

# SAH Journal

The Society of Automotive Historians, Inc.  
Issue 208 January—February 2004



www.autohistory.org

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## What's Going to Happen to Your Collection When You Die?

by Michael Lamm

**Y**ou've managed to collect a lot of stuff in your lifetime. What's going to happen to it when you die? That's a question you should think about no matter how old you are.

More questions: Is your collection worth preserving after you die? Do your heirs know it exists? Do you mention it in your will? Will your heirs know what to do with it? Do they know what it's worth? Should your collection be preserved intact, or does it make more sense to part it out?

I've discovered that a lot of valuable material—valuable historically and valuable in dollars—simply gets tossed in a dumpster after a person passes away. I've seen it happen too many times. And it usually happens because the person has made no plans to preserve these valuable accumulations.

If you have a collection (or collections) worth preserving, here are a few thoughts to ponder.

### Consider donating your collection for a tax deduction

If you can give your collection to a non-profit institution—that is, to a museum, library or a recognized foundation—you or your estate might be entitled to take a tax deduction for the appraised value.

There are several steps you have to take to get your collection accepted, but it's not a complicated process. First, phone the institution to which you'd like to donate your collection. You'll be put through to the person in charge of acquisitions. Describe your collection and ask if the institution is interested in it.

If the answer is "yes" or "no," there's no problem. If "yes," the institution will tell you how to proceed, and if "no," you'll get in touch with another institution. But if the answer is "maybe," you might be asked to submit a more detailed description in writing; perhaps even to send along photos or photocopies of individual pieces. If you have a collection of dealer literature, for instance, the institution might ask you to photocopy representative examples.

### Getting your collection appraised

After you get a "yes" answer, the next step is to get your collection appraised. The appraiser *cannot* be associated with the receiving institution, and finding an appraiser is your responsibility, as is paying for the appraisal.

Appraisers tend to be qualified in various specialties; that is, some appraise literature, some appraise cars, some appraise mobilia, etc. When you talk with an appraiser, be sure to ask about his or her experience with similar collections. Ask, too, how much each charges for an appraisal of your type. Appraisal fees vary widely, and the best deal is often the least expensive bid from a qualified appraiser.

The appraiser doesn't necessarily have to actually inspect your materials. You can

*continued on page 7*



**Thomas S. Jakups, Editor**

**A**fter I had laid out Page 1 of this newsletter I looked again at the title of *Michael Lamm's* article and thought, "Well, this should send chills up more than a few spines." Of course the dread of dealing with what is an inevitable fact of life is nothing new. But there is a certain poignancy when you look at it in the context of our hobby. Many of us started collecting old cars, memorabilia and literature because it took us back to a time when we were young. Now, even as we age and our circumstances change, these reminders of

## I Resolve This Year To . . .

our youth remain the same, achieving the immortality that eludes us.

Two incontrovertible facts are you can't take it with you and whatever you may collect you must eventually dispose of. By coincidence *Joe Freeman* in his President's Perspective, talks of our "sacred trust" to protect and preserve our wealth of historical information for future generations, a point that is emphasized by *Leroy Cole* in his report on the 2003 Silent Auction (Page 9).

Now that we've been hit over the head with a sledgehammer, don't you think a good new year's resolution would be to put into motion a plan for the proper disposition of the "stuff" we have gathered over the years? This act of good will would be greatly appreciated by future enthusiasts and historians as well as our surviving family members.

Welcome to the *Journal*, Joe Free-

man. Page 3 is your gateway to the members and I look forward to working with you in the coming months.

Thank you, *Leroy Cole*, for filling my space last issue. *Leroy's* likening the officers and Board of Directors of our Society to the crew of a steam locomotive was "right on track" and an excellent piece of writing. *Leroy*, you have found yet another way to serve the Society.

I was reading an article about the prewar Plymouths and it mentioned limousines that were built from 1937-1941. My reaction was "a Plymouth limousine—what were they thinking?" If you have any information concerning this seeming oxymoron or you would like to contribute your own "What were they thinking?" please send it in to the *Journal*.

A happy and productive new year to all.

—*Tom Jakups*

# SAH Journal

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Issue 208 January-February 2004



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**Michael L. Berger** Vice President  
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**Christopher C. Foster**  
118-157 Jan./Feb. 1989-July/Aug. 1995

**Samuel V. Fiorani**  
158-194 Sept./Oct. 1995-Sept./Oct. 2001

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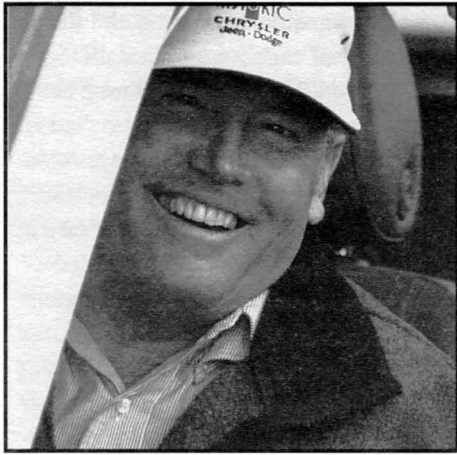
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Find the Society of Automotive Historians on the web at [www.autohistory.org](http://www.autohistory.org).

**Copy Deadline for Journal 209**  
**February 29th**



**Joseph S. Freeman, President**

**H**appy New Year in 2004! I hope you all had a fine holiday season and are getting ready for the literally thousands of activities for the antique automobile enthusiast and historian in the coming months. The choice is wonderful—something for everyone—and a great source of excitement for all of us at work on various personal projects, be it restoration of a car, adding to a personal collection or documenting the history of the automobile and its place in our world.

Yet as I look over all these events, I sense that we may tend to forget that along with all the fun of our hobby we bear an important responsibility. Many of you read in our last *Journal* that the Society's Board of Directors authorized the purchase of an important part of the Ralph Dunwoodie Collection. One purpose of this acquisition was to ensure that Ralph's magnificent and very extensive set of files on auto makes—truly his life's work—be kept together, with the feeling that the whole was in itself much more valuable than its individual pieces. A second purpose was to commit the Society to the task of making sure that this valuable research tool be made available and readily accessible to future enthusiasts and scholars. We will be announcing shortly where the archive will be housed and how it can be used. We sincerely hope that it will continue to provide crucial information to many who are hunting for data on long-lost makes, individuals and technologies, the knowledge of which so enriches our field.

## Sacred Trust

Beyond this specific acquisition, however, I feel there is a more important point to be made: that we all share in the responsibility, both collectively and individually, for making sure that original materials and records of all kinds are adequately preserved and, even more important, made available for future use by all manner of automotive historians.

This task is not a simple one. How many of us have heard the horror stories of valuable documents, photographs and artifacts being casually disposed of (or thrown out!) after a company or a collector is gone? How many have seen a colleague's magnificent collection—the product of years of dedicated effort—simply parted out or sold off with little concern for other than its monetary value? All too often the desirable items get snapped up and the rest ends up in bins or the trash. Then too, there are many instances in which important materials simply “go to ground” in private hands, not to be seen for many years.

Of course, there are numerous complex issues that pertain to how and where to properly house important archives. What institutions or individuals have the space, staff and financial resources to care for the material and, perhaps most important, the willingness to make it available to the enthusiast or serious researcher? Another set of questions involves preservation. We do most everything to make sure our cars are cared for, but what about the fragile records that document their history? These are not easy questions to answer, and yet they come up again and again in a field as large as ours, with as many eager enthusiasts and collectors all eager to get their hands on “the mother lode.”

In sum, my humble message as your President is that we must all do our part to make sure, as we move more and more into the mainstream of the historical community, to make sensible choices

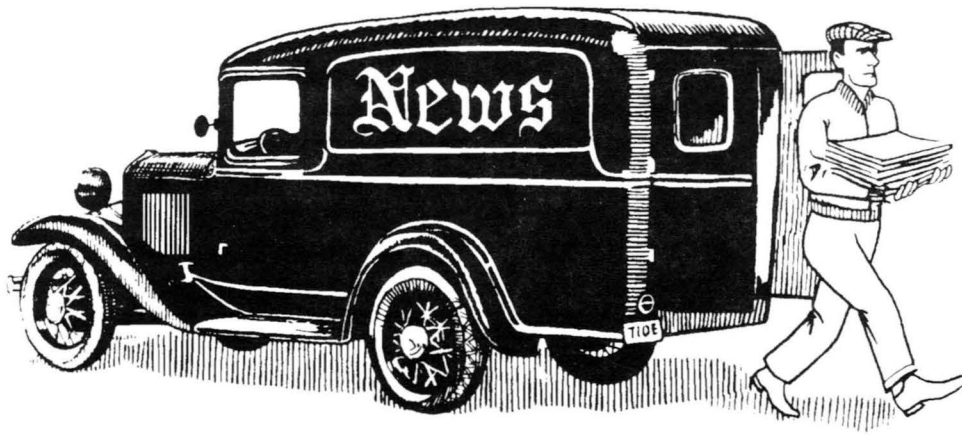
about our own collections, our “stuff” as we like to call it (which is actually the “stuff of history”). We need to organize it and care for it adequately (archival holders, anyone?) We also need to make reasonable decisions about its disposition (talked to your heirs recently?). Finally, we need to do everything possible to preserve open access for future generations of enthusiasts and historians because no matter how valuable a document is, it is as good as useless if it is hidden away in possession of some person or organization that doesn't know or care.

Indeed, I believe that one of SAH's truly sacred missions is to make sure that important historical information gets into the hands of those who will make the best use of it. This is why for the past twenty-one years we have given the James J. Bradley Award “to a deserving library or archive, or to an individual within such an organization, for the preservation of historical materials relating to motors vehicles of the world.”

Incidentally, this is another reason why I have felt strongly that SAH needs to be more fully recognized by the larger field of academic historians and educators, many of whom have shown little interest or concern about automotive history. When was the last time we heard of an undergraduate major on the subject? Academic institutions' respect for their automotive collections and the development of policies that allow non-academic researchers access to them (at reasonable cost) come high on the agenda of any true auto historian.

Well, I suppose I should get off the soapbox now. I offer my best wishes to you and for all your endeavors in 2004, and I hope that our productive historical work continues as it has for the past 34 years. Just don't forget about the disposition of that wonderful collection!

—Joe Freeman



## Highlights from the October 9, 2003 SAH Board Meeting

### State of the Society

**Treasurer's Report** *Kit Foster* distributed a balance sheet for the past fiscal year and a cash flow analysis spreadsheet covering the past six years. Preliminary figures indicate that the Society's net worth will have increased by approximately \$7,000 at the end of the current fiscal year as compared to FY02. Kit also presented a proposed 2003–04 SAH budget for consideration. The Board voted to file the latter for the record and later review.

**Membership Report** Total membership is 928, approximately the same as it was in October 2002. The international nature of SAH is shown by the fact that 184 of these members are from outside the United States. Members joining

the organization for the first time during the past twelve months numbered 93, down from 111 a year ago. The next membership directory will be forthcoming in the fall of 2004. In the meantime, new members will be listed on a space available basis in the *Journal*.

**Elections Report** The following slate of officers was elected for the coming year: *Joe Freeman* as President, *Michael Berger* as Vice President, *Kit Foster* as Treasurer and *Darwyn Lumley* as Secretary. *Bob Ebert*, *Sam Fiorani*, and *Pat Yongue* have been elected to the Board for three-year terms ending in October of 2006. *Michael Bromley* was appointed to the Board to fill the opening created by *Darwyn Lumley's* election as Secretary.

### Ongoing Activities

**Awards** The list of awards to be presented at the Annual Meeting and

Awards Banquet was reviewed and the recipient(s) of each were indicated. (See *SAH Journal* 207 for details.) *Taylor Vinson* announced that the Cugnot Award for a book published in a language other than English would be presented at the European meeting in Paris in February of 2004. *Sinclair Powell* noted that Mercedes-Benz had contributed \$1,500 in support of the Student Awards.

**Periodicals** *Tom Jakups* indicated that we have a new printer for the *Journal*, and he is pleased with both the quality of work being done and the cost. He also noted that the number of book ads in each issue was increasing significantly. *Taylor Vinson* reviewed the contents of the forthcoming issue (#41) of the *Automotive History Review (AHR)* and noted that it will mark the 30th year of publication for the *AHR*. That issue will be a non-thematic one and is scheduled for publication in March 2004. Taylor noted that the average time between issues has been cut from 9 to 7.5 months. Issue #42 will consist of papers and abstracts from the forthcoming 5th Automotive History Conference.

**SAH Press** *Kit Foster* reported that our stock of volumes from the *Beaulieu Encyclopaedia of the Automobile* series was sold out. The Society made a profit of approximately \$4,500 on that venture.

**Website** A comprehensive written report was received from webmaster *Dave Duricy*. The site had 12,551 visitors during the past year, bringing the total "hits" to 44,931 since its inception. The website, [www.autohistory.org](http://www.autohistory.org), is now included in the data banks of several major search engines, with Yahoo, MSN and Google the top three referring domains. *Kit Foster* mentioned that the web is second only to person-to-person recommendations in terms of recruiting new members. It was suggested that the winners of the annual awards should be posted on the site.

**Silent Auction** *Leroy Cole* reported that the catalog for the 2003 auction was included as part of the September-October *Journal*. He noted that bids from non-members are acceptable.

### Automotive History Conference

The fifth biennial conference will be held March 31–April 3, 2004 at America's



Your SAH Officers and Board of Directors: (seated) President Joe Freeman, Secretary Darwyn Lumley, Treasurer Kit Foster, (standing) Michael Bromley, John Marino, Sam Fiorani, Paul Lashbrook, Susan Davis, Jim Schild, Bob Ebert, Leroy Cole, Arthur Jones. Missing from photo: Vice President Michael Berger, Patricia Yongue.

Packard Museum in Dayton. It will again be co-sponsored by the National Association of Automotive Museums (NAAM) and will have an aviation theme. The Board members discussed the need to keep individual sessions within the stated time limits and discussed various means by which that might be achieved. The Board also explored the pros and cons of co-sponsorship and possible future conference sites. It was decided to return to both topics at a future meeting.

**Chapter Relations** The Southern California Chapter held another successful literature fair. The Leland Chapter is active and well. The United Kingdom Chapter now has 92 members and holds an annual meeting. There is interest in the creation of a new chapter devoted to automotive racing history, rather than grafting an existing association in that area onto SAH, and the formation of such a group is in the exploratory stage.

**European Meeting** *Taylor Vinson* reported that plans are moving ahead for the ninth annual European dinner/meeting, to be held February 12, 2004 at the Automobile Club de France (ACF) in Paris. As noted above, one of the Cugnot Awards will be presented then. There will also be two or three other SAH-related events, and *Rétromobile* will also be in progress.

**American Historical Association (AHA) Affiliation** An announcement will be sent to *Perspectives*, the AHA newsmagazine, describing SAH and indicating that we are now an affiliate member of AHA. The latter will be holding its annual meeting early in January 2004 in Washington, D.C. The Board discussed the possibility of having an information table there. It was suggested that SAH members should be encouraged to present papers at AHA meetings.

**Centennial Certificates** Appropriate ceremonies were held this year to award certificates to Buick, Marmon and Standard (of Britain). A committee consisting of *Leroy Cole*, *Sinclair Powell* and *Tony Beadle* is overseeing this activity. They are trying to add Canadian and continental European members to their group. The Board agreed that awards could be given on an ex post facto basis, provided there is a viable representative

organization to receive them.

**Spring Board Meeting** The Officers and Board of Directors of SAH will hold their all-day spring meeting in Dayton on Wednesday, March 31, 2004, in conjunction with the Automotive History Conference.

**New Initiatives and Proposals**  
**Automotive Hall of Fame (AHF)**  
*Sinclair Powell* reported that individuals nominated by SAH members are being accepted for induction in AHF at a high rate. As our representative to that organization, he continues to actively solicit nominations from Society members.

**Directors & Officers Insurance**  
The Board continued to discuss whether or not it needed to add such insurance, an issue that had first been broached at the spring meeting in Brookline, Massachusetts. After reviewing material and legal advice that had been solicited in the interim, it was determined that Directors & Officers insurance was not necessary for an organization of our type (non-profit with no paid employees). A separate liability insurance policy, which the Society secured some time ago, will be reviewed when it comes up for renewal shortly.

**World Forum for Motor Museums**  
The 2005 World Forum for Motor Museums will meet in Detroit and take advantage of the Automobile National Heritage Area of Michigan. The Forum is interested in SAH participation. The Board decided to return to this issue in the spring when it has more information on the meeting.

**Decals** The new Society decal was circulated to rave reviews. It comes in two versions, one for attaching on the inside of a surface and the other, on the outside. They will sell for \$2.00 apiece.

**Ralph Dunwoodie Archives** *Kit Foster* reported on the possibility of SAH purchasing the late *Ralph Dunwoodie's* collection of papers related to automotive history. The collection consists of 15 four-drawer files full of periodical articles and photocopies of automotive literature. Board members observed that the collection represented a tremendous information resource that should be kept together for future use by automotive historians. After lengthy discussion, it decided that if

the Society could purchase the collection for \$10,000 and find a museum or library in which to house it on loan, Kit was authorized to make the purchase, using money that is currently invested in Vanguard Group funds. A catalog of the files will be created before the transaction is consummated. No final determination was reached as to where the material will be deposited. Suggested repositories included the Antique Automobile Club of America (AACAA) Library, the Auburn-Cord-Duesenberg Museum, the Detroit Public Library and the Edsel Ford Archives. Information regarding each will be collected and shared with the Board for discussion at its spring meeting.

**Mailing List Requests** Board members considered a request to purchase the Society's mailing list for the purpose of advertising an automotive book. The Society has a general policy of not granting such requests, but has agreed to do so in a few individual cases over the years. After exploring this issue further, the Board concluded that the membership list was private information and denied the request. It was suggested that, as an alternative, the requestor might want to advertise in the *Journal*.

**Long Range Planning Report**  
A committee consisting of *Sam Fiorani*, *Art Jones*, *Paul Lashbrook* and *John Marino* presented a proposed Long Range Plan to the Board for its consideration. The Board reviewed the recommendations contained therein and discussed selected aspects, especially membership recruitment initiatives. The committee was commended for its work. The Plan will be discussed in more detail at the spring Board meeting. In the meantime, the Board members were encouraged to submit their reactions to the committee members. The next step in this process will be to prioritize the goals and to assign responsibility for each to one or two members of the Board.

**Copyright Issue** *Gregg Merksamer* described the difficulties he had encountered in trying to copy historic automotive photographs using "picture maker" machines in stores. His experience has been that the larger store chains are fol-

lowing a strict interpretation of copyright law and will not allow such reproduction without written authorization from the photographer and/or original publisher. Gregg noted that, with the passage of time, securing such permission(s) is often impossible. He urged the Board to launch a campaign to counter what he viewed as overly protective employees. While the Board thought that the issue was an important one, it did not wish to function as an advocacy group in this regard. Instead, it was recommended that people like Gregg work to educate individual clerks and store managers. The suggestion was also made that there be a session on copyright issues at the next automotive history conference.

The meeting concluded with an expression of thanks from the Officers and Members of the Board to *Dale Wells* for his two years of meritorious service as President.

—*Michael Berger*

## Final Information on SAH in Paris

As announced in the last *Journal*, the ninth annual meeting of SAH members and guests in Paris is planned for the evening of Thursday, February 12, 2004, at the Automobile Club de France. The Club, 6 Place de la Concorde, is easily reached from the Concorde Metro stop. We'll meet for drinks at 6:30 P.M. with dinner following at 7:15. Jacket and tie for men. The Cugnot and Award of Distinction winners for books in a language other than English will receive their prizes at that time.

The dollar price of the dinner is \$110 per person (84 euros). It is slightly higher than reported earlier due to the decline of the dollar against the euro. Our three-course dinner will begin with a fresh swordfish salad with a tapenade of olives, continue with a pork filet mignon and conclude with a dessert (not yet chosen). Members from countries other than the United States should make reservations with, and arrange payment to *Laurent Friry*. His e-mail address is [Laurent.Friry@esf.ericsson.se](mailto:Laurent.Friry@esf.ericsson.se) and his home address is 22 rue d'Antony, F-91370 Verrierès le Buisson. If you are coming from the United States, please con-

tact (with check payable to) me at [ztv@comcast.net](mailto:ztv@comcast.net) and 1314 Trinity Drive, Alexandria, VA 22314. Please let either of us know not later than January 25, 2004 so that ACF can make arrangements. You may pay Laurent "at the door" if you prefer.

Please let me know also by January 25th if any of you would like to go to Lyon with us on Monday the 16th to visit the Berliet Foundation, as we need to reserve a block of tickets. We will leave on the 8:00 A.M. TGV, leaving Lyon by TGV at 6:30 P.M. Details will be provided at the dinner for the trip to Renault on Saturday the 14th.

—*Taylor Vinson*

## Latest Information on Fifth Automotive History Conference

SAH and the National Association of Automobile Museums will jointly sponsor their fifth automotive history conference from March 31–April 3, 2004, at the America's Packard Museum in Dayton, Ohio. Entitled "Off We Go—In the Automobile," the SAH sessions will explore, among other things, the connections between powered flight and automotive history. The conference will also feature workshops directed toward museum professionals and several tours of area auto and aviation heritage sites.

The conference will open Wednesday evening, March 31st, with a reception at the host hotel, the Dayton Marriott. Morning conference sessions are planned for Thursday, with an area tour in the afternoon. Friday will have morning sessions, and an afternoon visit to the Air Force Museum. Saturday's sessions will run all day.

Concluding the conference will be a social hour and keynote dinner at the Museum on Saturday evening, featuring the presentation of NAAM's annual NAMMY awards.

Cost of the conference, which includes registration, refreshments, tours and seven meals, is \$250.00. A special "early bird" rate of \$210.00 will be offered until March 3rd. A one-day rate of \$100.00 will be available to those who cannot attend the entire conference, and the tours will be

available separately at \$55 per day for those not attending conference sessions. Checks should be made out to NAAM and sent to America's Packard Museum, 420 South Ludlow Street, Dayton, OH 45402 USA. Visa, MasterCard and American Express payments are welcome. Accommodations are the responsibility of attendees and should be arranged directly with the Dayton Marriott, 1-937-223-1000 or 1-800-228-9290 in the USA and Canada, before March 10th. Mention the Museum to get the conference rate.

A mailing with complete information and registration details is being sent to all members. Inquiries may also be directed to America's Packard Museum at 1-937-226-1710, which will handle conference registration. America's Packard Museum Executive Director Marcia Bethel is general chair of the conference. Program chair for NAAM is Wendell Strode of the National Corvette Museum in Kentucky, 1-270-781-7973, email [strode@corvettemuseum.com](mailto:strode@corvettemuseum.com). I serve as program chair for SAH; I may be reached at 1-860-464-6466 or email [foster@netbox.com](mailto:foster@netbox.com).

—*Kit Foster*

## April 15th Is Deadline for 2004 Award Nominations

Nominations are now being accepted for books, magazines, articles, organizations and people worthy of being honored in 2004.

**Nicholas-Joseph Cugnot Award** recognizes the best book in the field of automotive history published in the prior year. Nominations can be made to **Darwyn Lumley, 1911 Goodwin Drive, Vista, CA 92084-2590.**

**Cugnot Award, Languages Other than English** recognizes the best non-English language book in the field of automotive history published in the prior year. **Taylor Vinson, 1314 Trinity Drive, Alexandria VA 22314-4726.**

**Carl Benz Award** recognizes the best article in the field of automotive history published in the prior year. **Don Keefe, 6173 Doe Haven Drive, Farmington, NY 14425.**

*continued on page 9*

## Collection continued from page 1

often get an appraisal by honestly describing your collection to the appraiser. On the other hand, if you're donating a car or collectibles whose value depends on condition, the appraiser most likely will have to inspect those items.

The appraiser will fill out and give you IRS Form 8283, Non-Cash Charitable Contributions. You have to add your signature. After your donation has physically gone to the receiving institution, you forward the signed form to your contact person at that institution. The contact will fill in Part III and return the form to you for your current-year IRS file. When your tax preparer makes out your taxes, he or she will deduct the appraised value of your contribution.

## The two-year rule

If the institution to which you've donated your collection sells it within two years, and if the sale amount is less than the appraised value, you'll owe the IRS taxes and penalties on the difference. That's a rule most people don't know about.

So it's crucial that you put into your donation agreement a stipulation that the receiving institution will hold your donated items for *at least* two years. And please understand that you can stipulate any other conditions you might have for your collection.

For example, you might want your collection kept together, separately, apart from other items or collections within the receiving institution. You might ask for special privileges for yourself or your family in terms of borrowing back the donated items. These conditions, however, will probably have to be negotiated, and if you're too hidebound in your requirements, the institution might not want to accept your donation at all.

But back to the possibility of the receiving institution selling your collection. It's perfectly legitimate for a non-profit library, museum, etc., to sell donated items. It's done all the time, especially with duplicates. Some of your donated items might be identical to those already owned by the institution. When the institution needs cash, selling off donated

materials often provides it. So don't assume that your collection will be preserved forever simply because it's now housed inside a non-profit establishment.

## Consider selling your collection

Here's another idea. Instead of donating your collection to a non-profit and taking a tax deduction, you might give serious thought to selling it. If you've owned your collection for more than a year, you'll have to pay capital gains tax on the difference between what you paid to amass your collection and what you eventually get for it. But capital gains tax is usually less than straight income tax.

If you don't donate or sell your collection before you die, be sure your will includes instructions for its preservation. I know several people, now deceased, who intended to get around to willing their collection to a relative or an institution but never got around to it. It's most important that your last will and testament include instructions and provisions for either preserving or disposing of your collection. It's best to consult an attorney about the particulars.

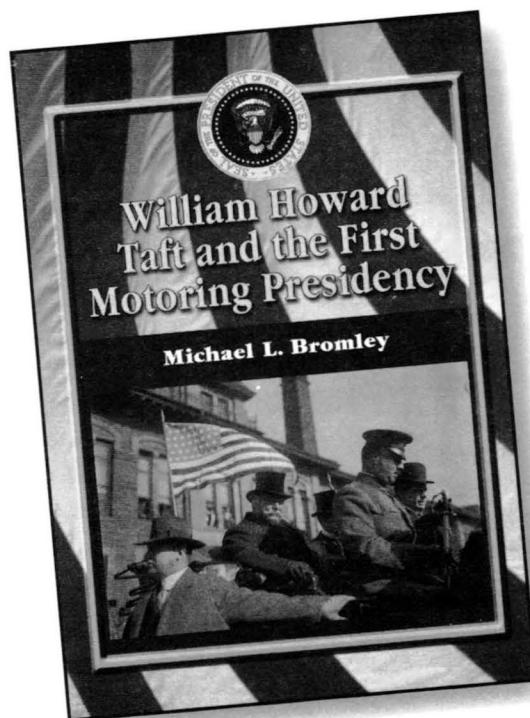
## What's a "Collection"?

I'm leaving the definition loose. Your collection might consist of cars. Or just one collector car. Or you might have amassed a collection of automotive literature and ephemera: dealer showroom or coach-builder brochures, magazines, books, presskits, photographs, engineering blueprints, styling sketches, the diaries of people in motorsports or inside the auto industry, even your own restoration records.

Your collection might consist of what's commonly called "mobilia," meaning items like scale-model cars, hood ornaments, racing trophies and souvenirs, paintings, dealer signs, items from the petroleum industry, from the tire industry, from OEM suppliers and so forth.

The important thing is not to put off planning for the eventual disposition of your collection(s). A little time spent now can save your heirs days or months of dealing with it after you die.

If you have questions about your collection, please feel free to email me at [LammMorada@AOL.com](mailto:LammMorada@AOL.com). ■



By Michael L. Bromley

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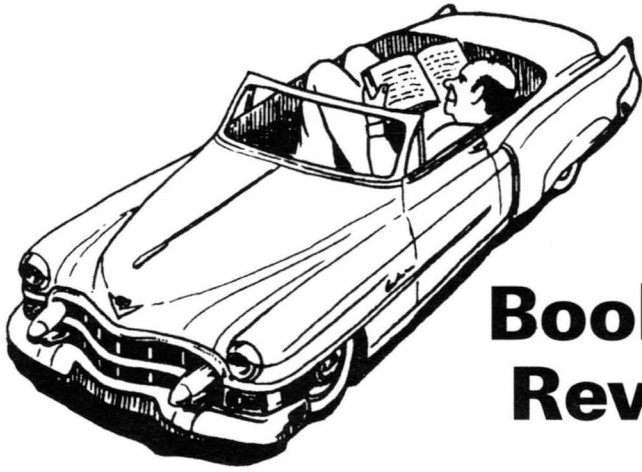
President Taft's predecessors made public their disdain for the automobile, but he saw the automobile industry as a great source of wealth for this country. As the first president to acquire a car in office, Taft is responsible for there being a White House garage.

This is a look at the Taft presidency, his relationship to the automobile and the role of the automobile in the politics of his day. Appendices provide information on the White House garage and stable and Taft's speech to the Automobile Club of America.



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## Book Reviews

**Restoration Facts, 1941 Buick**, by William C. Anderson, 2001, ISBN 0-9671562-1-1. Soft cover, 204 pages, appendices, index. Pine Tree Press, 130 Holiday Court, Suite 100, Annapolis, MD 21401

When Bill Anderson approached me about reviewing this book, he said right off he didn't know if it fit the mold for books reviewed in the *Journal*. After all, a restoration manual for a particular year and marque would have a very limited audience. He did feel, however, that an appendix in the book dealing with radios and antennas would be of interest to members. With my affinity for Buicks and a particular fondness for this particular vintage, I could not turn down an opportunity to check out the book. And I'm glad I did.

The book is made up primarily of official period literature published by Buick. Bill also makes use of his own 1941 two-door sedanet, which he acquired in well-preserved, unrestored condition.

Chapter One provides general information on the Buick models that year, including production data as well as standard and optional equipment. Succeeding chapters cover the chassis, engine, interior, convertible top and exterior. There is a chapter devoted to the Estate Wagon and appendices that cover body fasteners and service tools along with assembly information and the aforementioned radios and antennas.

The text shows meticulous re-

search—I was surprised to learn that among the options in 1941 was a rear window wiper—and the halftone images and line art are superbly reproduced. Together they provide a you-are-there-on-the-assembly-line-look at Buick and, by extension, all American-made automobiles in the years just before World War II.

As for that appendix dealing with radios and antennas, the text and artwork, as in the rest of the book, thoroughly cover the installation and operation procedures, but I enjoyed most the descriptions of how to tune the Super-Sonomatic Receiver to get short wave signals—from London or Berlin, perhaps—and how to set up the push buttons—for Your Hit Parade or maybe Glenn Miller's weekly broadcasts. Yes, it's easy to get swept back to 1941 with this book, even if you don't own a Buick.

—Tom Jakups

**The Fairmount Park Motor Races**, by Michael J. Seneca, 2003, ISBN 0-7864-1665-3. Hardbound, 238 pages, 68 photographs, tables, notes, bibliography, index. McFarland & Company, Inc., Box 611, Jefferson, NC 28640, 1-800-253-2187. www.mcfarlandpub.com. \$43.95 postpaid.

At last the bushel under which the light of the Fairmount Park races has been hidden for the last nearly nine decades has been lifted. Thank you, Michael J. Seneca. Although eclipsed by the glamour of Willie K's Long Island Vanderbilts and

the pizzazz the people in Savannah brought to their Grand Prize, these were glorious events. They began in 1908 and ended in 1911 at the peak of their popularity, before the doldrums that made the final years of their competitors so sad.

Like the new city hall, the Fairmount Park race was designed to showcase Philadelphia. That it happened at all in the place contemporary essayist Agnes Repplier referred to as "a droll city" is remarkable. The politics are delicious. Two distinct groups were arguing over the very character of the future of the city, so coming to amity on what a motor race should be proved a formidable challenge. In the process, details were forgotten, like mentioning that foreign cars would not be welcome, a fact of which many European car entrants weren't made aware until they showed up at the clubhouse to register.

Once underway, however, the Fairmount Park races were as well managed as their rivals and provided as many thrills. Michael Seneca describes the events wonderfully, both what happened on the circuit and behind the scenes. This is an exhaustively researched book and a good read. Obviously the author is very fond of his subject.

As he notes in his preface, histories of Philadelphia would lead one to believe the Centennial Exhibition of 1876 was the only event of import to occur in Fairmount Park. In fact, several hundred thousand more people gathered there for each of the road races than on any day of the world's fair.

A further irony: although the races suffered neither a single death nor serious injury, one zealot, citing safety concerns, was able to shut them down. In quoting Barney Oldfield that he did not become popular until he went through a fence and killed a spectator—a remark that is so Oldfield—Michael Seneca speculates that its safety record may have been among the factors that led to the Fairmount Park road races being forgotten. One would hope not.

This book is a must for every historian who relishes motor sport.

—Beverly Rae Kimes



**SAH News continued from page 6**

**Richard and Grace Brigham Award** recognizes the best overall treatment of automotive history for a magazine as a whole. **Jack Juratovic, 819 Absequami Trail, Lake Orion, MI 48362.**

**James J. Bradley Award** recognizes outstanding contributions to automotive history by an organization. **James Wren, 5930 Glen Eagles Drive, West Bloomfield, MI 48323.**

**E.P. Ingersoll Award** recognizes the best treatment of automotive history in media other than print. **Joe Freeman, 121 Mount Vernon Street, Boston, MA 02108-1215**

**Friend of Automotive History Award** recognizes exceptional contributions to the cause of automotive history by an individual. **David L. Lewis, 2588 Hawthorn Road, Ann Arbor, MI 48104.**


**Student Writing Awards** recognize the best treatment of automotive history by a graduate student and by an undergraduate. **Sinclair Powell, 8 Ruthven Place, Ann Arbor, MI 48104-2612.** Deadline for these two awards is **June 1, 2004.**

**Silent Auction Results**

In December I shipped 59 parcels to the winners of the 2003 Silent Auction. We have assisted in the great literature distri-

bution that goes on amongst our kind. England, Holland, Canada and the USA were the destinations. I also received last month a LARGE package of books for the 2004 auction which is one of many that have already come in. This "giving" is what makes the SA successful in raising funds for SAH plus assisting the membership in building and pruning their collections. One does not have to decide if it is "more blessed to give than to receive," for here you can do both! I will chair the SA for 2004, so keep the auto lit coming to Leroy Cole, 9500 Gale Lake Dr., Box 183, Goodrich MI 48438. Cora and I thank you.

—Leroy Cole



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Ferdinand Porsche combined the efficiencies of a gasoline engine, doing away with heavy batteries, and his electric hub drive into an automobile called the "Mixt".

It is this young Porsche and the Mixt roadster that I've depicted in my painting just before their 1909 run up the Semmering southwest of Vienna.

My desire was to place this young already famous engineer / designer in front of his yet to be raced car staring into the dawning sunrise. Titled, "Dawn at the Semmering" Completed 2003 Acrylic on canvas measures 30 by 40 inches unframed.

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## Obituaries

### Joseph H. Karshner (1914–2003)

Joseph Karshner passed away on November, 11, 2003, at the age of 88, still keenly aware of automotive history and willing to discuss it with anyone.

Joe worked his way up through an outstanding journalism career starting out as an Associated Press night correspondent in the Detroit office, working from midnight to 8:00 A.M. He then spent four years as a correspondent for the U.S. Army's *Stars and Stripes* in Burma during WWII. After the war, he was hired by General Motors and worked his way up until he served his last several years as Public Relations Director at the GM Proving Grounds.

He became a legend in his time as he reported the truth and never resorted to cover-ups or shading information to the public.

Upon his retirement, he was Past-Chairman of the Board of Trustees of the National Automotive History Collection at the Detroit Public Library and recruited an army of volunteers to assist this largest automotive archive in the world. The volunteers have helped to catalog thousands of boxes of donated materials. In addition, he spearheaded efforts to stage two sales of duplicate materials that resulted in \$176,000 of income.

Joe was not an author, but he was a wonderful source of assistance to authors and writers, as he could recall with remarkable ability details on executives' and manufacturers' history of all of The Big Three, going back to the '30s. Numerous members of the press have said he wrote the best, clear, direct and honest copy of anyone in the trade. If Joe wrote it, you knew it was absolutely accurate and backed by Joe's integrity.

The Board of Trustees of the National Automotive History Collection are pleased to make him the second recipient of the Michael Kollins Award, which honors individuals from the Motor City area who have provided outstanding talents and effort on behalf of automotive history. He was an avid member of the Society of Automotive Historians and encouraged and coerced all of the Trustees to become members.

Everyone who knew Joe loved his great humor, quiet dedication, accomplishments and his outstanding abilities. He was such a worthwhile man!

—Paul Scupholm

### Michael J. Kollins (1912–2003)

Michael J. Kollins, past Director of the Leland Chapter of the Society of Automotive Historians, died December, 3, 2003 at the age of 91.

Michael was born in 1912 in Ohio and earned his engineering degree from Wayne State University. He was a race driver, an engineer at Packard, Studebaker-Packard and Chrysler, and served as an officer in the Navy during WWII.

In 2001 the results of his decades of research appeared in the publication of his four-volume work *Pioneers of the U.S. Automobile Industry*. The dynamics of the motor car growing into the giant automotive industry are condensed and written therein.

Michael was a gentleman, a devoted husband and father, an in-demand speaker and a living encyclopedia of automotive personalities and product knowledge. He loved racing and was a licensed AAA driver. He served on the Tech Committee USAC at the Indianapolis Speedway from 1955–1985 and was a life member of the Indy 500 Oldtimers Club. He was also a trustee of NAHC for 20 years, where he was the first recipient of the Michael Kollins Award, and a member of this Society since 1982.

On a personal note, I can remember meeting Michael at the R.E. Olds Museum where the Leland Chapter of SAH was meeting. As Director he radiated a sense of dignity and ability. As time allowed us to become better acquainted, I discovered he was everything inwardly that he had appeared to be outwardly. There were no disappointments with Michael. I enjoyed the privilege of a close friendship with him and learned much at his feet.

Experiencing the loss of their daily companion are his wife of 64 years, Julia, daughter, Laura, and sons, Richard and Michael.

—Leroy Cole

**Editor's Note:** In addition to thanking Leroy Cole for his remembrance of Mr. Kollins, I would like to thank George Hanley for bringing Mr. Kollins' death to my attention and Paul Scupholm for his additional thoughts on Mr. Kollins: "He literally built from scratch a 1930's Duesenberg. He was regarded as a legend by all who knew him for his uncanny ability to remember any event, personality or engineering fact that was asked of him."

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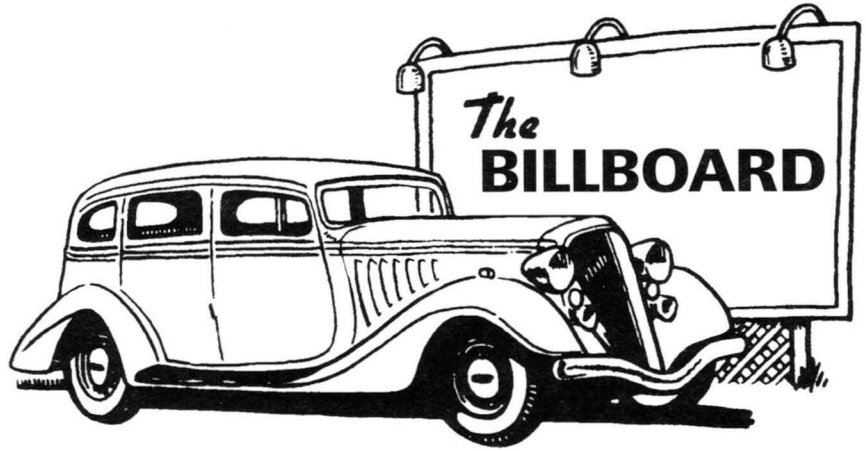
I just completed a first draft of *Encyclopedia of Eights*. It lists and briefly describes all eight-cylinder engines used in automobiles manufactured between 1903 and 1955.

I would like to give the manuscript (on CD) to anyone interested in automobile engine history and willing to offer corrections or additions. A reimbursement of \$5 for costs of the CD, packaging and mailing would be appreciated.

Those who provide new information or corrections will receive a copy of the next edition. To receive the CD just mail or e-mail your mailing address to William M. Gardner, 207 S. Mobile Street, #205, Fairhope AL 36532, 251-928-3041 budgard@bellsouth.net  
—Bud Gardner

## Correction

In the item about *Hongqi*, *The History of a Chinese Limousine* (Journal 207, page 14) an incorrect website address was given for the China Motor Vehicle Documentation Center. The correct website address is [www.grupstal.nl/chinesecars.htm](http://www.grupstal.nl/chinesecars.htm).



**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** e-mail [james.hale7@ntlworld.com](mailto:james.hale7@ntlworld.com)  
**Editor's Note:** Jim's e-mail address was incorrect in Journal 207.

**Assistance Needed** In acquiring the German language magazine directory *Auto Katalog* for 2003–2004. Our local distributor went out of business and I need a new source. I am willing to pay all costs. **Sam Fiorani**, 307 Kingston Drive, Douglassville, PA 19518 USA, 610-385-6990, [SamFiorani@aol.com](mailto:SamFiorani@aol.com)

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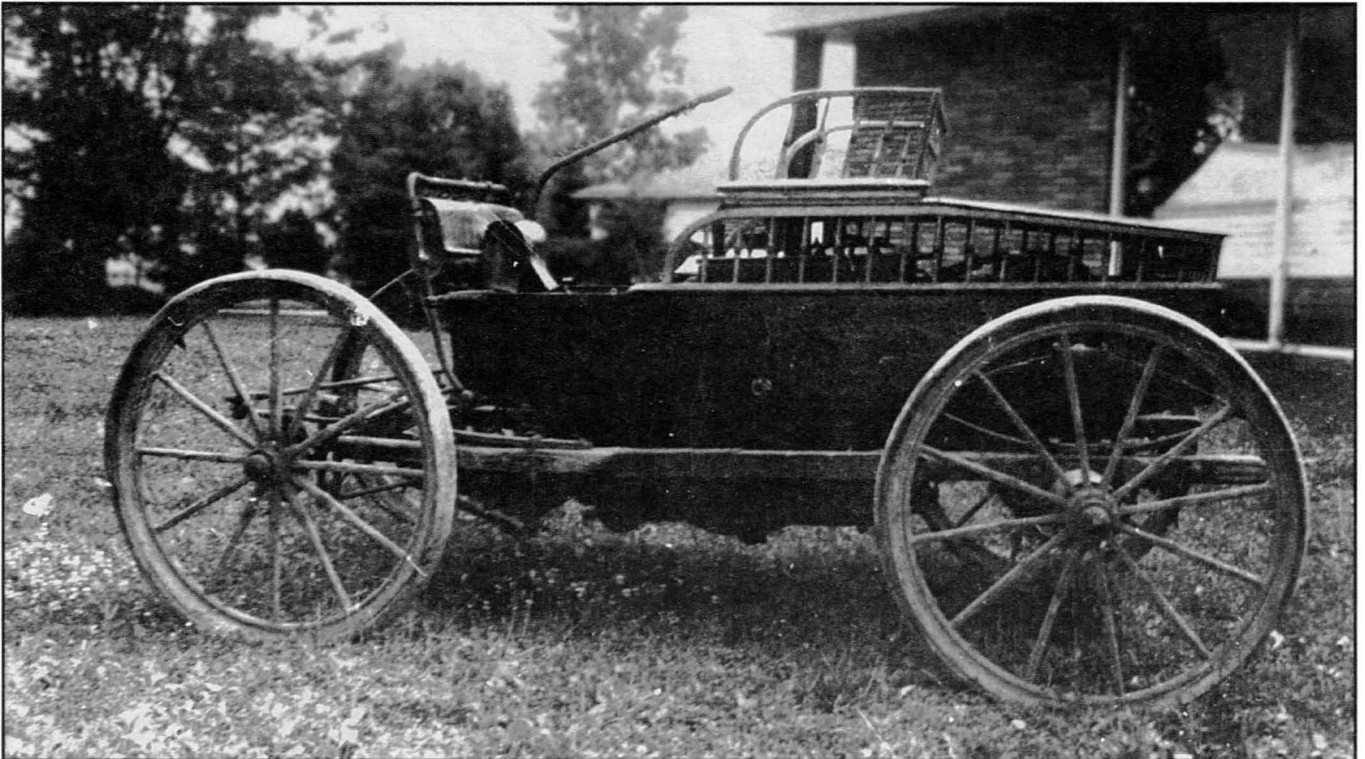
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## Latest Information on Automotive History Conference—Page 6



**IT IS NOT A PACKARD:** Bob Zimmerman was intrigued by this photo when he came across it at a swap meet. He knows what it is not; can anyone tell him what it is?