asked for a change of direction in his professional life. What he really wanted to do was to develop a successor to the Mini. The prototype car labeled 9X was the result and in retrospect should have gone into production but BMC was not healthy financially and so it remained a prototype. Issigonis had designed a new family of compact small engines and gearbox that gave as much interior room from a smaller exterior package.

The Leyland merger saw Issigonis pushed aside. He occupied his time experimenting with steam propulsion units and hydrostatic transmissions. None of this led anywhere and by the end of 1971 he retired although his services were retained under a consultancy.

Alec Issigonis was knighted in 1969 for his services to the automobile industry and, while he kept his mind active in his later years his failing health finally brought the curtain down on the remarkable career of one of the 20th Century's great thinkers in October 1988.

LET'S HEAR IT FOR THE OIL COMPANIES: THE SECRET HISTORY OF ENGINE OIL

by Graham Orme-Bannister

Motorists love to hate the oil companies. Most believe that petrol prices are fixed by a secret cartel, mysteriously moving in unison, quick to go up but slow to come down. The removal of 2-star petrol in 1989 was seen as part of a conspiracy against older cars, and the withdrawal of leaded petrol at the end of 1999 has generated more misinformation than government spin-doctors could dream of.

This attitude spills over into historical perspectives. I do not think the oil companies have been given due credit for their contribution to the development of the internal combustion engine. They clearly had little role in the original invention and in the early years, but in the period from the thirties through to the seventies their role was fundamental, if not pivotal.

The effect of their contribution is seen in two main aspects of engine performance, power and longevity. Power is largely a function of fuel, and longevity of engine oil. The fuel effect is fairly straightforward and easily demonstrated. Compare the following two Ford engines, one from 1930 and one from 1970.

	1930 14.9hp	1970 Cortina
No. of cylinders	4	4
Capacity, c.c.	2041	1993
Compression ratio	5.2:1	9.2:1
Power, bhp	28	98
@ rpm	2600	5500

Of similar size and layout, except for side and overhead valves, the power is up by a factor of three. This is mainly due to a near doubling in compression ratio enabled by an increase in the Research Octane rating of the fuel from around 60 to over 90.

The influence of oil on engine longevity is less well appreciated but is in some ways even more dramatic than the influence of fuel on power. It is this secret history that we are focusing on here.

Let me start out by making a statement that most motorists would probably dismiss as absurd. Right up until the 1970's, when emissions legislation became the driving force behind engine development and changed everything, the single engine component which underwent the most profound change was engine oil. Despite metallurgical and design improvements, pistons, camshafts, crankshafts and gears look much the same now as they did to W.O.Bentley and Ettore Bugatti in the late twenties.

Engine oil would also look the same, but profound changes in composition and performance have actually taken place, mostly in the early post war years. Most older motorists would be aware of detergent oils and multigrades being introduced in the fifties, but probably regard those more as marketing gimmicks than evidence of fundamental new technology. It is this lack of any visible change to engine oil that makes it a secret history.

To find the practical evidence we need look no further than maintenance schedules and engine life, which together define longevity. In the 1930's engine oil was changed every 1000/2000 miles, the engine stripped and decoked every 5000/10,000 miles, and then either scrapped or completely overhauled at around 50,000 miles. Today, oil change intervals can be up to 12,000 miles, and engines are usually scrapped at 150,000 miles plus without the head ever having been removed. The million mile car has been demonstrated under laboratory conditions. This complete revolution has been made possible primarily by new engine oil technology. Modern engine oil is a very highly specified engineering component and not just a simple lubricant.

The history and development of engine oil specifications has not yet been adequately written outside of academic and trade journals. It may sound like a dull subject but it is actually fascinating. The following is only a short overview, necessary to make a point.

In the early days of the motor car, engine oil was described, if at all, only by physical description such as viscosity and colour. Viscosity was defined by actual measured units, and it was not until 1926 that the first SAE Viscosity Classification system was adopted that could be referred to in handbooks. Commercially claimed concepts of quality were usually in terms of crude oil source and refining techniques.

In 1929 the benchmark for quality was a solvent extracted oil refined from Pennsylvania crude. This benchmark became a cornerstone in the revised SAE Viscosity Classification issued that year that would later enable multigrade oils to be defined. That however is a whole separate story.

During the thirties the search began to find other ways to improve the quality of engine oils. This led to the addition of non oil chemical components to improve such things as low temperature fluidity and oxidation resistance. The age of additives had arrived, but still only to modify the oil itself.

Engine oils were still being described only by their physical and chemical properties, with no definition of actual performance in the engine, right up to the end of the thirties. The revolution started appropriately during the war. The main killers of engines were seen to be acid corrosion from combustion products promoting wear, and carbon containing deposits causing ring sticking and piston seizure.

Up until this point engine oil quality tests were restricted to the chemical and physical laboratory bench. This data could only be related to engine performance in the most simplistic way, and then only after accumulating thousands of road miles and stripping the engine. A much quicker and more controlled method of testing was required; and so was born the black art of accelerated laboratory engine testing. Real engines are run in rigorously controlled dynamometer test cells where everything is controlled and calibrated, and results are obtained in days rather than months.

There had been a diversion in earlier years, promoted by more highly rated aircraft engines and racing cars, to use animal and vegetable oils, most notably castor oil, for engine lubrication. These were found to soften carbon deposits and reduce the tendency to piston seizure. However they also oxidized and thickened rapidly and had short working lives. They were not a practical option for everyday motoring,

The problems of corrosion and piston deposits were more practically addressed by the use of alkaline detergent additives, first developed in the mid thirties, and written into the first tentative oil performance specification by the US military in 1941. Performance was measured in a single cylinder laboratory (diesel) test engine developed by Caterpillar.

The first civilian specification was drafted by the American Petroleum Institute (API) in 1947. This defined Regular, Premium and Heavy Duty grades but did not distinguish between gasoline and diesel engines. Regular engine oil still had no additives at all, Premium and Heavy Duty had only varying amounts of oxidation, corrosion and detergent additives. It was not until 1952 that separate specifications were written for gasoline and diesel engines. It was also about that time that dispersant additives were first introduced to control the sludge being formed by the detergent additives.

These API categories were developed and expanded over the years, until in 1970 the definitive format we recognize today was written by the US based Society of Automotive Engineers as an industry standard, SAE J183. If you look on the back of any can of premium oil today you will see a complex table of performance claims, but the first one is always something like API SH/CF. The S- prefix denotes gasoline engine performance, and the C- prefix diesel engine performance. There will then follow a string of European and individual engine manufacturer approvals, but the API qualification remains the dominant one.

A modern engine oil can contain up to 20% chemical additives to modify physical and chemical properties, and control many engine performance parameters. The additive package usually contains about seven or eight separate components to perform different functions.

Engine performance factors controlled or influenced include:

- wear
- corrosion
- piston and ring deposits
- sludge formation
- seal compatibility
- friction and fuel economy

To qualify a new oil formulation, and gain all the individual engine manufacturers approvals, can involve some 14 separate laboratory engine tests, some taking weeks to run and costing up to \$80,000 per run, many chemical and physical bench tests, and extensive subsequent field trials. This can all take a year or more and cost well over \$1 million. The engine tests are rarely all passed first time, and repeated failure can mean reformulating and starting again. Simple oils they are not.

In summary there was a clear watershed in engine development with the onset of environmental legislation in the 1970's. Before the watershed the driving forces for development were performance and longevity and the main enabling technologies were fuels and lubricants. Since the watershed the driving force has been environmental legislation and the main enabling technology electronic engine

management. The new enabling technology that may well dominate the next twenty years is alternative fuels, in which I include electric and hybrid.

This is clearly a simplification since many other developments were happening in parallel prior to the 70's. None of these however could have delivered the 100,000 mile engine without the critical contribution of the engine oil. The sequence of events starting in the thirties could be expressed as:

1. Better fuels led to more power.
2. More power led to higher operating temperatures.
3. Higher temperatures led to more piston deposits.

The parallel developments were largely to do with controlling and withstanding the higher temperatures. Thermostatic cooling control, bearing metallurgy, piston design, etc. It was the development of multi-functional engine oils, however, that controlled the piston deposits and corrosion and allowed the development of the almost maintenance free engine which we all take for granted now.

So come on..... let's hear it for the oil companies.



Rear view of the 1918 Winton Model 48 currently under restoration at the Reynolds-Alberta Museum in Alberta, Canada. See the letter on page 13 to see how you can help.

- photo courtesy of Vernon F. Elliot

WANTED:



AUTOMOBILE LITERATURE, 1900-1975

WALTER MILLER

6710 Brooklawn Parkway

Syracuse, NY 13211 U.S.A.

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

info@autolit.com

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.

Miniature 1931 Napoleonic Coach finds Permanent Home

by John L. Jacobus

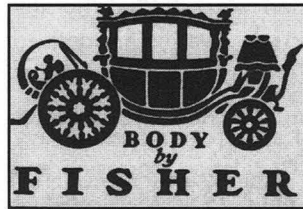
Over the years of working on the Fisher Guild project, I have been satisfied with collecting paper documents or 2-dimensional memorabilia. I have talked to a lot of people by phone, corresponded by mail and shared a lot of information. This has all been a very satisfying hobby. I have acquired a few pieces of 3-dimensional memorabilia here and there, but have always fantasized about owning a miniature Napoleonic Coach from the Fisher Body Craftsman's Guild competition. To me, this would be the ultimate piece of Fisher Guild memorabilia.

The more I studied the Guild, the more I became intrigued by the intricate miniature coaches. I have corresponded (by letter and phone) with numerous coach builders of the 1930's, attended several coach builder reunions, taken photographs of these magnificent models, and I have a copy of the full-size Napoleonic Coach plans from the early 30's that contestants would have used to either scratch build the coach or assemble one from a kit.

Unfortunately, I don't have the time to travel to auto flea markets (like Carlisle or Hershey), car shows, auctions or antique shops looking for Napoleonic Coaches to buy and had been resigned to believing that having "one" was an unattainable goal. I know from my research that the miniature model coaches are basically heirlooms, insured for thousands of dollars, and only rarely come on the market in need of a new home. But, this all changed with the online auction house ebay (www.ebay.com). A friend alerted me to the fact that a lot of Fisher Guild memorabilia was changing hands in cyberspace.

One day opportunity knocked. A Napoleonic Coach was being auctioned on ebay in April 2000 and I knew it had my name on it. They even referenced my 1987 A/Q article about the Guild with a brilliant photo of the coach body. I submitted questions to the antique dealer/owner before bidding. Initially, there were many bidders. My paltry bid was raised to a princely sum and finally to a kings ransom. I met the reserve price, and simultaneously, it appeared that everyone else had

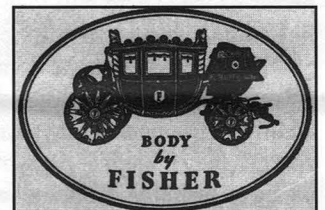
dropped out of the running. The Napoleonic Coach made by a Mr. Wallace Lench for the 1931 Fisher Body Craftsman's Guild competition was mine including his framed Certificate of Completion (signed by William A. Fisher, Guild President and General Manager of the Fisher Body Division of General Motors) and his Guild pin.



Old Fisher Body logo circa 1928.

modernized due to the Guild competition. The three-dimensional miniature Napoleonic Coach (1/18 scale) I acquired measures approximately 8" X 12" X 18" and (it is believed) was originally designed and created by Mr. Walter Leuschner an employee of Fleetwood Auto Bodies (aka Fleetwood Metal Body Company) of Fleetwood, Pennsylvania.

[Fleetwood Metal Body Co. was acquired by Fisher Body Co. in 1925 and made custom automobile bodies for Cadillacs among others. Hence the badge, Fleetwood Cadillac evolved. Walter Leuschner had emigrated from Berlin, Germany in the mid-to-late 20's where he had worked as Technical Director for the Louis Ruhe Royal Coach Factory which had manufactured custom automobile bodies, coach bodies, carriages and even an experimental airplane.]



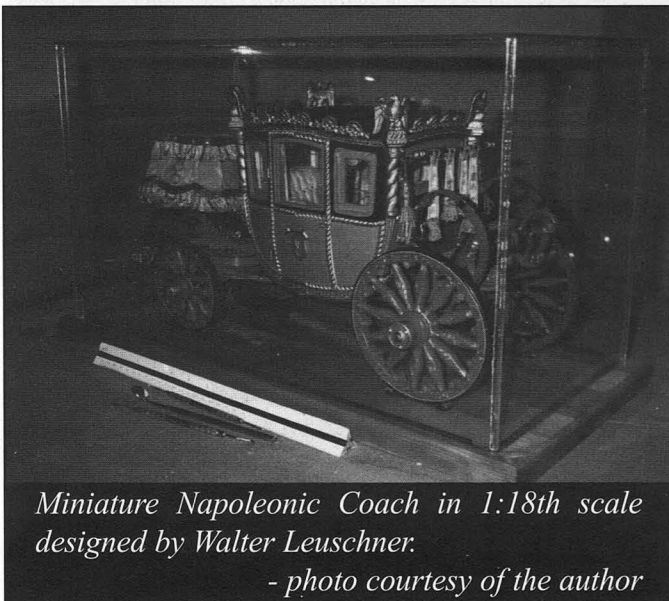
New Fisher Body logo circa 1934.

The miniature Napoleonic Coaches made for the Fisher Body Craftsman's Guild were scratch built or assembled from kits, by boys, teenagers, and young men (ages 12-20 were eligible) from 1930 to 1948 as part of a competition for college scholarships. This need was born out of the depression. Millions of dollars in scholarships were awarded for artistry, perfection and craftsmanship in interpreting Leuschner's design in three dimensions.

Leuschner's creation was to combine Napoleon Bonaparte's "Sacred Coach" used in his royal coronation and another coach called "La Topaze" used in Napoleon's marriage to Marie Louise of Austria. These coaches can be seen at the Versailles Museum in Versailles, France.

By 1933 the original medieval-looking coach graphic which had adorned the Fisher Body trademark in advertisements was supplanted by a new two-dimensional graphic (in my opinion) based on Walter Leuschner's three-dimensional design.

Hence, in my view, Walter Leuschner's 3-D creation was the origin and inspiration for the modern Fisher Body coach graphic which appeared on millions of driver and passenger door sill kick plates on all GM cars up through the early 80's.



Miniature Napoleonic Coach in 1:18th scale designed by Walter Leuschner.

- photo courtesy of the author



DIVORCE YOUR CAR! ENDING THE LOVE AFFAIR WITH THE AUTOMOBILE, by Katie Alvord. Softcover, 6 x 9 ins. 320 pages with 27 illustrations. ISBN 0-86571-408-8. Published by New Society Publishers, P.O. Box 189, Gabriola Island, British Columbia V0R 1X0 Canada Price: US\$17.95/CS\$22.95.

Recently, I found the nearly thirty-year-old book *Death of the Automobile* in a used bookstore. The author of that book demonstrated by means of public record numbers and statistics that the automobile was destroying our world and should be revised heavily. Nearly three decades on, many of the patterns outlined in that book were on the right track, but of the wrong magnitude. There are more cars and trucks on the roads of this planet than had been anticipated in 1972 in *Death*.

Now, on my desk lies the book *Divorce Your Car!* written by "transportation reform advocate" Katie Alvord. Ms. Alvord lives in Michigan, the heart of American automobile culture, and pursues "car-free and car-lite divorces" by enlisting the use of "bikes, skis, a kayak, and a solar-recharged electric vehicle." As her ex-husband states in the preface, she's intent on "walking her talk."

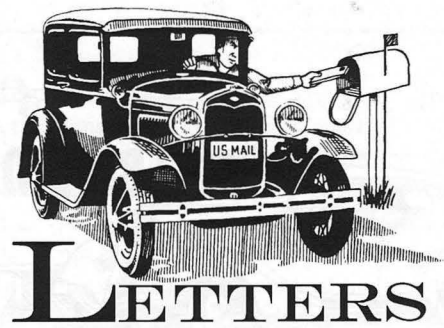
The first 60 pages or so of this volume is devoted to highlighting the mental and sociological attachments we (assumedly Americans) have to our cars. Sidebars are used periodically to showcase significant low points in automotive history from Karl Benz' wife Berta having to repair her car on it's 62 mile journey in 1888 to statistics on oil and automobile sales in 1998 with an emphasis on the gas-guzzling trucks that Americans have taken to heart.

Ms. Alvord goes on to record in the second part of the book many of the environmental and personal costs of the automobile. From oil spills to health risks to deaths caused by automotive accidents, they're all here.

She wraps up the book with a 120-page treatise on what should be done to separate us from the automobile. Walking and bicycles are related as the main sources of personal transportation, but mass-transit, alternate fueled vehicles, and telecommuting are other methods for replacing the automobile.

The automobile has come a long way from the environmental eyesore it was at the time of *Death of the Automobile*, but it is inherently a bad idea. There are those who find the bicycle just as interesting as SAHers find the automobile, but the character of a Rambler car will always win (in my mind) over that of a Rambler bike. *Divorce Your Car* is interesting reading, but I'll remain happily married, thank you.

- Sam Fiorani



MUSEUM SEEKS INFORMATION

At present, I have volunteered to obtain more information for the Reynolds-Alberta Museum on their 1918 Winton Model 48 (serial number 26664), 4 door touring car with the rear-quarter Victoria-style top. It may be a four-seater as it has a lower and narrow body, with a small trunk built into the back. It has four large shock absorbers which seem to have been factory installed, and has large knock-off wire wheels. The aluminum body with wooden framing seems original. The photo of the serial plate on the inside of the left front door post illustrated the intricate style of door hinges.

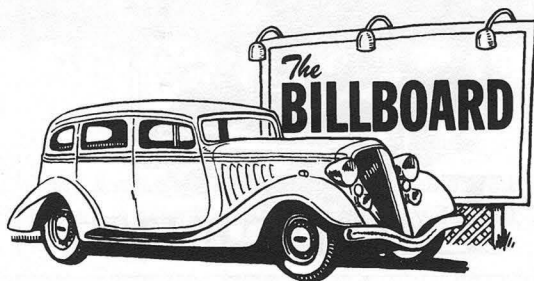


The car is quite complete as the photos show, and the museum now has enough money to restore the car to original condition.

Any help that can be offered to us on the Winton will be greatly appreciated. **Vernon F. Elliott, 114 Aspen Avenue, Wetaskiwin, Alberta, Canada T9A 367. Phone: (780)352-9742.**

EXCELSIOR ENGINES

I have been researching the Excelsior engine of 1910-11 and trying to find a maker that used the engine. In the process, in addition to Babcock, Maytag, and Falcar, I found an Excelsior engine ad (*The Automobile*, October 20, 1910, page 118 [see back page]) which states that their engine won first and second during the Vanderbilt Cup race. Could this be? That would mean that both ALCO and Marmon were using Excelsior engines. If so, this is all news to me. Can anyone confirm or refute? **Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, NV 89433-6910. Phone: (775)673-3811.**



WANTED: I have been commissioned to write a book on the HUMVEE and am looking for any information on the vehicle. Do you own one or know someone who does? Are you an ex-soldier or marine who used one? Or could you put me in touch with anyone who might be able to help. Any information of any kind would be gratefully received. **Bill Munro, 7 Galahad Road, Ifield, Crawley, West Sussex England RH11 0PD. Phone and fax: 01293 545556.**

NEW YORK-PARIS RACERS: Seeking unusual, seldom-seen photos of the 1908 New York-Paris racers in America, or leads to obscure collections containing such photos. Not interested in the oft-published views that are familiar to all. For a writing project. **Curt McConnell, 921 "E" Street, Lincoln, NE 68508. Phone: (402)475-2234. Email: curtmack@prodigy.net.**

WANTED: As a Packard ad collector I am always looking for new ads to fill empty spots in the collection. Especially looking for original ads from countries where Packard vehicles were exported. I have many Packard and non-Packard ads to trade or will buy outright. **Bob Zimmerman, 365 St. Leger Ave., Akron, OH 44305, USA - e-mail - zimmerlit@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.**

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.**

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**

NEEDED: Information to complete an article in preparation for the *Automotive History Review* on the history of the use of aluminum pistons. Information is needed in the following specific areas: 1. Anything on a French foundry called CORBIN who were making aluminum 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 aluminum 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**

WANTED: Any information on the Czech coachbuilder O-Uhlik or the American marque Harroun. **Greg Perigo, P.O. Box 80520, Fort Wayne, IN 46885-5020. Phone: (219)420-5415, fax: (219)420-5624.**

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: 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.**

FOR SALE: Large collection of books on auto racing, race cars, competition, circuits, driver's biographies, etc. Send SASE for list. **Bernie Weis, 135 Edgerton Street, Rochester, NY 14607-2945.**

CROSSWORD PUZZLE ANSWERS

(from SAH Journal No.186) by Bryan Goodman

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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.**

CORRECTION

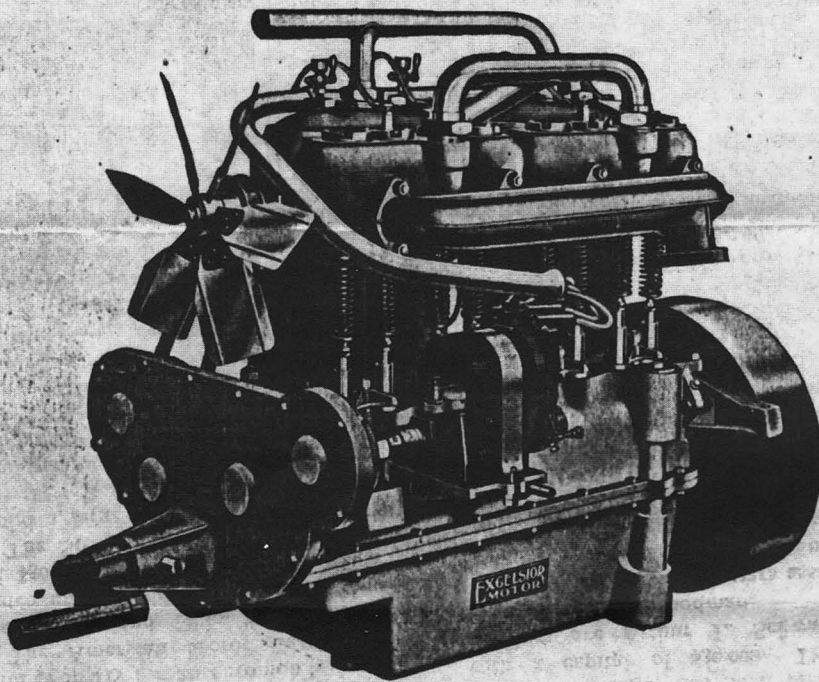
Accidentally, the list in SAH Journal No. 183 (November-December 1999) left out Carl Larson's 1988 Benz award-winning article "A History of the Automobile in North Dakota to 1911," which was published in the Fall 1987 issue of North Dakota History. My apologies to Carl.



With all of the mention of the age-old relationship between the Fords and the Firestones in the news lately, this photo seemed appropriate. It is part of an article on camping trips between Harvey and Henry and their friends and it was just a coincidence that Don Wood submitted it in July. Pictured are (from left to right): Harvey S. Firestone, Jr., Harvey S. Firestone, Thomas Edison, John Burroughs, Mayor Watt, Henry Ford, Chauncey Hakes, and Edward G. Kingsford (a Ford employee). Don notes the spigot on the vehicle to the left.

- courtesy of Don Wood and the Firestone Archives

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