

SAH Journal

The Society of Automotive Historians, Inc.
Issue 207 November–December 2003



www.autohistory.org

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Urgent Notice

All bids for the Silent Auction are due in by November 30th.

Awards and a Promotion Highlight Fall Hershey

This year's fall gathering will go down as one of the warmest and driest in recent memory. As one participant said, "It just doesn't seem like Hershey without a little rain." SAH members who were able to tear themselves away from the vendors and car corral found a hospitable bunch at the History Tent. Led as always by the affable *Paul Lashbrook* the volunteers made sure all visitors were properly nourished and made aware of all the benefits that come with SAH membership. This year the festivities included book signings by members *Mike Bromley*, *Dale Wells*, *Dennis David*, *Sinclair Powell* and *Gregg Merksamer*.

The Thursday night Board meeting was the final one presided over by outgoing President *Dale Wells*. New officers and Board members were introduced and after the various committee reports there was a review of the proposal put forth by the Long Range Planning Committee. A final draft will be submitted to the Board at its spring 2004 meeting. *Michael Berger's* complete Minutes of the fall Board meeting will appear in *Journal 208*.

The Awards Banquet on Friday night was highlighted by the presentation of the



Friend of Automotive History Award Winner
Taylor Vinson



Joe Freeman (L) accepts the congratulations of **Dale Wells** upon assuming the presidency of SAH.

Friend of Automotive History Award to *Taylor Vinson*, a very popular choice among those gathered. *David Lewis's* comments in presenting this award, along with the remarks of the other award presenters are included in this issue. It also was the time for *Dale Wells* to pass the gavel to *Joe Freeman* and for *Joe* to make his first speech as President of SAH. On page 2 you will find *Leroy Cole's* ode to this changing of the guard. By the way, *Leroy* was not hiding a shiner behind those dark glasses nor was he in disguise. He had inadvertently broken his regular glasses earlier in the day—probably one of the few things to go wrong at Hershey this year. Did I mention the beautiful weather?

continued on page 4

We're Right On Track

Four years ago this October, the members of this Society entrusted me with the front cab of our train. I took over the engine controls without so much as a vice presidential apprenticeship, and I soon discovered that the train metaphor well illustrates our Society. It would be a steam locomotive, of course, and the president and vice president are the engineers. The track is fixed, as our constitution and policies were laid out of old. Those who conceived this Society took into account all the issues of a transcontinental, trans-world organization.

Like a train there is an engine, a coal car and club cars. (There are no sleeper units on this train.) The club car occupants send directors to the front car to help run the train. The elected president is at the controls, but he can only monitor the speed because the train follows previously laid tracks. He can also blow the whistle. The officers and directors assist in the ongoing progress of the train while the club car passengers con-

tinue their fellowship and research as the train speeds on.

Friday night, Oct. 10, 2003, the chief engineer handed over the controls to the next leader, who had been the apprentice engineer. This process was smooth as the founders purposed it to be. The new chief engineer, *Joe Freeman*, gave us a few blasts of the whistle that night and assured us of what we already knew, that he was ready to go forward. For over 30 years this process has taken place. The president, after two years in leadership, hands the throttle to the next person and then takes his place back in the club cars. As the past presidents are recognized at the Annual Banquet I find it interesting that they are still on board. They did not lead and then get off the train, as their goal was not just to "be in front" but to move the Society into the future while avoiding wrecks.

Your Nominating Committee looks for candidates who have the Society at heart, have proven to be "good stokers" in the course and who have the time and

talents to fill the job. On more than one occasion I have had a well-meaning and well-known person who I newly signed up for our Society say, "You can put me on your Board of Directors if you want." This meant, of course, "honorary." Our Board of Directors is a working board and much personal sacrifice is needed to fill that "honor." The officers are actively involved, for scarcely a day goes by but there is Society business to handle. The course of the Society is as sure as the track laid before us and the process of leadership selection has proven to be both wise and democratic.

Our thanks to the immediate past president and now chair of the nominating committee, *Dale Wells*, for his excellent leadership. Thanks also to Joe Freeman for taking the position at the front of the train to watch for "cows" and other obstacles on the track and for breathing in smoke and cinders while he squints into the future on our behalf. "This club car sure is comfortable!"

—*Leroy D. Cole, President 1999–2001*

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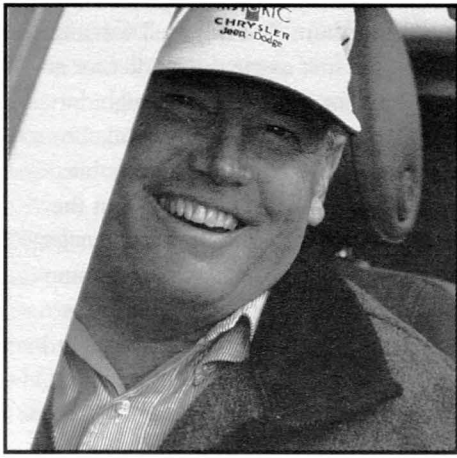
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**Copy Deadline for Journal 208
December 31st**



Joseph S. Freeman, President

Greetings to all from Boston! It is with gratitude and pride, as well as a very large sense of humility that I assume the leadership of SAH. I am truly grateful to the Society's past presidents and especially my immediate predecessor, *Dale Wells*. Due to their perseverance and hard work we enter our 35th year as a society in very strong condition.

There are a number of factors that reassure an incoming President. First, we are a fiscally sound society, operating within a sensible budget and having a small but not insignificant endowment with which to take advantage of new opportunities and meet unexpected costs. Also, our organizational structure is strong, with regions, foreign branches, publications and awards committees, and a Board of Directors all blessed with dedicated members who are fully committed to managing our affairs as effectively as possible. This strength represents a big plus for a new leader of a group such as ours.

I am also immensely proud to be at the helm of a group with such a broad constituency and multiplicity of interests. For those of you who weren't able to drop by our space at Hershey, I can only say you missed a real happening. Of course, the good weather helped, but our tent on the White Field was a truly exciting place to be. Old friends, new members and casual visitors gathered to rediscover the fun of making connections and to engage in the fascinating treasure hunt that automotive history can be. Just listening to the conversations and absorbing all the ins and outs of our field was a real high for me.

Greetings from the New President

Finally, I anticipate a host of new opportunities to improve services we offer to our existing members. I hope to increase the awareness of our Society and its mission among the wider community of professional historians. Even more important, we need to keep pace with the enormously exciting technological and communications changes that have occurred within the last few years. I will delve more deeply into some of these topics in coming messages, but suffice it to say that I think the future looks very bright for SAH.

I suppose I should also say a few words about my own background. My love affair with old cars began early. When I was seven I lived near a small museum in Farmington, Connecticut, with a marvelously derelict 1912 Packard seven-passenger touring car sitting in its garage. I was allowed to get behind the wheel, crawl all over the old machine and fall in love with something radically different from the family's 1949 Buick.

Before long I was putting together early plastic models of the Pioneer series and boring my parents with semi-knowledgeable comments about Maxwells, Reos, Stanleys and Model Ts. Then came my driver's license and an intense fascination with all things small and fast. *Road & Track* was the bible, along with Robert Daly's articles on racing in the *New York Times*. Soon, Lime Rock, Thompson and numerous local speedways became my favorite destinations, whenever I could beg the family Jeep Station wagon (which was definitely not a sports car).

After several summers of work on the town road crew filling potholes (and telling the guy who ran the road grader to put more banking in the turns), I got enough money to buy a Morgan Plus Four and it was all downhill from there. After three years out of the country I returned to the United States determined to get into competition, starting out in 1970 with the Sports Car Club of America

in the emerging Formula Ford class. I moved up three years later to Formula B (now Formula Atlantic) and in 1974 qualified for the SCCA National Championships, finishing seventh in class.

However, after a serious accident in the fall of 1975 I quit (my long-suffering wife pointing out that I didn't have enough money for both alimony and racing). For nine years I was content to watch from the sidelines and pursue other hobbies. But the bug bit again in 1984 when I caught sight of an old American dirt track racer, bought it and got hooked on the vintage stuff.

About the same time, I was also between jobs and decided to write a little piece on the history of the Rockingham Board Track Speedway (1925–1928). Dick Berggren published it for me in *Open Wheel Magazine*, and I got "hooked on the history." Since that time I have written numerous articles for *Automobile Quarterly* and other publications, as well as several chapters for books on racing. Duesenberg, Stutz, Maxwell, Durant and the board track era are favorite topics, but I find my interests are continually broadening and I truly enjoy just about every aspect of the field.

In the work realm, I serve as the Board President of the Larz Anderson Auto Museum in Brookline, Massachusetts, have been a member of the Board of the Auto Racing Hall of Fame in Novi, Michigan, and have served on the Board of SAH for five years. Along the way, I have also acquired some interesting cars, won a few concours awards and been given the honor of judging at Pebble Beach. I continue to race and write and now look forward eagerly to the coming two years as the elected leader of the Society, during which time I hope to meet and converse with as many members as time and travel allow. Thanks for putting your confidence in me and I will do everything I can to justify the honor you have given me.

—Joe Freeman

Friend of Automotive History Award

The Friend of Automotive History Award is presented in recognition of outstanding contributions to the Society and to the cause of automotive history. It is our most valued prize. If you doubt it, just ask the person who owns one. This year's winner is *Taylor Vinson*, who personifies everything for which the Friend Award stands.

Born and reared in Huntington, West Virginia, Taylor is a graduate of Princeton and the University of Virginia Law School. From 1967 until his retirement last month, he served as an automotive safety specialist and senior attorney for safety programs within the National Highway and Traffic Administration. "For the past 36 years," he exults, "I have been fortunate enough to mix work with play."

Taylor has varied automotive history interests. First of all, he has compiled one of the world's outstanding collections of automotive literature, filling 125 file drawers ranging over the years 1893 to 2003.

Organizationally, he served as our Society's Vice President in 1991–93, president in 1993–95 and has attended every Board meeting since 1986. He is also a trustee of the Horseless Carriage Foundation and a Fellow of the Royal Society for the Encouragement of Arts, Manufacturers and Commerce.

Since 1996 Taylor has edited the *Automotive History Review*, which year by year has shown marked physical, intellectual and professional improvement.

Taylor, as *Kit Foster* notes, is as cosmopolitan as American members of the Society come. He travels extensively, networks with auto historians in other nations and, as the Society's unofficial ambassador, has played an important role in enriching its membership.

Since the mid-1990s Taylor has been one of the organizers of the Society's annual Paris meeting. These meetings, featuring a dinner and field trips, draw more than 50 auto-history enthusiasts from up to seven countries. Although held in February, two months

before chestnuts are in blossom, they have become a premier event on the SAH calendar.

In retirement, Taylor, a resident of Alexandria, Virginia, will continue to edit the *Automotive History Review* and promote the Society's annual European meetings. He also plans to write on the influence of aviation on automobiles, drawing from his own literature and that in the Smithsonian's Air and Space Museum.

In presenting this year's Friend of Automotive History Award to Taylor, one might wish to crown his brow with a laurel wreath, if only because he, more than anyone else among us, could wear it with so much aplomb and distinction. Instead, his laurels will come in the form of a plaque which in part reads, "Friend of Automotive History Award, presented to Z. Taylor Vinson in recognition of outstanding contributions to the field of automotive history."

Arise, Taylor, and accept your richly-deserved award.

—David Lewis

E.P. Ingersoll Award

In 1991, recognizing that automotive history was no longer solely the province of magazines and books, SAH established the E.P. Ingersoll Award to recognize excellence in presentation in other than print media. In a sense, Ingersoll's name is a misnomer for this award, as he was the founder and editor of *The Horseless Age*, America's first automobile magazine,

a print medium. But Ingersoll was a trail blazer, the first to see the market for a magazine for motorists. (He might be called a "timid prophet," for while he foresaw, in 1895, that the automobile would, within fifty years, supplant the horse *for distances of more than ten miles*, he cautioned against expecting automobile companies that would employ as many as 500 persons in a single plant.)

Before tonight, the Ingersoll has been presented eleven times. It has been won by film and video presentations, by television series, by an audio series, by a web site and by several live events that highlight the heritage of the automobile—automotive history happenings, if you will, including the event that is probably the main reason most of us are in town tonight—Fall Hershey. Tonight, however, we recognize a new trail blazer, the viable cybermagazine dedicated to automotive history. The 2003 E.P. Ingersoll Award goes to PreWarCar.com, and its editor and founder Joris Bergsma.

Originating in the Netherlands, PreWarCar started, says its front page, "as a concept in 1998 when links on pre-WWII cars and makes were scarce. A portal for the scattered information on automobile history and car makes from Amilcar to Zedel. All those famous and forgotten antique, veteran, Edwardian, vintage, classic and thoroughbred automobiles, sports cars and racing cars. Bringing together the classified, the auction, dealer, restorer, car club, enthusiast, gallery, rare pictures, event, motor show

and rally is our mission."

I became aware of PreWarCar when Joris requested a link from our own cyberhome, autohistory.org. My first reaction was to check out what autohistory visitors would see if they followed a link to PreWarCar. I was transfixed! Here, at last, was a real cybermagazine. It's not a teasing add-on to an existing print mag, nor a thinly disguised



E.P. Ingersoll Award winner Joris Bergsma (L) with Kit Foster

auto dealer's site. To be sure, there are plenty of cars for sale therein, but what greets the visitor is a short and provocative automotive history feature, a new one every day. Sometimes the features are puzzles, sometimes competitions (every Saturday contestants test their knowledge in quest of the PreWarCar.com tee shirt). Joris has an enviable archive of old automotive pictures, which he uses to good effect. If there's no obvious story with the picture, he creates his own and invites his readers to comment, to correct, to enrich our collective knowledge.

• Most websites, our own included, get stale all too quickly. Not PreWarCar.com, with new features, new cars, new puzzles every day. A common complaint about websites is that they are too ephemeral. The page you bookmark today may be gone tomorrow. Not PreWarCar.com. Every feature article from the last two years is still there, including all the reader feedback, available ten at a time.

You will rightly conclude that this sort of schedule keeps Joris very busy indeed. But he's a glutton for busyness—last Friday he launched PreWarParts.com, a site to facilitate the exchange of parts for prewar cars between those who have them and those who need them.

It gives me great pleasure to present the 2003 E.P. Ingersoll Award to Joris Bergsma and PreWarCar.com.

—Kit Foster

Richard and Grace Brigham Award

The custom car and hot rod have been fixtures on the automotive scene from the days of the Mercury-bodied Model T's.

It is the nature of automotive enthusiasts to treat their cars as an extension of their persona. The automakers have always catered to the customer by offering an array of accessories and mechanical options but were always limited in the scope of what could be offered.

Every schoolboy has at one time drawn or doodled his fantasy car. It might be his dad's car customized or perhaps his very own idea of a speedster, but no matter, it was his car—what he wanted—a personal statement.

Since WWII a publishing industry has existed, made possible by those young kids' dreams. A lot of those young kids grew up and kept the passion for modifying their cars for performance and appearance. Peterson Publishing pioneered a family of car magazines based on this, starting in the late '40s

with *Motor Trend*, *Hot Rod* and later with *Rod & Custom*, *Car Craft* and others. Soon other publishers offered a variety of titles.

Now enough time has passed for an accounting to begin of what was the "golden age" of hot rodding and car customizing. A privately published journal has done just that. A quarterly publication has been chronicling the history of the most important and famous cars and the people who created and built the cars. Some of these individuals, like the cars they created, have become legends, revered for their achievements in the rod and custom culture.

The rod and custom culture started in California in the years preceding WWII and experienced rapid growth after the war. All this is covered with great attention to detail and presented with the best of graphic layout and superior magazine design. The cars and personalities presented are shown in a format equal in excellence to the subjects portrayed.

Each issue of the magazine could stand by itself as a softcover book and most likely is treated as such—to be kept and reread in the future.

It is with admiration and respect that I present the Richard and Grace Brigham Award to Steve Coonan, the publisher and editorial director of *The Rodders Journal*.

—Jack Juratovic

Student Paper Awards

As you know, the SAH Student Paper Award program got underway in 2001.



Sinclair Powell (R) presents one of the two Student Paper awards to Owen T. McDonough.

It is, therefore, a new area of recognition for our Society. For some years a number of Society members felt that students in higher education with an interest in automotive history should be encouraged to undertake research and writing in this field. It was believed that if our organization could properly motivate these students, the results would be highly beneficial to all concerned. Out of this came the SAH Student Award program.

A Student Paper committee has administered this program since its inception. Serving on this committee have been *Charles Blackman*, *Robert Ebert*, *David Lewis* and *Craig Pascoe*. As chair of the group, let me sincerely thank each committee member for his dedication and hard work. Committee members have notified hundreds of institutions of higher learning of the award program. Numerous professional societies have been asked to insert notices of the program in their journals. Personal calls and even visits to numerous universities have been made.

The first award was made in 2001 to *Jameson Wetmore*, a graduate student at Cornell University. Since that time Jamey has completed work on his PhD and now holds a post-doctorate fellowship at the University of Virginia.

No award was made in 2002. This year two significant events have taken place in the program, which we feel has greatly strengthened it.

First, our committee decided to make separate awards to undergraduate and graduate-level students. It was felt

that such an approach would make for a more fair competition for all concerned.

Second, it was decided that our Society would accept outside financial support for the Student Paper awards program. This would help underwrite the added cost of the dual awards. I am happy to state that Mercedes-Benz USA stepped forward to make a substantial grant to help fund the program. We sincerely thank this company for its fine assistance.

Now to the this year's award winners. The graduate-level winner is Dean C. Ruffilli, a PhD candidate at the University of Western Ontario, Canada. His paper is entitled "Mini: The Creation of a Cultural Icon, 1959–2001." Due to his duties as a teaching assistant, he could not attend this function. Plans are being made for a presentation of the award at his university.

The undergraduate award winner is Owen T. McDonough, an undergraduate student at the College of William and Mary, in Williamsburg, Virginia. His paper is entitled "Scooters in America: The Future Is the Past."

Congratulations to Mr. McDonough and Mr. Ruffilli.

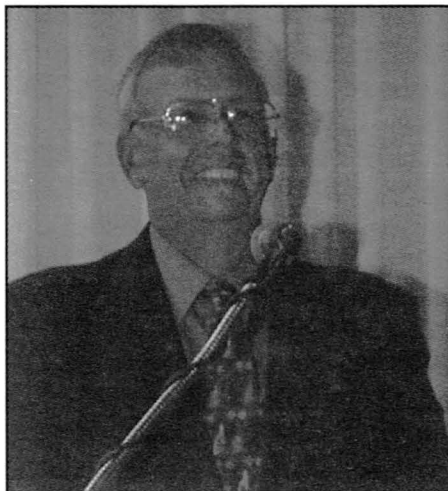
—Sinclair Powell

Carl Benz Award and Award of Distinction

I would first like to thank *Dale Wells*, *Leroy Cole*, *Kit Foster*, and the Board of Directors of SAH for giving me the opportunity to once again chair the Benz Committee.

I would also like to thank Benz Committee members *Dennis David*, *John Sawruk*, *Bill Warner* and our newest member, *Keith Mathiowetz*, for their help and guidance in the selection of those articles recognized. The new committee lineup meshed together seamlessly. I was pleasantly surprised that their scores were quite consistent, indicating that the reviewers were arriving at the same sort of conclusions independently.

As many of you already know, the Benz Award recognizes excellence in automotive history appearing in a periodical. This year, we are pleased to an-



Award of Distinction winner Richard Langworth

nounce that in addition to the Benz Award, one runner-up has received an Award of Distinction.

This year's Award of Distinction is a profile of one of the pioneers of modern automotive journalism and road testing, the legendary "Uncle Tom" McCahill. His flamboyant writing style made him a household name throughout the nation and readers of *Mechanix Illustrated* anxiously waited to find out what he was going to say next.

The 2003 Benz Award of Distinction goes to *Richard M. Langworth* for his article, "Tom McCahill: Say Uncle," which appeared in the December 2002 issue of *Collectible Automobile*.

Congratulations Mr. Langworth!

Every once in a while an article comes along that is so well researched and documented that it becomes obvious that the subject had been studied for many years and actually become a part of the author's life.

The end product in this case is the result of taking that huge amount of information and arranging it in a cohesive package that is both informative and entertaining. If an automotive historian can take a topic near and dear to him and make it a page-turner, he has done more than just chronicle a moment in time, he has shared his passion with the rest of the world.

After reading this article, all I could say was "Wow, this is it." The Benz Committee also came to that same conclusion.

The 2003 Benz Award goes to *Terry B. Dunham* for his excellent Buick racing history piece, "Something Wicked this Way Comes," which appeared in the September/October, 2002 issue of *Antique Automobile*. It scored 484 out of a possible 500 points.

Congratulations Mr. Dunham!

—Don Keefe

Nicholas-Joseph Cugnot Award and Award of Distinction, English Language

Thank you, President Wells. Members and friends of the Society of Automotive Historians, good evening. It was my privilege to serve as the Chairman of the Nicholas-Joseph Cugnot Committee again this year.

I wish to thank the other members of the Committee, who were very gracious with their time and who provided this Society with careful and studious evaluations of the books we reviewed. They were *Karl Zahm*, *Michael Berger*, *David Lewis* and *Robert Ebert*. I have used some comments of the Committee members in the presentation information.

Our task this year was difficult. Fifteen books were reviewed (one being four volumes), many of them worthy of significant recognition, all of them the product of hours, certainly months, and perhaps years of accumulated research and knowledge. While our task was, as I



Carl Benz award winner Terry Dunham (L) with Don Keefe

said, difficult, it was also enjoyable in that we were able to read the varied histories or analysis concerning the subject all of us find fascinating. All of the nominated books are on display here tonight. I hope you have had an opportunity to see them.

Some of the authors are present tonight. Perhaps you have had an opportunity to speak with them. If not, I hope you will find time to do so yet this evening. On behalf of the Society of Automotive Historians I wish to thank all of the authors for their work, and for permitting their books to be nominated and reviewed. Each of the books adds to our accumulated knowledge of automotive history. We owe a debt to the authors of the books that I wish to acknowledge.

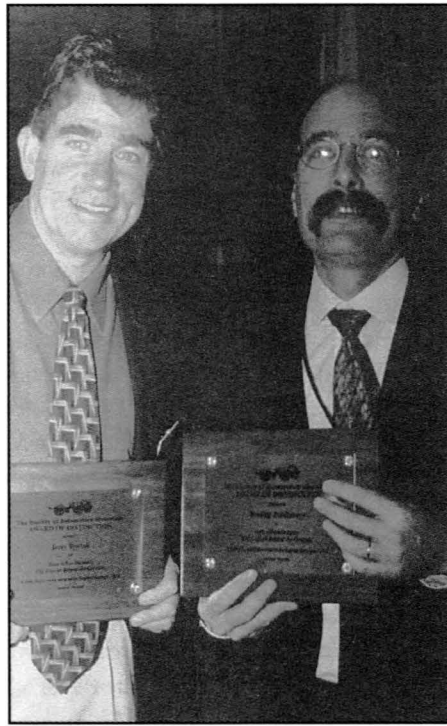
I wish also to thank those who nominated books. The Society will begin to accept nominations for books published in 2003 in April of next year. Please consider taking part in the nomination process. Information regarding the nomination timelines and other pertinent information will be published in *SAH Journal* 208.

The Nicholas-Joseph Cugnot Award Committee (English language) exists to select, in its judgment, the most outstanding book in automotive history published in the prior year, in this case the year 2002. The Committee may, if it deems it warranted, also select a book or books, from among those nominated, worthy of special recognition for the Society of Automotive History Award of Distinction.

Let me begin with the Society of Automotive History Award of Distinction, which is awarded to *Zora Arkus-Duntov: The Legend Behind Corvette*, by Jerry Burton, from Bentley Publishers.

To my knowledge, this is the first comprehensive biography of Zora Arkus-Duntov. It is also an authorized biography, meaning of course that Elfi Arkus-Duntov, widow of Zora, provided complete access as well as encouragement and support in the writing of this book.

However, in saying the book is



Jerry Burton (L) and Jonathan Stein of Bentley Publishers with the Awards of Distinction they won for *Zora Arkus-Duntov: The Legend Behind Corvette*.

authorized does not mean that it is sanitized without mention of the full range of Zora Arkus-Duntov's foibles. Quite the contrary, as the saying goes this biography provides "warts and all." In this respect it gathers authority and credence. Furthermore, the entire life of Zora Arkus-Duntov is told, which is of importance as the basis for Arkus-Duntov's personality, which was significant in his role within the Chevrolet Division of GM. It was, after all, Zora Arkus-Duntov who became the legend behind the Corvette, not somebody else.

In speaking of GM, it is worthwhile to reflect that here we have a book about an engineer in the Chevrolet division who was within an even smaller sub-organization—that of Corvette. This is not a book about a high-ranking officer in GM, nor about a designer; it is about an engineer. But, as Jerry Burton tells us, Zora Arkus-Duntov was not the allegedly typical pocket-protector wearing engineer with a slide-rule personality. This is a well-told story about an interesting man, with a cosmopolitan background, who took over a faltering Corvette program and saved it both from and for General Motors.

For a half century the Corvette has been an American sports car icon. Enthusiasts may debate the merits and performance of the Corvette, but no one can deny its impact on the American motor-ing scene and on the automobile industry.

Jerry Burton had significant cooperation in the writing of this book, which is evident in the full range of illustrations. Notes and a useful index make the book valuable to other historians while at the same time this book is a worthwhile read for anyone interested in either the development of the modern sports car or the inner workings and intrigue of companies that build them.

I am pleased to present the Award of Distinction to Jerry Burton for his book *Zora Arkus-Duntov: The Legend Behind Corvette*.

Now let us move to the Nicholas-Joseph Cugnot Award. The Nicholas-Joseph Cugnot Award for the best book, written in English, concerning automotive history goes to *Sloan Rules: Alfred P. Sloan and the Triumph of General Motors*, by David Farber, University of Chicago Press.

In regard to the formation of the automobile industry, as well as the development of large scale corporations engaged in mass production and marketing, it can be said that two individuals, Henry Ford and Alfred P. Sloan, Jr., remain as two contrasting exemplars of corporate leadership. As members of the Society of Automotive Historians we all know how Sloan and Ford differed in management styles, if indeed it may be said that Henry Ford had a management style.

Corporate management scholars have long used General Motors as a case study, and by extension how the ideas of Alfred P. Sloan, Jr. were put into successful practice at GM. Unlike Henry Ford, however, there have not been biographies devoted solely to Alfred P. Sloan, Jr. The two standards, both purportedly written by Sloan himself, are *Adventures of a White-Collar Man* (1941) and *My Years with General Motors* (1963). The latter book has remained as a source for both automotive history and corporate

management students.

Now, we have another entry, by David Farber. Despite the fact that none of Alfred P. Sloan, Jr.'s papers have survived and his corporate files were destroyed, Professor Farber has, as one of the Cugnot Committee members notes, "managed to write a comprehensive work that superbly blends together a biography of the man with the history of the corporate giant he helped create."

Another Cugnot Committee member stated that this book, "sheds important light on how Sloan's personality, biases, motivations and style influenced how the United States' largest auto manufacturer operated during Sloan's tenure." Indeed, like Henry Ford, Alfred P. Sloan, Jr. cast a large shadow on the organization he helped to create.

Scholars will appreciate the significant use of detailed footnotes which make up about ten percent of the book. While scholarly in style, the book is written in a manner that will appeal to the general reader. As a Committee member put it, "This book cannot be ignored by any serious student of automotive history, corporate history or management."

I am pleased to present the Nicholas-Joseph Cugnot Award to Professor David Farber for his book *Sloan Rules: Alfred P. Sloan and the Triumph of General Motors*.

—Darwyn Lumley

Nicholas-Joseph Cugnot Award and Award of Distinction, Languages Other than English

The Nicholas-Joseph Cugnot Award for the best book published in 2002 in a language other than English has been won by *Renault des automobiles de prestige*, written by Claude Rouxel. Marc Griselhubert, Claude Gueldry and Jacques Dorizon. The venerable French manufacturer once produced some of that country's largest passenger cars and *Renault* tells the story. Earlier this year the book was awarded the Prix Bellecour (France's equivalent of the Cugnot). An

award will also be presented to the publisher, E.T.A.I.

Claude Rouxel is an SAH member and one of France's most prolific historians, having previously written books on Rolland-Pilain, Chenard Walcker/FAR and French taxis.

This year the Award of Distinction goes to Halwart Schrader for *Deutsches Autos Band 1 1885–1920*, published by Motorbuch-Verlag. This represents a comprehensive revision of *Autos in Deutschland 1885–1920*, by Hans-Heinrich Von Fersen and uses photographs from the author's own collection. It is likely that similar volumes covering the years 1921–39 (von Fersen) and 1945–60 (Oswald) will follow in due course.

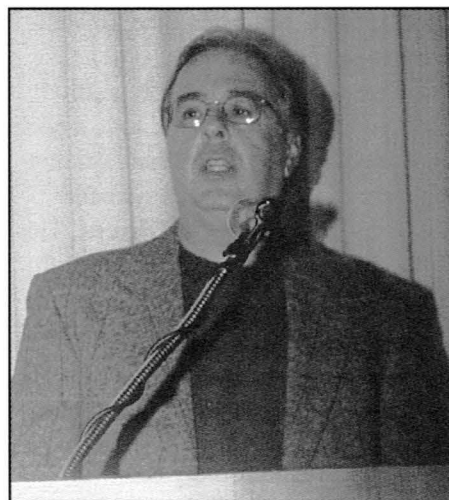
The members of the judging committee this year were Beverly Rae Kimes, Matt Sonfield and Frank Gump. Their assistance was greatly appreciated.

—Taylor Vinson

James J. Bradley Distinguished Service Award

The James J. Bradley Award is presented by our Society of Automotive Historians to honor those dedicated to the preservation of automotive history. This year's choice for the award would most certainly please Jim Bradley—the Nash Car Club of America and its Nash Heritage Preservation Project.

The Project has been developing an oral history of Nash Motors through a



Patrick Foster accepts the James J. Bradley Distinguished Service Award on behalf of the Nash Car Club of America and its Nash Heritage Preservation Project.

series of interviews with former Nash people in various positions with the company.

I am sure that Jim Bradley spent many hours listening to Nash history as he and his best friend, *John Conde*, chief public relations guru of Nash and AMC, traveled the roads of Pennsylvania in search of Hershey. Somehow they always made it and, thanks to a number of nominations, Nash has finally gained the Society's recognition at Hershey. I can hear Jim Bradley saying, "Well Conde, we finally made it and Nash did, too."

—James Wren

SAH in Paris, IX

SAH is planning three events in France in February 2004. The first of these is the ninth annual meeting of SAH members and guests in Paris, which will be held the evening of Thursday, February 12th. Beginning in 1996, we've gotten together, usually at the Automobile Club de France, for drinks and dinner the evening before the opening of *Rétromobile*, the largest indoor old car show and flea market in France.

Last year, over 50 of us dined at the ACF. This year the price of the dinner is 84 euros. Members coming from the United States should make reservations with me and send a check for \$100 payable to SAH. My address is 1314 Trinity Drive, Alexandria, VA 22314. My email address is ztv@comcast.net. Due to shifting exchange rates, we may have to ask for a bit more at the door, but if you want to pay 84 euros at the door, we will hand the check back to you. Members coming from outside the U.S. should make reservations with, and arrange payment to *Laurent Friry*. His e-mail address is Laurent.friry@ericsson.com and his home address is 22 rue d'Antony, F-91370 Verrières le Buisson, France. Please let Laurent know not later than January 26th so that the ACF can make arrangements. Sorry, but Laurent asks that you not send Eurocheques because of the fees involved in cashing them. You may pay Laurent at the door if you prefer.

The second event will take place Saturday, February 14th. *Claude Rouxel*

has arranged for us to visit the inner inner sanctum of the Renault collection of motor vehicles at Flins, beginning with the first car of 1898. Time and transportation are not yet definite, but we'll have final details available at the dinner. If you do not plan to come to the dinner but would like to go to Flins, please inform me directly.

Finally, we will be going to Lyon for the day on Monday, February 16th. This is a return visit to the Berliet Foundation and its magnificent collection of over 200 restored trucks, buses and passenger cars, which we first visited as a group in 1999. We'll make the trip by TGV, and we must know also by January 26th if you wish to go so that tickets may be obtained.

February in Paris finds the temperature around 50 degrees F, with overcast skies but little rain. It's a great break when the winter doldrums are beginning to set in.

—Taylor Vinson

SAH Acquires Dunwoodie Archives

The SAH Board of Directors is pleased to announce that at their October meeting, held during the Hershey weekend, they voted to acquire the magnificent research archives of our late founding member *Ralph Dunwoodie*. The sale, which was arranged by private treaty, will result in the lifetime collection of research materials being kept together and made accessible to researchers. *David Brownell* and *Jerry Lettieri* of *Automobilia Auctions LLC* facilitated the sale on behalf of *Dunwoodie's* estate.

The archives consist of 15 file cabinets containing copies of original source material on American and European automobiles and coachbuilders dating from 1895 to 1985, arranged by marque from A to Z. *Ralph Dunwoodie* had compiled the material over many years, during a career that included a post as head of research for the former *Harrah Collection* and a recent period as a research and collections consultant. The acquisition, in advance of a planned auction sale, will prevent the archives from being broken up and possi-

bly being assimilated into multiple private and inaccessible collections.

At press time, discussions were in process with several established institutional libraries regarding a permanent home for the archives.

—Kit Foster

SAH at AHA Annual Meeting

The American Historical Association, of which SAH recently became an affiliate, will hold its 118th annual meeting in Washington, D.C. from January 8th to 11th, 2004. Along with its business meeting, AHA will hold a number of sessions, workshops and forums on a wide range of historical themes and topics, many of them jointly sponsored by affiliate societies. Activities will take place at the Marriott Wardman Park, Omni Shoreham and Hilton Washington Hotels.

Although SAH will not sponsor a session at the AHA meeting, we plan to have a presence, with a display of materials and members on hand at a section reserved for informal participation of affiliates on Friday, January 9th. This will be on the lobby level of the Marriott from 11:30 AM to 2:30 PM.

SAH members in the Capitol Region who can help staff the display are asked to contact President *Joe Freeman* at 671-723-2661, fax: 617-723-2333 or by email: jfreeman@racemaker.com. Society members who will be registering and attending as AHA members are invited to participate and encourage networking with the larger historical community.

—Kit Foster

Obituary Peter Morgan (1919–2003)

Peter H.G. Morgan, chairman of the Morgan Motor Company of Malvern Link, Worcestershire, England, died Monday, October 20, 2003 after a short illness. He was a few days away from his 84th birthday.

Known by everyone from the shop floor to the enthusiast community as "PM," he was the son of company founder H.F.S. Morgan. Educated at Oundle School and Chelsea College of

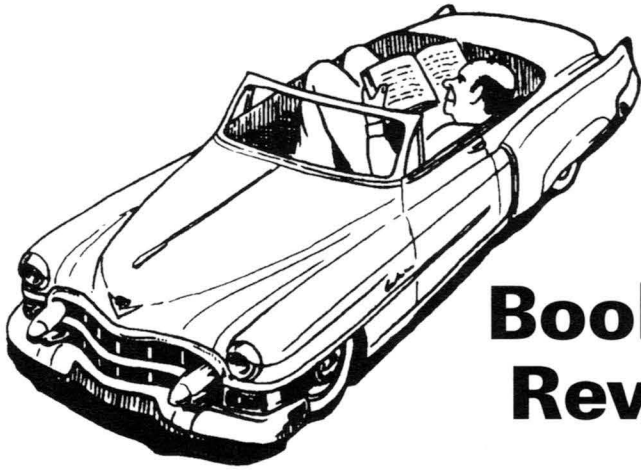
Automobile and Aero Engineering, he served with the Royal Army Service Corps in World War II. Having worked with his father from a very early age, he was involved in every aspect of Morgan development from 1950 and took charge of the company after his father's death in 1959. Although he had turned the day-to-day management of the company over to his son, Charles, in 1999, he continued as Chairman of the Board, and was a daily visitor to the factory until shortly before his death.

I like to claim that I'm distantly related to the Morgan family by real estate—and the Church of England. My wife grew up in a house in Stoke Lacy, Herefordshire, purchased from PM's aunt, *Dorothy Morgan*, and we were married at Stoke Lacy church, at which PM's grandfather and great-grandfather had served as successive rectors for a period of sixty years. I was introduced to PM by my mother-in-law in 1982 and was privileged to meet with him in his office at Malvern several times in succeeding years.

My last meeting with him was in 1995, during which I mentioned that not only had I never driven a Morgan, I'd never even sat in one. I was hoping that perhaps I'd be allowed to climb into a car being readied for delivery. "Come 'round tomorrow after lunch and you can take mine," PM replied in an instant.

At the appointed hour, he took me out to his own Plus 8, handed me the keys and pointed out the important controls. He said, "Just have it back by three" and headed inside. I timidly started the car and turned around to exit the factory gates. The route is uphill, the curve of the road makes a blind spot, and the Plus 8 clutch is rather abrupt. I stalled the car about five times before throwing caution to the winds and launching it, with screeching tires, across the road into the intersecting avenue that was my destination. The entire works staff must have been chortling. When I returned the car, about ten past three, and handed PM the keys he said not a word but gave me a wry smile. That's how I shall remember him.

continued on page 14



Book Reviews

Packard Motor Car Company, by *Evan P. Ide*, 2003, ISBN 0-7385-1208-7. Paperback, 128 pages, 207 black-and-white photos. Arcadia Publishing, 2A Cumberland Street, Charleston SC 29401, 843-853-2070, fax 843-853-0044, toll-free in U.S. 888-313-2665, email sales: arcadiapublishing.com. \$19.99

It's not a large book and it's emphatically not a history. It doesn't even extend beyond 1932, save for one lonesome 1938 landaulet photo. The text is minimal, being essentially 206 photo captions, some with historical asides, plus an Introduction and a Foreword by *Joseph Freeman* of the Larz Anderson Auto Museum. But what this book has is photos—remarkable photos, most of them not previously available. And that's where the Larz Anderson Auto Museum comes in.

The late Rod Blood, whose name is still recognizable among auto historians nearly 40 years after his death, came across a stack of documents which had been salvaged from the Packard operations in Detroit in 1957 (there are several heroic stories of such salvage operations, including Dick Teague's, whose salvage work was recently and tragically destroyed in a fire). Blood attached such importance to his discovery that he traded a whole Packard for the filing cabinet and its contents. Blood left the entire collection—plus cabinet—to the Anderson museum in 1966. *Evan Ide*, the museum's curator, recently rediscovered the lot and this book is the result. "Most of them,"

Freeman points out, "were thought to have been lost forever."

For a historian looking over a historical book, let's admit it, the first thought is to keep an eye open for inaccuracies. This book may be unique in that department, for the photos were originally identified by such luminaries as James Ward Packard himself (plus other company representatives over the next 30 years), so inaccuracies are, shall we say, highly unlikely. This leaves the reader to discuss over dinner, if so inclined, things like a caption that says that "Packard's inability to compromise any quality eventually led to the company's demise," and whether it might have been more complicated than that.

These photos are uniformly striking and crisp, and many of them are downright art shots; Packard apparently employed only first-rate photographers and there's only one photo in the main text that we would categorize as slightly blurred. And when you see that the book includes photos of things like a gloved hand on a gearshift lever and a study of a steering wheel, you can be fairly sure that the museum is giving us the whole lot here. One of them even has penned markings on it, and many of them have the official identification notes still visible right on the image; the publisher has just left those on, and they add a lot.

There's a bonus too: a six-page chapter on racing Packards (in which there ARE a few soft-focus photos and one cracked print). So what has the museum made available here? A first-

rank collection of photos—two of which are double-truck—for the Packard historian at a price of less than 10 cents each. We are talking about photos that would fetch, some of them, \$5 to \$10 each at a Hershey display, if you could find them. What's not to like?

—George Hamlin

William Howard Taft and the First Motoring Presidency, 1909-1913, by *Michael L. Bromley*, 2003, ISBN 0-7864-1475-8. Hardbound, 447 pages, 7 by 10 inches, 86 photographs. Published by McFarland & Company, Inc., Box 611, Jefferson, NC 28640, 1-800-253-2187, www.mcfarlandpub.com. \$49.95 (plus \$4.00 shipping).

Bless William Howard Taft. This historian has fallen in love with the first President who ordered an automobile while residing at 1600 Pennsylvania Avenue, the fellow who created the first garage for the White House, the proselytizer who championed the automobile's cause with elegance and enthusiasm. *Michael Bromley* made me do it.

The awareness of most of us to Taft's place in automobile history heretofore probably hasn't extended much further than seeing photos of the man after he had settled his ample girth into the tonneau of, say, a mighty Pierce 66. A formidable motorcar was required to enshroud WHT comfortably. The Pierce-Arrow was a Presidential favorite, more so was the White Steamer. Mrs. Taft had a Baker Electric.

This is simply a wonderful book. Its scholarship is impeccable and the tale told is fascinating. Among the details one can read about is the contretemps ensuing over the White House query to the White Company about the acquisition of a new steamer at a "fixed expense," maintenance included. White offered a new car every year for a \$3,500.00 annual fee. Pierce-Arrow's Colonel Clifton, well aware of the public relations bonanza of the Presidential imprimatur, was already leasing the White House a 36 H.P. for \$500.00.

When a better price was asked for the steamer, Walter White wouldn't budge. The exchange of correspondence among the principals in this drama is delicious and exhaustively footnoted.

Except for the fact that this book is so much fun to read, it could be a PhD dissertation. In addition to scrupulous citations, *William Howard Taft and the First Motoring Presidency* boasts exemplary appendices that include the text of Taft's 1911 speech to the Automobile Club of America, an annotated inventory of the White House garage during the Taft years as well as the stables and stablehands(!), political chronologies, industrial statistics, glossaries of terms and names, a huge bibliography and comprehensive index. The author could have "defended" this piece of scholarship in a New York minute.

Setting the scene of the book amidst the cultural, social and political milieu of the era adds another dimension. Michael Bromley obviously is fond of his subject and argues persuasively that, despite the ineffectual label history has given him, Taft was a "hero to progress." Certainly the automobile is in his debt.

—*Beverly Rae Kimes*

Kleophas Almanach Vol. 5: 1920–1940, German text by Dirk-Michael Conradt and Hermann Ries, 2000, no ISBN-number. 324 pages, 280+ illustrations in b/w and some in color, soft-bound, size 6 in. x 8 in. Published by Dipl. Ing. Klaus Kleophas, Lindenmannstrasse 47, D-40237, Düsseldorf, Germany. DM 40 in Germany (approx. \$19 plus postage and packing).

The subtitle gives a clear hint as to whom the book will appeal: *Das Handbuch für den Fahrzeug-Sammler* (Handbook for the automobile-collector). It was compiled in co-operation with Deuвет, the head association of German veteran and vintage car clubs. Various experts and journalists have contributed their opinions and named their favored models of the pre-war period.

Klaus Kleophas is the boss of the "Gutachten-Zentrale" (an organization

that specializes in establishing expert reports on condition and value of motor-cars of any type or model). The company has a team of about one hundred experts and publishes a value guide for classic and collector cars.

The Introduction is followed by a brief review of four important books on automotive history, namely *The Beaulieu Encyclopaedia of the Automobile*, by Nick Georgano, *Deutsche Autos 1920–1945*, by Werner Oswald, *Standard Catalog of American Cars 1805–1942*, by Beverly Rae Kimes and Henry Austin Clark, Jr. and *The Complete Catalogue of British Cars 1895–1975*, by David Culshaw and Peter Horrobin.

The main contents of the book are divided into two sections. The first covers the so-called "Super Classics" of the period 1920–1940 and is a description of the most important models of the various makes of Germany, Italy, England, France, United States and various countries. Within each country the makes are listed alphabetically and covered by a short history of the company and a description of the coveted collector models. Depending upon the marque, up to ten black and white illustrations are included. For each make there is a list marking the importance of the models on a scale of 1 to 10 for the company and for general automotive history.

The Mercedes-Benz S and SS are considered 10/9, whereas the 370S Mannheim is marked with 5/5 only. The captions for the illustrations, by the way, are mostly extracts from sales literature or from road-tests of the period. This is quite interesting and often amusing.

The second section covers the so-called "Volks-Klassiker" (People's classics) which often incorporated interesting technical specifications and inventions. In view of the non-availability and the high prices paid for the true classics and vintage cars, there is a strong tendency, especially for young fans, to go for more reasonably priced and easier to obtain and maintain regular cars of the period. Whereas all the big models of Mercedes-Benz range in the first section, of course, here we find the small 130, 150, 170 and 200 models. The

American models of Chevrolet, Ford and Plymouth fall in this bracket.

There is a list of the addresses of all the German collector car clubs and a very concise description of the more important technical features of the cars. At the end of the book we find a rather interesting survey of all models described along with production figures, technical specifications, prices when new and approximate market value today as well as a marking on the collector's status from 1 to 10.

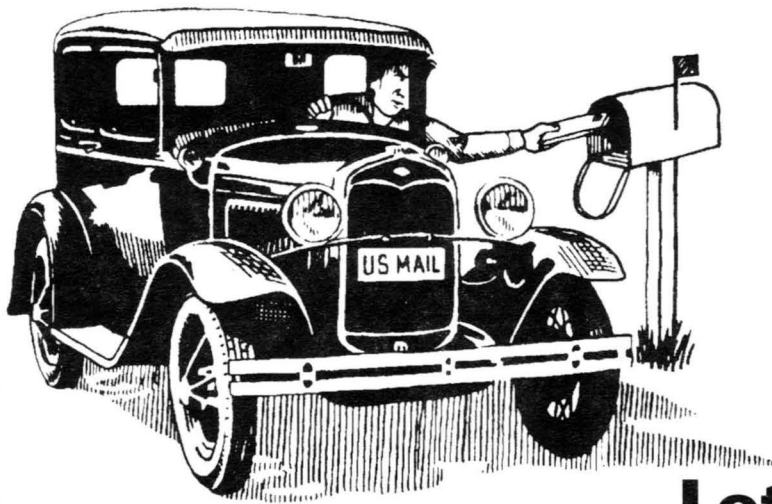
Even for the reader who has not mastered the German language, the many illustrations, 24 pages of superb ones in color, and the lists with marks and figures will make the purchase worthwhile. It certainly is a most helpful and handy reference work to determine the approximate position and value of many collector cars of the prewar period. It should, however, be mentioned that especially with the non-German manufacturers many makes and models are missing. For example, under Marmon only the Sixteen is listed; under Pierce Arrow only the V12 and the Silver Arrow; under Cadillac only the V12 and V16. The Hispano-Suiza K6 is missing just as are the various Talbot-Lagos with the exception of the T.150, the Delage D6 and D8-100/120 or Bugatti T.44, T.46 or T.55. At the most reasonable price it is still a good buy for any enthusiast.

—*Ferdinand Hediger*

Mythos Maybach, by Dr. Harry Niemann, 4th Edition 2002, ISBN 3–613–02275–3. Hardcover 9 x 10½ in., 348 pages, about 340 illustrations in black/white and color, text in German. Published by Motorbuch Verlag, Stuttgart. Price in Germany Euro 49.90 (approx \$53 plus postage and packing).

The author, Dr. Harry Niemann is responsible for the great archives of Daimler/Chrysler AG and has seen published various books and many articles on the automobile and its history. Take note: This is in fact a renamed fourth edition of the earlier *Wilhelm Maybach*—

continued on page 15

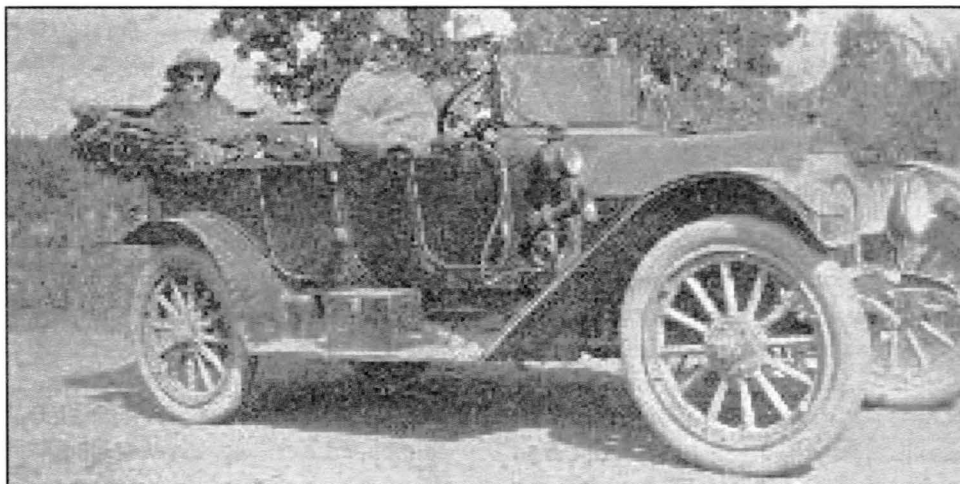


Letters

Can You Identify this Car?

By 1911, crossing the country in a horseless carriage was no longer extraordinary, and a pair of dentists and their wives did just half the country in a large touring car. They were Dr. George and Hazel McCann and Dr. Fred and Hannah McClean of Danville, Illinois. They did not start in San Francisco, but Danville, and traveled east only as far as the White Mountains in New Hampshire—but it was quite a family story for many years.

The photo below was provided by the McCann's grandson, a friend who requests the help of SAH in identifying this car. As we all know, eyeballing cars of that era to determine the make is no picnic. On the cross-country car, the only thing that stands out to me are the aproned front fenders, and perhaps the radiator—flat at the top opening inside a curved shell. Does that give any clues?



This touring car is righthand drive, which was still commonplace in those years.

Any information from SAH members would be greatly appreciated by the McCann family, and I will pass it along.

—Richard Langworth

Queen Lil and the Automobile'

Back in *SAH Journal* 145, Keith Marvin asked, "Did Queen Liliuokalani Own an Automobile?" He was intrigued by the life and times of Hawaii's last (and deposed) monarch and by the early history of the automobile in the former island kingdom, republic and newly-annexed U.S. territory. He had been unable, however, to connect the two.

A few issues later (*Journal* 150) he was back, having found some photographs, taken circa 1915, of the late queen in a touring car, probably a Cadillac. His search of early registration records, how-

ever, led him to believe that she probably never owned a car in her own right.

"Serendipity" can be decorously described as the ability to "find wonderful things not sought for." It happens to me frequently in the pursuit of automotive history. While skimming through *The Horseless Age* in researching my imminent book on the Brothers Stanley and their steam automobiles, I stumbled across evidence that Queen Liliuokalani did indeed own an automobile. More accurately I should say I discovered that she *ordered* an automobile; I've found no account of her taking delivery. She did better than order an automobile, however; she ordered two!

Many items of consequence in the early automobile industry appeared in *The Horseless Age's* column "Minor Mention," which is not indexed. It was by browsing that I came across a single sentence in the May 2, 1900 issue: "Mrs. Dominis (ex-Queen Liliuokalani) will take a Locomobile back from Washington to Hawaii with her." (The Queen had married a man named John O. Dominis, though he had died in 1891. The spelling of her name varies slightly, depending on source.) So Queen Lil had indeed taken a car to the Islands (or intended to do so). There was no vehicle registration system in Hawaii until 1906, which suggests that this car was probably never officially documented. If the Locomobile, designed by the Stanley twins, furnished her first automotive ride (and we don't know that it did) she would share that distinction with President William McKinley, who had been chauffeured in one by F.O. Stanley in 1899.

The story gets better. Apparently the former queen envisaged a stable of automobiles, for "Minor Mention" on July 11th of the same year records that "Ex-Queen Lil has ordered a steam carriage of the Baldwin Automobile Manufacturing Co., of Connellsville, Pa." Again we have a connection with the story of the Stanleys, but whose intersection came later.

Leo F.N. Baldwin was born in Vermont but moved to Providence, Rhode Island, as a young man. Appren-

ticed at precision instrument makers Brown and Sharpe, he later became superintendent of the Cruickshank Steam Engine Works. In 1896, he built a steam runabout of his own design and a delivery truck for the city's Shepard & Company department store. He had aspirations of manufacturing, but instead licensed patents he had obtained to the Pennsylvania company mentioned above, which built cars under his name from 1899 to 1901. Leo Baldwin took a Stanley franchise in 1902, and soon, as "Lucky" Baldwin, became one of the leading competitors in Stanley cars, racing on circle tracks, in hill climbs and at beach venues such as Ormond in Florida and Old Orchard Beach in Maine.

There our current story ends, but browsers would do well to keep their eyes peeled, in "Minor Mention" and elsewhere. You never know when you might serendipitously encounter ex-Queen Lil (or Mrs. Dominis) and her Locomobile or her Baldwin.

—Kit Foster

Early Ads

It would be hard to challenge *Laurent Friry's* discovery (*Journal* #206, page 8)), particularly as the language and tone are so like some of today's efforts. But there were precursors—I'm thinking of an ad in the *London Times* of 19 February 1835 for the sale by auction of two Scott Russell steam carriages. I won't quote all its 500 words, but for a sample: "Spirited individuals will do well to avail themselves of this effectual mode of acquiring wealth, without risk, . . ." Pull the other one, mate

—David Manson

The item by *Laurent Friry* in *Journal* 206 concerning used cars being advertised in France in 1895 would be hard to beat. Since the automobile was invented in Europe it seems natural that the first used cars would be advertised there. If you think back, the French have given us many words that are now accepted terms of the English language. I refer to garage, boulevard, chassis, carburetor, chauffeur, tonneau and cabriolet.



The above ad for 1901 Columbia automobiles is the earliest I have seen to describe another term in U.S. auto circles. Read the fifth paragraph of the ad: it describes demonstrators. I wonder whether the cars that are described as in perfect condition but a little shop worn

are leftover 1900s or current 1901 models.

—Nelson Bolan

GM Statement Out of this World

General Motors Corporation recently published an ad titled "The Longest Road in the World is the Road to Redemption." In it, GM made the claim that "Thirty years ago, GM quality was the best in the world." That would be 1973.

GM did not define "quality" or explain the basis for its claim. It seemed to me that GM's claim could be best evaluated using Consumers Union's "frequency of repair records" charts for 1973 model cars when they were three years old, as reported in the April 1976 issue of *Consumer Reports*, its annual auto issue.

CU provides five symbols for its charts, and to each one I assigned a value: -2 (much worse than average), -1 (worse than average), 0 (average), +1

By Michael J. Seneca

238 pages \$39.95 hardcover
68 photos, tables, notes, bibliography, index
ISBN 0-7864-1665-3 2003

Run on an eight-mile course in Philadelphia's West Fairmount Park, these races drew half a million spectators the first year. In contrast to other racing events, such as the Vanderbilt Cup, there were never any serious injuries and not a single death, but after four years of spectacular racing, the event was banned, with safety concerns cited.

Both the on-track action and the off-track events are described. The successful crusade to stop the races is examined, as are attempts to revive the race, including Philadelphia's attempt to compete with Indianapolis by constructing a two-mile oval speedway.

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(better than average), and +2 (much better than average). Taking the value of the "Overall Record" symbol for each model within a make, I then totaled the values for the make and averaged them. For example, of the four Plymouth models, the Overall Record for three of them was "average" and one was "worse than average." Thus, Plymouth's total was 0+0+0-1 = -1. Divided by four, Plymouth's Overall Record was -.25. On the same basis, I calculated Dodge's Overall Record as -.43, and Chrysler's as -1 (data given for one model only).

Averaging the three Overall Records, Chrysler's corporate Overall Record comes out as -.56.

Using this technique, I calculated GM's Overall Record (not including Opel) as -.19, and Ford's as +.11. Non-American makes did even better than Ford: +2 for Subaru (one model), +1 for Datsun and Mercedes-Benz, +.75 for Toyota, and +.4 for Volkswagen.

Whatever world GM had in mind, it doesn't appear to have been this one!

—Taylor Vinson

SAH News continued from page 9

In addition to his son, he is survived by his second wife, Heather, and two daughters. A private family service was held on November 4th. Plans for a public memorial service had not been

announced at the time this *Journal* went to press.

—Kit Foster

New Executive Director at America on Wheels

John Curcio, President of the America on Wheels Board of Directors announced recently that Carroll F. Cook has joined the museum as Executive Director. Mr. Cook is the founding director of the Saratoga Automobile Museum, Saratoga Springs, New York.

Construction for America on Wheels will begin in mid-2004. The 48,000-square-foot museum will have three exhibition galleries. One will feature the historic Mack Truck Collection and the remaining two galleries will be used for changing exhibits. A theater, gift shop, research library and archives are also part of the design. For more information about the museum write to P.O. Box 1400, Allentown, PA 18105, call 610-432-4200 or check their website, www.americaonwheels.org.

Member Offerings

Don Marsh has a new video out, *Evolution of the Automobile and Its Effects on Society*. The tape covers the origins and development of the car and its impact on the economy and our way of life. It also shows how backyard tinkers obtained the financing necessary to

build the factories to produce the cars and the development of today's highway system. The video is an offshoot of a high school class textbook.

Don is offering SAH members a \$5 discount on the \$20 price of the video. He can be reached at P.O. Box 760, Spirit Lake, ID 83869, 208-623-2039 or by email at woodleg@povn.com.

The China Motor Vehicle Documentation Center has put together a book entitled *Hongqi, The History of a Chinese Limousine*. The book begins with the birth of the Chinese auto industry and ends with the development of electric vehicles.

Construction of the first automobile factory in China took place in Manchuria in 1953—an old Japanese poisonous gas factory was rebuilt and became the Diyi Qiche Zhizao Chang, or First Auto Works. FAW produced the first Chinese motorcar, the Dongfeng CA 71, in 1958.

That same year FAW introduced a prototype of the Hongqi, the country's first limousine. The car would be built for party leaders and patterned after the American Cadillac and Lincoln, the English Rolls Royce and the Soviet ZIS and ZIL.

The book documents the various configurations of the limousine through the years, including convertible, ambulance and stretch limo.

In 1983 FAW started negotiations with foreign partners. Later Hongqis would be built with Audi, Chrysler and Nissan engines.

For more information about this book contact Center Director Erik van Ingen Schenau at Wjitteringswei 67, NL 8495 JM/67 Aldeboarn, The Netherlands, +31 566 625 011 or the center's website www.grupstal.nl/chinesecars.htm.

Silent Auction Deadline

November 30th is the deadline to get your bids in for the Silent Auction. You will find the catalog in *Journal* 206. You can mail, fax or email your bids, so don't delay. These books make great Christmas presents to yourself. Questions can be directed to Auction Chairman Leroy Cole.

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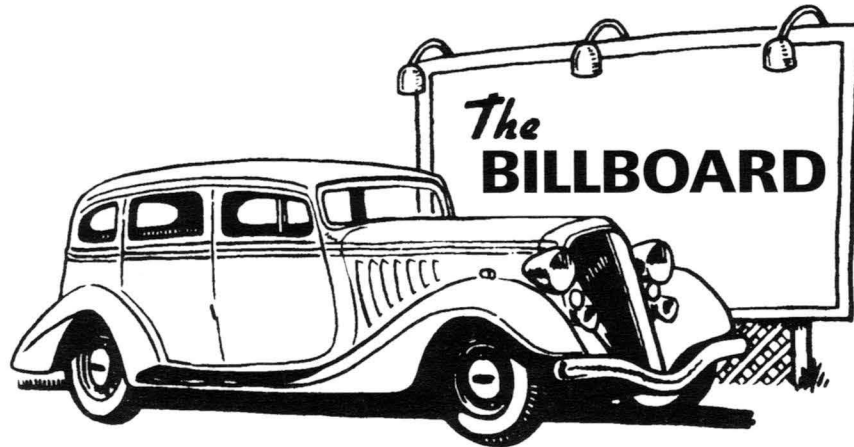
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Book Reviews continued from page 11

König der Konstrukteure (see book review in *Automotive History Review* #35) complemented with about 40 pages on classic Maybach cars of the prewar days and the new flagship of DaimlerChrysler. All that was written in the book review still applies. The fourth edition contains only little that was not published before in articles or books on the classic Maybach models. The 17 pages dedicated to the new Maybach offer some inside information on the development and specifications of the fabulous new luxury car of the renowned marque.

To any historian, collector or student of early automotive history not yet in possession of a copy of the earlier editions, the recommendation already articulated is fully valid, with the bonus of some added coverage of the various great Maybach motor cars. A very well produced, handsome book with very important and well-researched information mainly on the early work of Wilhelm Maybach.

—Ferdinand Hediger



Information Wanted Photographs and information wanted for a new book on the past, present and future of the dune buggy. I desperately need photographs and any background material on the following "concept car" dune buggies: Ford EX (shown at 2001 Detroit motor show); Ford Splash of about 1989; Pontiac Stinger (shown at Detroit motor show 1989); Plymouth Speedster (also about 1989); Peugeot Touareg (1996); Felber Ferrari "beach car" built on a 365 GTC/4 chassis

(1970s), and the Bertone "Shake" buggy using Fiat 128 mechanicals (1970s). **James Hale** james.hale@ntlworld.com

Articles Needed For Page 1 of the *SAH Journal*. They really spice up the *Journal* and usually provoke responses from the members. Between 500 and 750 words is sufficient. The copy and any photos can be mailed to the *Journal* (see Masthead on page 2 for address) or, better yet, e-mailed to me at tjakups@comcast.net.

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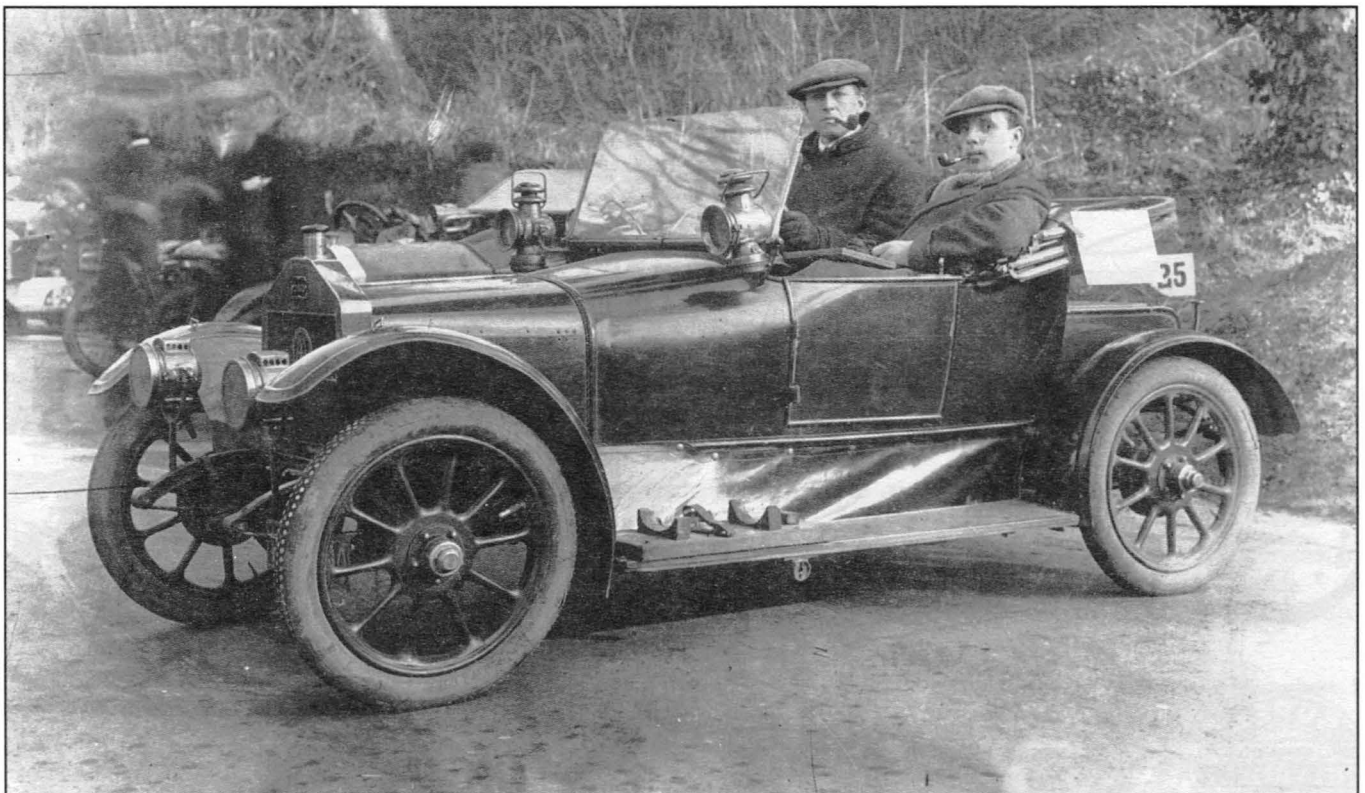
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Information on the 2004 European Meeting—Page 8



SING A SONG OF SIXPENCE: The gentlemen in this Singer appear to be departing on some sort of rally or trial. Just visible in the original photo is the number “24” attached to the top/hood of the car. Many members can probably identify the Singer by model and year. Would one of *Donald Cowbourne’s* consummate books on rallies and trials tell us the event and the identity of the driver? The passenger appears to be a twenty-something H.E.S. Morgan. *Kit Foster Collection*