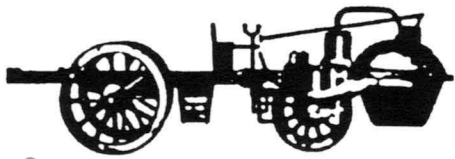


SAH Journal

The Society of Automotive Historians, Inc.
Issue 210
May–June 2004



www.autohistory.org

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Dayton and Packard Museum Host Auto History Conference

SAH members from the U.S. and Canada touched down in Dayton, Ohio, for the Fifth Biennial Auto History Conference, held in cooperation with the National Association of Automobile Museums, on March 31st through April 3rd.

The joint conference was hosted by America's Packard Museum, which is located in the restored Citizens Motorcar Company. The museum sincerely believes that these fine automobiles are still meant to be driven. A highlight for me was going to lunch in a 1947 Clipper Deluxe Eight sedan and returning in a 1953 Henney 400 limousine.

Dayton's claim to fame is that it is the birthplace of aviation—also the self-starter, the Stoddard-Dayton car and Delco. We were given ample opportunity to experience the city's rich history through bus trips to Dayton Wire Wheels, Carillon Historical Park and the United States Air Force Museum.

The papers presented at the conference covered a range of topics, including automobiles and aircraft, automobile design, early auto shows, roads and cars in the army. Presenters' audio visual aids ranged from simple slides to elaborate PowerPoint presentations, but all managed to keep to their allotted time, much to the relief of *Kit Foster* and his crew of facilitators.

Thursday's lunch at the hotel featured Jane Walker, the daughter of Willard Hess, of Hess & Eisenhardt. Ms. Walker spoke of her father's credo, "work for formality in elegant simplicity," and described the specifications and special features of customized limousines he built for presidents and other dignitaries, including the 1961 custom-built Lincoln parade car built for President Kennedy. On both Thursday and Friday, conference-goers could opt for a ride in a Packard for lunch at Ridgeleigh Terrace, the former home of Charles F. Kettering. Ridgeleigh Terrace was built by Kettering in 1914 and was his home until his death in 1958. Much of the house was destroyed in a 1994 fire, but it has since been restored. It was the first house in the country to have central air conditioning, designed by Kettering.

continued on page 4



Lucky conference attendees had their pick of these fine Packards to transport them to Ridgeleigh Terrace, the former home of Charles F. Kettering, for lunch or dinner. Once there we were treated to a highly informative look at the life and genius of "Boss Ket" by Dr. Glen Hamilton, a trustee of America's Packard Museum. *Photo: Tom Jakups*



Thomas S. Jakups, Editor

Enjoying the View from the Bus

me to the countryside of Indiana. This year it was metropolitan Dayton. I was impressed with the number of older buildings that have been preserved and reutilized. I like older buildings for their attractiveness and the way they allow a place to evolve while still maintaining its connection to earlier times. On my bus, expert commentary on the area was provided by *Ben Thompson*, an SAH member and guide for America's Packard Museum. Ben obviously has a lot of affection for his city and happily pointed out places of interest while giving us some history of Dayton. I particularly enjoyed learning about the Toledo-Cincinnati canal. Those bus trips were a real delight.

On the back cover you will find Henry Miller and his Millermobile, cour-

tesy of *George Green*. I encourage members to send in photos and details about vehicles they have made or know of that are one-of-a-kind, made up of parts from other makes, roadable and used for personal use, promotion of a product or service, a contest, an educational project, etc.

I am proud to announce that the *SAH Journal* has been awarded A Golden Quill Award for 2004 by *Old Cars Weekly*. The awards were announced in the publication's May 6th issue. While I may be the face of the *Journal*, you members are the flesh and blood, the vital organs of our newsletter. I congratulate you and thank you for helping me maintain a high standard for the *Journal*. Now keep those letters, reviews and articles coming.

—Tom Jakups

April's History Conference in Dayton was a success any way you look at it—academically, culturally and socially. In this issue you will find a report on the conference along with the Minutes from the spring Board of Directors meeting.

I especially enjoyed the afternoon bus trips. Along with the camaraderie of like-minded people gathered together, it gave me a chance to sit back and observe a new and unfamiliar locale—particularly the houses and commercial buildings. Two years ago the bus trips introduced

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Copy Deadline for Journal 211
June 30th



Joseph S. Freeman, President

One of the definitions of the word “synergy” in the *American Heritage Dictionary* is “The interaction of two or more agents or forces so that their combined effect is greater than the sum of their individual effects.” Surely, then, this word has to pertain to our recent Board meeting and biennial conference held in conjunction with The National Association of Automobile Museums in Dayton, Ohio. Many of the details of the meeting will be reported in other parts of this issue of the *Journal*, but I feel as President it is my duty to report on what I felt were some of the many high points of our gathering in Dayton.

First and foremost it was a truly excellent set of presentations, representing a wide variety of topics, everything from careful analyses of the successes and failures of important automotive ventures such as Reo truck and Pierce–Arrow to the important relationship between aeronautic and automotive development in the early part of the twentieth century. Particularly fascinating (and historically timely) for me was Board member *Arthur Jones*’ masterfully documented “For Official Use Only: The Army goes Car Shopping,” which showed how quickly and effectively the motor vehicle was incorporated into the military, just prior to and during the first World War—automotive history at its best!

As in the past, those of you who were not able to attend will reap the benefits of the work presented in a future issue of *Automotive History Review*, where many of the papers will be published. Nonetheless, I encourage all of our members to

Synergy

make plans to get to the next conference, to be held in 2006. These meetings represent a true rallying point for our Society, where we so often get together in circumstances that allow little time for the true sharing of ideas and scholarly work being done by an increasing number of automotive historians.

I would also be remiss in not reporting on several important developments that came out of our Board Meeting, held prior to the conference. First was the decision, after considerable discussion and careful consideration of a number of good options, to make the Library and Research Center of the Antique Automobile Club of America the home for our recently-purchased Ralph H. Dunwoodie Automotive Research Archive. Details about its accessibility and use by our members will be forthcoming, but I am delighted to report that we have been able to preserve this most important tool for future enthusiasts and scholars.

Second was the strong feeling by a majority of the Board that we need to do a better job in marketing for the various awards we present annually. Although the Brigham, Cugnot, Benz and Bradley competitions are regularly announced in our *Journal*, the feeling was that we need to make better efforts to reach a wider audience in order to broaden the support for entries. As President I will be following up on the decision to form a committee that will look for ways we can focus more attention on these awards, both before and after their presentation at Hershey. Any comments from members will be most welcome.

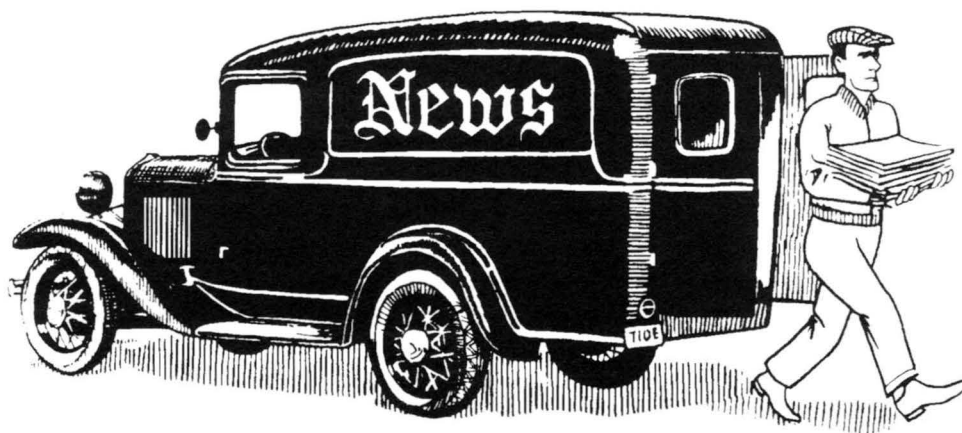
Also, a number of ideas came up during the Board’s discussion of our participation as an affiliate member of the American Historical Association. One quite specific suggestion was to give our own panel presentation specifically related to automotive history at the next

Annual Meeting of the Association in Seattle in January 2005. Given the present level of academic awareness of our discipline (one of your President’s hot buttons), I think it will definitely come to pass, in the hopes of creating a regular forum for our field of interest at that annual meeting.

More general, however, was an idea that flowed through a lot of the conference: that of forming a permanent “Academic Committee” (for lack of a better term) to explore a range of activities to promote the teaching of automotive history at the secondary school and university level. While some programs, courses and curricula do exist (in no small part due to several members of our Society), the overall feeling expressed is that much more can and should be done in this area. Apart from our own particular interests, it certainly is your President’s belief that automotive history is an individual subject most deserving of inclusion in the course catalogs and fields of study of academic institutions. Suffice it to say no adequately educated American should leave school totally unaware of the social and economic significance of the automobile and its manufacturers in the twentieth century. Again, we will be taking action on these issues in coming months and will report on our progress.

Finally, it remains to thank our hosts at America’s Packard Museum for a week of interesting and well-organized activities—visits to the Air Force Museum at Wright-Patterson Field and the final banquet being high points—and to our own hardworking and often unheralded Treasurer, *Kit Foster* for all the hard work and time he puts into these biennial events. For those who missed it, be sure to make the next one, and have a great season of motoring!

—Joe Freeman



SAH News continued from page 1

After lunch, Dr. Glen Hamilton, a trustee of the Packard Museum spoke about Kettering's work with the self-starter and his other inventions and also told the history of the house.

Bus trips on Thursday and Friday took us all around Dayton. The first stop on our Thursday afternoon trip was Dayton Wire Wheels. This company provided the original wheels for Cord, Marmon and Duesenberg as well as wheels for racing cars and airplanes, including Lindbergh's "Spirit of St. Louis." It now provides wheels for low riders, luxury cars, SUV's and motorcycles. No, we were not given free samples.

From there we were brought to a nondescript garage in an industrial area. Inside was housed a private collection of

automobiles which included Pierce-Arrows, Buicks and Mercedes. Bunched together as they were we could see that one would have to empty half the garage to get one car out. Must have been quite a spectacle in the neighborhood when that happened.

A final stop Thursday, and all too brief, was to Carillon Historical Park, which tells the history of Dayton through historical buildings, artifacts and exhibits. Included in the park are the Wright Brothers Aviation Center and a replica of Deeds Barn, where Charles Kettering and the "Barn Gang" invented the self-starter.

Friday's bus tour took us to the United States Air Force Museum, the largest and oldest military aviation museum in the world. We walked through the Early Years Gallery, which shows how

military flight began; the Air Power Gallery which presents the planes of World War II, Korea and Vietnam; and finally the Space Gallery, which details the evolution of astronauts' space suits, food and other gear.

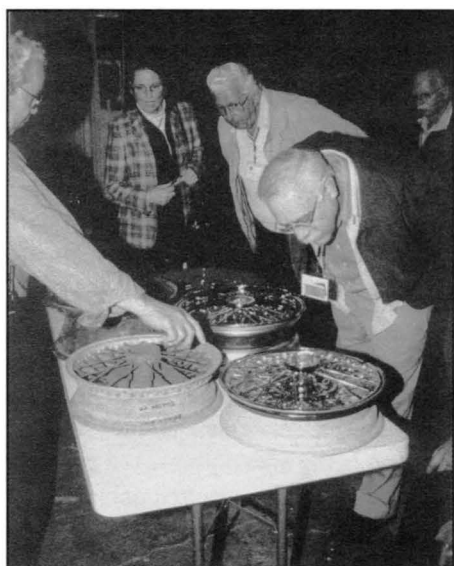
After a full day of presentations on Saturday we repaired to the Citizens MotorCar Company for cocktails, dinner and the presentation of the NAMMY awards to deserving museums. Our dinner speaker was *Bill Chapin* who regaled us with anecdotes about Hudson, Nash and AMC. While we were at the museum we had an opportunity to walk among the many Packards—some restored, others with that appealing patina of comfortable aging—that are housed there.

I would like to congratulate *Kit Foster*, *Bob Signom*, *Marcia Bethel* and all the presenters for another great history conference. I can't wait for 2006.

—*Tom Jakups*

Minutes of the SAH Board Meeting Dayton, OH March 31, 2004

Present: President Joe Freeman, Treasurer Kit Foster, Secretary Darwyn Lumley, Directors Susan Davis, John Marino, Paul Lashbrook, Arthur Jones, Michael Bromley, Robert Ebert, Automotive History Review Editor Taylor Vinson, and Webmaster Dave Duricy. Absent: Vice



SAH members look closely at restored wheels at Dayton Wire Wheels. The company does vintage restoration work on Borani and Buick Skylark wheels among others. *Photo: Tom Jakups*



It was all smiles at the Banquet Dinner at America's Packard Museum. *Bill Chapin*, of the MotorCities National Heritage Area, is flanked by *Bob Signom*, founder and curator of the museum, and *Marcia Bethel*, executive director. *Photo: Tom Jakups*

President Michael Berger, Directors Sam Fiorani, Leroy Cole and Patricia Yongue.

Preliminaries

The meeting was called to order at 9:05 A.M. by President Joseph Freeman. The Minutes of the October 9th meeting were approved as written. Joe used the phrase, "Steady as she goes: to indicate his intentions as President of SAH. He thanked Kit Foster for his continued work on behalf of SAH. Sue Davis noted the passing of Frank Gardner, an early auto collector historian who provided leadership to found the Larz Anderson Auto Museum.

State of the Society

Treasurer's Report Kit Foster distributed a balance sheet in which the net worth of SAH was reported as \$80,028.76.

Membership Report Total membership, as of March 1, was reported as 981. New memberships tend to come from the web site. There has been no long-term loss of membership due to the increase in membership dues. Kit reported he expected to have the Membership Directory out by September.

Nominating Committee Joe Freeman reported that Leroy Cole has requested that this be his last year as Chairman of the Nominating Committee.

Ongoing Activities

Awards No reports were presented for the Brigham, Benz and Bradley awards, which have standing committees. The Cugnot Committees, Darwyn Lumley for the English and Taylor Vinson for the non-English, reported the committees were formed and the processes were underway. Michael Bromley and Arthur Jones have agreed to co-chair the Ingersoll Committee. They plan to re-state and/or review the purpose of this award and bring their report to the forthcoming meeting in Hershey for Board consideration. David Lewis has agreed to continue heading the Friend of Automotive History Committee. Robert Ebert, reporting for the Student Paper Committee, noted a change in the deadline for acceptance of papers to June 1st. He also reported more inquiries this year. Graduate and undergraduate papers will be combined with an option for special mention if the

committee believes it warranted.

Periodicals Kit Foster reported for the *SAH Journal* and stated it is coming out regularly and on schedule. On behalf of editor Tom Jakups he requested more articles of 1500–2000 words. Taylor Vinson, editor of the *Automotive History Review*, reported that the most recent issue was placed in the mail on March 22nd. A total of 1,150 copies were printed with 980 sent to members. The basic expenses remain the same from issue to issue and production time takes about eight weeks. The Board commended Taylor for his excellent work as editor.

SAH Press Kit Foster reported that two copies of *Mr. Javelin* were sold at Hershey, but that the SAH Press is dormant and awaiting a next mission.

Website Kit Foster began a report on this subject when webmaster Dave Duricy entered the room. Information was provided regarding keeping the website current; new ideas are welcome. The Board commended Dave for his excellent work on the website.

Silent Auction Leroy Cole has agreed to continue heading this project and accepts donated material on a continual basis.

SAH/NAAM Conference Report Kit Foster reported that the conference was to commence within hours, with only a few issues remaining to be resolved.

Chapter Relations Joe Freeman reported he was continuing to work on creating a chapter devoted to auto racing history. The Southern California Chapter is planning the 22nd Literature Faire.

European Meeting and Tour Report Taylor Vinson reported that the 9th annual meeting was a success with fifty-six people, representing ten nations, present for the awards dinner. The tour was also reported as a success, and included visits to Retromobile, Renault Collection, and Berliet Foundation at Lyon.

American Historical Association Michael Bromley represented SAH at the AHA conference. He reported that many good contacts were made.

Centennial Certificates No report.

Hershey Tent Paul Lashbrook will be in charge once again.

Fall Board Meeting Kit Foster noted that the next meeting will be October 7th with the banquet on October 8th to be held at the usual location in Hershey, Pennsylvania.

Old Business

World Automotive Forum 2005

There was insufficient information to discuss this topic and it will be continued to the October meeting.

Ralph Dunwoodie Collection Kit Foster distributed information regarding potential host libraries, which he had contacted per direction of the Board. Kit explained the information regarding each potential host library. After considerable discussion, the Board stated a preference for the A.A.C.A. Library in Hershey, Pennsylvania. President Joe Freeman and Treasurer Kit Foster were empowered by passage of a motion to complete the necessary arrangements with the A.A.C.A. Library, subject to the criteria in the discussion. Motion was introduced by Susan Davis, seconded by Arthur Jones and passed with unanimous consent with no abstentions.

Long Range Planning Report

Arthur Jones reviewed the committee report, which had previously been made available to all Board members. It was decided that to facilitate discussion of specific ideas or proposals Arthur will initiate an e-mail form to and among the members of the Board.

New Business

Auburn-Cord-Duesenberg Agreement

Kit Foster reported it was necessary to renew the repository agreement with the A-C-D Museum Library to house the books previously nominated for the Cugnot Award. He moved he be directed to resolve the issue. The motion was seconded by John Marino and passed unanimously with no abstentions.

Basic Automotive History Joe Freeman reported receiving a letter from an SAH member suggesting that SAH take the lead in the writing and publication of a book which could be used as a basic text in automotive history. John Marino introduced the idea of creating a

university program in automotive history with the possibility of creating a sub-committee to work on this idea. The idea met with considerable approval, but no formal action was taken.

Collection Disposition Guidelines Joe Freeman discussed the issue of disposal of collections upon illness or death. No action taken.

The meeting was adjourned at 4:23 P.M.

Submitted by
Darwyn Lumley
SAH Secretary

Fine Flight at Fifth History Conference

The Society's fifth biennial Automotive History Conference, sponsored jointly with the National Association of Automobile Museums, landed smoothly on April 3rd after a short, enjoyable flight. Following a theme of aviation and automobile connections, the conference, titled "Off We Go in the Automobile," took off in Dayton, Ohio, on March 31st and returned to earth three days later. Host for the conference was America's Packard Museum of Dayton.

Thanks are due to all SAH presenters for a fine program. Presenting were veteran speakers Doug Leighton, Pat Yongue, Deborah Clarke, John Marino, Leroy Cole, Bob Ebert and Tom Brownell. Joining them as first-time presenters were

Pat McInturff, Jace Baker, Tim Fijalkovich, Michael Jacobsen, Terry Dunham, Roger Sherman, Michael Bromley, Jessie Embry, Ron Shook, Arthur Jones, Tom Saal, Mickey Mishne and Dean Ruffilli.

The smooth course of the conference was due to the organizational skills of America's Packard Museum executive director Marsha Bethel and events coordinator Amy Jump. Our invitation to Dayton was the inspiration and vision of Museum founder and curator Bob Signom. A giant helping of thanks is due to Marsha, Amy and Bob and the members of their staff who planned and carried out all the tours and social functions.

Program chair for NAAM was Wendell Strode. Thanks also go out to Wendell and to NAAM president Jim Johnson for working to further the SAH-NAAM partnership, a networking opportunity that helps our organizations accomplish much more together than either could independently.

—Kit Foster, chair
Fifth Automotive History Conference

Obituary Robert M. Hall III (1947–2004)

Bob Hall, 56, chairman of the SAH Publications Committee during the late '80s and early '90s, lost his battle with cancer and died on March 8th.

He wanted to be remembered as a person who spent his last years doing the thing he loved most: writing, speaking and experiencing all things automotive. Bob inherited a life-long love of cars from his father, who owned over 300 cars during his lifetime. He started what would become an extensive collection of automotive books, sales literature, ads and magazines while still in elementary school. By the mid-1970s, Bob was an active participant in the collector car hobby.

He began his professional writing career in 1973 as a sports stringer for the *Baltimore Sun*. In 1987 he accepted the associate editor position at *Old Cars Weekly*, and his work appeared in *Automobile Magazine*, *Sports Collector's Digest*, *Special Interest Autos*, *Goldmine*, *Car Collector*, *AutoWeek*, *MOBILIA*, *Automotive*

History Review, *Baseball Cards Magazine* and the Brazilian magazine *Autos Antigos*. His article, "The Pennsylvania Turnpike: America's First Superhighway," was published in *Automotive History Review* Issue No. 26 (Spring 1991). In 1994, SAH recognized Bob with an Award of Distinction for his article "Mitchell—the Car You Oughta Have," which was published in *Automobile Quarterly*.

Bob became a staff writer for *MotorWeek Television* in 1993, also serving as occasional field producer and liaison with various associations. After four years at *MotorWeek*, Bob moved west to become publicist for the Las Vegas Motor Speedway and, later, the Imperial Palace Auto Collection. In conjunction with those duties, he became host of *Las Vegas Motor Speedway on the Air*. That show eventually evolved into *All About Cars*, the program he hosted until his death. Over the years his writing and radio efforts earned him a number of awards from automotive press associations, including three Golden Quills from the Washington (DC) Automotive Press Association.

In recent years, Bob was the "Voice of Carlisle," and those who visited the Carlisle Fairgrounds will remember Bob's familiar voice as that on the public address system and as the emcee at celebrity luncheons. He also wrote a syndicated newspaper column/weekly feature on www.carsatcarlisle.com that was called "All About Cars." He also regularly appeared as ABC Channel 27 TV in Harrisburg, as the station's "Car Guy."

Bob's multi-faceted talents and infectious enthusiasm about all things automotive will be missed by his many friends. He will be remembered by those who knew him as a generous, gregarious person who placed more importance on friendship than on material wealth. By that definition he was most certainly a wealthy man who will be sorely missed.

— Taylor Vinson

Adapted from information provided by
Carlisle Events

From Our Man at the New York Auto Show

Having written the official history of the

Society of Automotive Historians
22nd Annual Literature Faire

Collectibles rare items
Books meet the authors
Posters CELEBRITY SIGHTINGS
Magazines Automobiles
Photos Models Collections New & Used

It's a swap meet for automotive literature!

held at **Irwindale Speedway**

Sunday June 27
6AM to 12PM
818-999-1878

Vendor Space Available

New York International Auto Show for its 100th Anniversary in 2000, it was heart-warming to see the 2004 event, pre-viewed to the press April 7th–8th and open to the public from April 9th–18th, honor past exhibitions in a number of intriguing ways both intentional and coincidental.

Mercedes-Benz celebrated the 50th anniversary of the SL sports car with a silver Gullwing standing on an exact replica of its flower-adorned display at the 1954 International Motor Sports Show in New York City, recalling the first time that Stuttgart had ever staged a world debut outside Germany.

DaimlerChrysler took over the entire, 45,000-square-foot North Pavilion of the Jacob Javits Convention Center to erect a hilly “Camp Jeep” off-road course, evoking the indoor demonstrating track where so many New Yorkers experienced their very first horseless carriage ride at the first Madison Square Garden auto show in November 1900.

Suzuki revived another forgotten tradition from early New York shows—live orchestras playing specially-written music—when it debuted its Daewoo-built Forenza Sport Wagon to a Billy Joel medley with new lyrics from Corporate Magic in Irving, Texas, (a typical verse by Jim Kirk, to the melody of “Movin, Out”): “There’s no reason just to drive a boring car-car-car-car-car-car/you oughta know by now/Forenza Sport Wagon is like N.Y.C./Full of exciting surprises”).

Buick marked the 150th anniversary of David Dunbar Buick’s birth in Scotland and the Centennial of its first production cars by heralding a \$3 billion investment in new product with the world debut of a boat-tailed, four-seat Vélite convertible concept built by Bertone of Italy on a rear-drive GM “Zeta” platform to facilitate a production version by 2006.

Lincoln revived the venerable Zephyr nameplate for a new sub-LS sedan reaching dealers in about a year, which looked suitably ritzy in spite of Mazda6 underpinnings thanks to a harmonica-inspired grille and pale cashmere leather upholstery accented by blond “Harewood” ash and a “corrugated aluminum water-



Lincoln revives the Zephyr name with this sub-LS entry luxury sedan. Photo: Gregg Merksamer

fall” finish for the central stereo stack.

The STS sedan launched by Cadillac as a Seville successor cheered true Knickerbockers with such cutting edge amenities as Keyless Access incorporating 200-foot remote starting and a driver-configurable windshield display with four colors and five languages.

Saab USA’s Product Communications Manager Steve Janisse justified the company’s debut of the 9-7X, to be built on the Chevy Trailblazer platform in Moraine, Ohio, of all places, by stating, “We need something in that market since 40 percent of the people who leave Saab do so to buy an SUV.” Aware that its aircraft-style A/C vents and console-mounted ignition switch might be seen as only minor concessions to the Swedish carmaker’s brand identity, he assured us that “the next generation version will be even more distinct, and it’s already being worked on.”

As New York is the media center of the Western world, the city’s auto show has always been a favorite venue for small niche carmakers seeking to attract attention disproportionate to their size and resources. Spyker Cars B.V. of Zeewolde, The Netherlands, reviving a fabled name that built cars in Amsterdam from 1898 to 1925 and secured its spot in history with the world’s first four-wheel drive six-cylinder auto in 1903, succeeded admirably in this respect with the North American show debut of a low-slung aluminum space frame C8 Spyder powered by a mid-mounted, 40-valve Audi V-8 making 400 horsepower. In addition to the Dark Ming Blue paintwork accented by Ruby-colored, diamond-quilted leather seating (Louis Vuitton, which supplied touring trunks for the Spyker that finished sec-

ond in the 1907 Peking-to-Paris Race, is designing fitted baggage for the identically-trimmed luggage bay), the display vehicle played up the original Spyker company’s aviation heritage with propeller-inspired wheel spokes, a cast aluminum “Aeroblade” steering wheel (an airbag exemption was granted for the four-point safety belts), laser cut aluminum floor pedals, a gearshift linkage consisting of exposed stainless steel rods and twin exhaust outlets imprinted with the 1914 company motto “Nulla Tenaci Invia Est Via”—“For the tenacious no road is impassible.”

Adding that only 35 Americans this year, and perhaps twice that number in 2005, will be taking delivery of a C8 through 13 U.S. dealers—they can monitor the construction of their car over the Internet using a dedicated “Spycam”—company CEO Victor R. Muller asserted that “I cannot count the people who have come up to me this week and said this car was the star of the show. People think it’s a million-dollar-car, but it’s really a quarter-million-dollar-car so that’s good.”

—Gregg Merksamer

Requiem for Oldsmobile

One hundred and seven years of automotive history came to an end in Lansing, Michigan, on Thursday, April 29, 2004, when the final Oldsmobile rolled off the production line at G.M.’s Lansing Car Assembly Plant. The vehicle, an Alero model finished in metallic cherry red, bore the signatures of some 4,500 workers under the hood and trunk!

A low-key ceremony, perhaps befitting the somber occasion, was held on the grounds of the R.E.Olds Transportation Museum through much of the day. The final vehicle was driven from the plant late in the morning of the event and parked under a tent. It was the center of attention of TV camera people and press photographers, with flash bulbs constantly popping.

As can be imagined, it was an emotional event for many of those in attendance. While a band played tunes from the early decades of the twentieth century (the favorite of the audience was, of

course, "In My Merry Oldsmobile"), a substantial group of Oldsmobile retirees mingled with collectors of vintage Oldsmobile cars and a scattering of automotive historians. Tears were observed in the eyes of at least one old-time Oldsmobile employee as events of earlier years in the factory were recalled. Another person, a recent retiree, mentioned that the total service period of his father and himself at the company extended over three-quarters of a century!

No speeches were made at the event and no high-level General Motors officials attended. However, a display of various Oldsmobile models covering a full century or more was set up by G.M. in the R.E. Olds Museum. A replica of Ransom Olds' initial creation, a crude steam car dating to 1887, anchored one corner of the display. Then came a curved-dash vehicle of the very early 1900s, followed by a magnificent 1911 Oldsmobile Limited featuring a six-cylinder engine of 707 cubic-inch displacement. Cars of the teens, twenties and thirties were shown, including a now almost-forgotten marque, a Viking V-8 built as an upscale model by the Oldsmobile firm in 1929 and 1930. Finally, a group of more modern Oldsmobile cars lined the center and another corner of the room.

Outside the museum could be observed a line-up of Oldsmobile cars

brought by collectors to mark the occasion. Here, too, a wide range of early models was featured, dating from the early 1900s to the modern era.

The Oldsmobile car was named for Ransom Eli Olds, who organized the Olds Motor Vehicle Company in 1897, a year after he drove his initial gasoline-powered car on the streets of Lansing. Olds was a contemporary of Charles Brady King and Henry Ford of Detroit, both of whom first built vehicles in the same year, 1896. Ransom Olds forged ahead of King and Ford in producing cars in substantial numbers, however, and by 1903 Oldsmobile led all other makes in volume of vehicles built. To achieve this, Ransom Olds initiated what some historians believe was the auto industry's first primitive production line.

Ransom Olds left the company early in 1904, soon thereafter establishing the firm which built the Reo car. The Oldsmobile company was absorbed by William Durant's new conglomerate, General Motors, in 1908, where it remained as a division until its current demise.

Oldsmobile for years was considered the "cutting edge" or "experimental" car of General Motors. In the mid-to-late 1920s it may well have been the first American automobile to utilize chrome brightwork. In the late 1930s the division was tapped by General Motors to intro-

duce the first truly automatic transmission. This pace-setting activity continued in the late 1940s when, together with Cadillac, Olds pioneered in the introduction of a modern, high-compression V-8 engine (this powered the famous "Rocket 88" vehicle). Other innovations followed, including the front-wheel drive Toronado model in the 1960s.

The production of Oldsmobile vehicles reached a high level throughout the decades following the second World War, with well over a million cars turned out in 1977. However, a changing automobile market hit the Oldsmobile division hard in the late 1980s and 1990s, resulting in a disastrous slump in sales. This led to a decision by General Motors in early 2001 to phase out production of Oldsmobile vehicles. The Alero on display thus was the last of the line.

SAH was represented at the termination ceremony by *Helen Earley*, *James Neal* and *Sinclair Powell*. Helen, a retired Oldsmobile staff person, is co-author of the definitive book on Oldsmobile history, entitled *Setting the Pace*.

—Sinclair Powell

Just Out

The Indiana University Press has just released my book, *From Small Town to Downtown, a History of the Jewett Car Company*. (It's not about the Jewett automobile, but rather about a firm that built trolley and interurban cars.)

During its heyday, in the early decades of the 20th century, the Jewett Car Company became one of Newark, Ohio's largest employers and occupied a plant covering ten acres, portions of which survive. Its cars were so well built that many operated over 30 years in regular transit service and over 20 cars survive in museums, some in operating condition.

The Jewett Car Company was nationally known for its elegant wood and steel trolley cars for interurban and street railway service. Over 2000 cars were produced during the company's 25 years of existence and were shipped to 26 states and Canada. Among the cars produced were elevated, subway and street-

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cars for New York City, as well as large numbers of cars for Boston, Chicago, San Francisco and Washington, D.C.

In its last years the company attempted to get into the truck business and came out with an attachment for Model T Fords that would convert them into one-ton trucks. It was really not cost competitive and was a failure. They also built an ambulance from scratch (although I'm sure it was just an assembled vehicle) that was donated to the French government during World War I.

The book is available in most book stores and at Amazon.com.

—Larry Brough

AMC Cars 1954–1987 Illustrated History, by Patrick Foster was recently published by The Olde Milford Press. The book relates the story of American Motors Corporation, which produced cars under several brand names, including Nash, Hudson, Rambler and AMC, as well as Jeep sport utility vehicles.

With 2004 being the 50th anniversary of the formation of American Motors, Patrick is offering a special autographed Commemorative Edition through his online store, www.oldemilfordpress.com

Reviewers Needed

I have received over the last few months a number of books for review. The titles of these books are as follows:

Driven. Inside BMW, the Most Admired Car Company in the World, by David Kiley.

Maserati Tipo 63•64•65. Birdcage to Supercage, by William Oosthoek

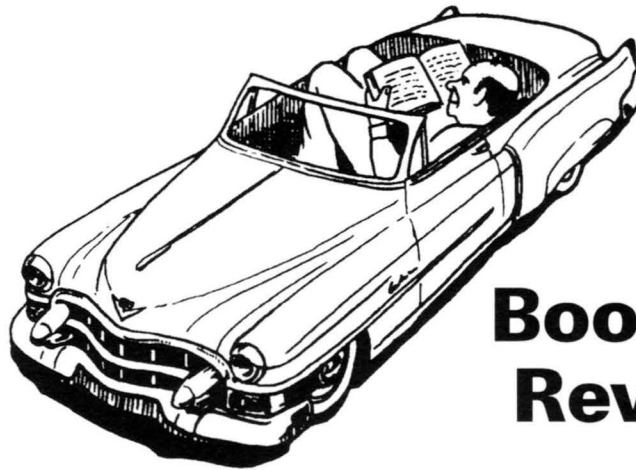
Eighty Years of Citroën in the United Kingdom, by John Reynolds

Pebble Beach Concours d'Elegance. The Art of the Poster, by Robert T. Devlin with Kandace Hawkinson

Bentley. Fifty Years of the Marque, by Johnnie Green

I invite members with an interest and expertise with these subjects to review the books for the *SAH Journal*. You can e-mail me at tjakups@comcast.net or by using the address or phone number listed in the masthead on page 2, and I will ship the book to you.

—Tom Jakups



Book Reviews

Riding the Roller Coaster: A History of the Chrysler Corporation, by Charles K. Hyde, 2003, ISBN 0-8143-3091-6. Hardbound, 7 by 10 inches, 408 pages, 60 illustrations. Wayne State University Press, The Leonard N. Simons Building, 4809 Woodward Avenue, Detroit, MI 48201-1309. 1-800-978-7323. <http://wsupress.wayne.edu>. \$34.95.

For decades the only biography of Walter Chrysler was the one he wrote himself in 1937, and the most important account of Chrysler history was the series *Fortune* magazine published during that same decade. This is surprising and not surprising at the same time. Both subjects deserved full-length book treatment, but “daunting” is the word that springs to mind about the immensity of the task in each case, and Cecil B. DeMille’s “years in the making” the phrase for the time needed to do it. Vincent Curcio took up the challenge of the man in his splendid *Chrysler: The Life and Times of an Automotive Genius*, published in 2000. And now we have Charles K. Hyde’s equally splendid account of Chrysler Corporation itself.

The title is inspired. Few corporations have experienced the harrowing ups and downs of this last new automaker in America to remain with us today. With exquisite scholarship and a deft pen, Charles Hyde tells the story. His focus is the people who have made Chrysler history, whom he has obviously come to know well. His research began nearly a quarter of a century ago, incidentally, when he was charged with the task of

documenting Dodge Main in Hamtramck before it was razed. This means that he has “out-Ceciled” a DeMille epic, and the depth of his research is on every page. Subsequently he documented the Jefferson Avenue factory in Detroit as well as the corporation’s headquarters and engineering complex in Highland Park, and he enjoyed unrestricted access to the Chrysler historical archives. This book was written from a typescript of well over a thousand pages. Obviously Charles Hyde knows whereof he speaks.

Although a comparative Johnny-come-lately in the industry, Chrysler has arguably produced more surprises overall than American automakers who have reached the century mark this corporation won’t celebrate for another two decades. Charles Hyde makes that case in the historical journey he takes us on in these four hundred pages. Upon finishing the book, I was left with just one imponderable. Had they made their respective acquaintance, I wonder how Walter Chrysler and Lee Iacocca might have regarded one another. Reading this engrossing book might make you wonder the same thing. It is tantalizing.

—Beverly Rae Kimes

Lastwagen und Zugmaschinen 1903–1997, by Wolfgang H. Gebhardt and Georg Amtmann, Special Edition 1999, ISBN 3-613-87199-8. Hardbound, 288 pages, 430 illustrations, 37 of them in color, text in German. Schrader Motor-Chronik. Published by

Schrader Verlag, P.O. Box 10 37 43, D-70032 Stuttgart, Germany. 16 Euros (approx.. \$20 plus postage).

For a long time commercial vehicles, trucks, big rigs, tippers and tractors were the Cinderellas of automotive history especially in Europe. Only a small group seemed to be interested. Things have changed considerably in the last 10 or 15 years. In most countries there are clubs for owners and enthusiasts of certain makes or groups of commercial vehicles in the big league bracket. They have regular meetings which usually draw substantial crowds. Car lovers began to find the big trucks historically and technically most interesting. Amazingly, despite their

big size many old trucks have survived, put aside when replaced by more efficient and up-to-date models, and have now been restored. Quite often these historical vehicles serve as rolling advertisements for transport and haulage operators, factories and all kind of commercial companies.

Until some years ago not much literature was available on trucks and their history. Some of the popular American publications were translated and small specialized publishers occasionally brought out new books on the subject, as well as on fire engines and buses. Quite naturally the first publications mainly covered the history of the big marques, where usually the authors

could draw from a well organized archive. With the increased interest more and more books were published dealing also with lesser known or extinct marques. *Halwart Schrader*, undoubtedly the most productive German automobile historian and writer, authored some books on commercial vehicles himself. He also found specialists and experts of various makes who could and would document and write the often interesting histories of the vehicles once famous on the roads of Europe. Wolfgang H. Gebhardt has published several books on trucks, tractors and buses. *Georg Amtmann* also has authored various books on automotive history.

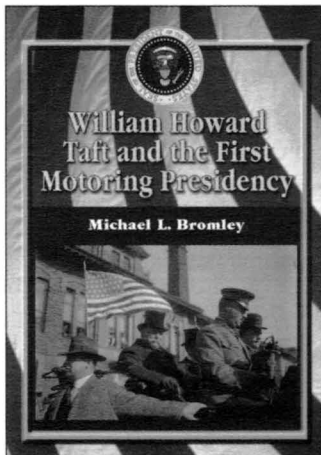
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McFarland an Antique!

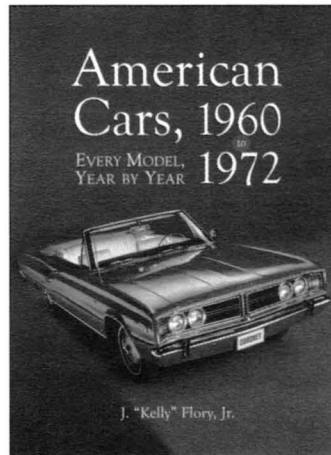
McFarland & Company, Inc., Publishers has achieved antique status, celebrating its 25th anniversary this year. (Confirmation from the AACA is expected shortly.) Not to be confused with the unfortunate McFarlan, which ascended to antique-hood somewhat earlier, McFarland rolled off the line



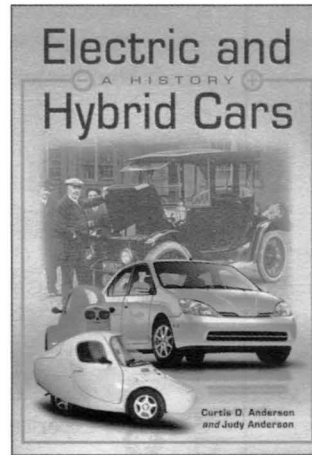
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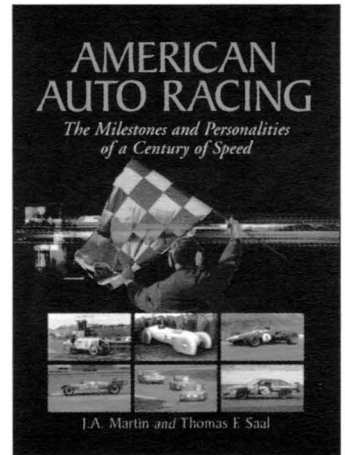
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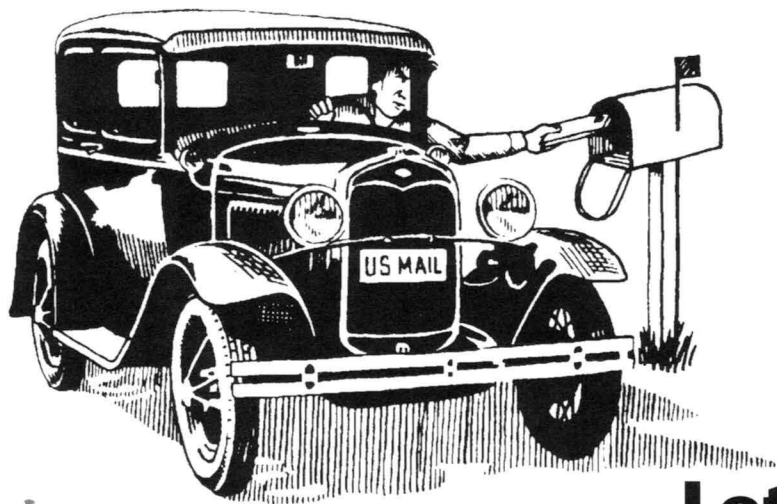


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Letters

America's First?

We were browsing through the *Columbian Centennial of Boston* recently and took note of the following article:

Philadelphia, Aug 24

A Curious Carriage

M. Blanchard has invented a Carriage which runs without the assistance of horses, and goes as far as the best post chaise. An automaton in the shape of an Eagle, chained to the tongue of the Carriage, and guided by traveller, who holds the reins in his hands, directs it in every respect. This extraordinary Carriage cannot only travel on all roads, but likewise ascend any mountain which is accessible to any common carriage. The distance it may proceed is unlimited—as there are no springs in the case that require winding up. The Eagle fixed to the Carriage begins its flight, the Carriage will come out of it, and stand, and run round the place, carrying two persons.

The date of the issue was September 4, 1793. What is this? An American self-propelled vehicle twelve years before Oliver Evans? Will we need to revise all our automotive histories? How could this historic event have escaped our notice so long?

Jean Pierre Blanchard “was born at Petit Andelys on July 4, 1750. He demonstrated early that he had an inventive mind. At age 12, he invented a rat trap which, when sprung, would cause a pistol to go off, assuring a rat's prompt demise. Four years later, he constructed a velocipede that he propelled from Petit Andelys

to Rouen. Later, as a professional engineer, he developed a hydraulic pump system that raised water 400 feet from the Seine River to the Chateau Gaillard.

“The young genius became intrigued with the flight of birds in 1781 and constructed an ornithopter with large wings that were flapped by the pilot, using hand and foot levers. Of course, the machine didn't work. But when the Montgolfier brothers proved on June 5, 1783, that balloon flight was possible, the eager Blanchard turned his attention to this more sensible and attainable means of flight. He built his first balloon a few weeks after the Montgolfier success and later traveled all over Europe giving demonstration flights. He was the first to make ascensions in Germany, Poland, the Netherlands and Austria, and he wanted to be the first to sail the New World's skies as well.”

Blanchard chose Philadelphia, the nation's capitol and largest city, as the site for his demonstration. He constructed his yellow silk hydrogen-filled gas balloon and advertised the sale of tickets to the ascent in order to defray his expenses. President Washington was invited and attended, providing Blanchard with a passport to present at his landing. On the appointed day, following a successful ascent and 46-minute flight, he touched down in a plowed field near Woodbury, New Jersey. After some confusion at the landing (Blanchard spoke no English and the farmers could not read the President's message) he returned in triumph to the city.

The notoriety of the voyage was not matched by a hoped-for financial return. Although an estimated 40,000 persons had witnessed his ascent, the thrifty Quakers quickly realized that it could be as well observed from their rooftops as from the walled yard for which tickets had been sold. Blanchard tried several means to repair his losses and finally, with the assistance of the governor, opened an exhibit of the balloon and other mechanical oddities. One of these was a “wheeled automaton that he called the Curious Carriage. It featured a mechanical eagle that flapped its wings and made it appear as if it were moving by its own power.” Once again financial returns were not sufficient to cover his debts. After brief visits to Charleston and Boston, he returned to France in 1797.

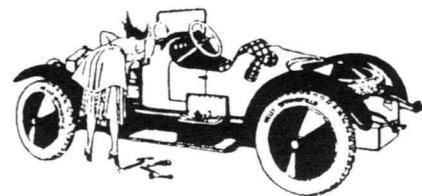
Was Monsieur Blanchard's Curious Carriage a hoax? Perhaps, but would it

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not be more charitable to recognize it as America's first concept car? It was surely no less inventive nor more impractical than some of the conceptions being displayed by the major manufacturers at recent automobile shows.

—Arthur Jones

Thanks to SAH member *George Albright* for his discovery of the Boston article. Quoted sections and general background on Blanchard from C.V. Glines, "First in America's Skies," *Aviation History Magazine*, September 1996.

Not a Bargain After All

The item on page 14 of *Journal 209* about the ten-year-old used car selling for \$5, with the invoice to prove it, is indeed amazing, but I should think that as automotive historians we should be able to do a little bit more than just speculate on why this happened.

First, we should identify the car properly. The invoice says it was a Chrysler sedan, a fairly prestigious make, and a penciled notation indicates it was a 1928 model, thus ten years old when it was sold for \$5 in 1938.

However, there is good reason to suppose that that dating is incorrect, as the serial number shown on the invoice, WC-948-R, applies to a car at least two years older. This serial number is of the "Fedco" type, used by Chrysler from 1926 to 1930, consisting of two letters, three numerals and a final letter, or in later years, the opposite of that. The Fedco system of serial numbers was totally bewildering, as the progression of letters and numerals did not go in alphabetical or numerical order all the time, so it takes a chart of such numbers to identify a production date for a car with a Fedco number.

Used-car price guides of the period used to carry such information; for example, the *Used Car Valuations* book for May–June–July 1929, published by Brownbook Publishers. It shows that Chryslers that used serial numbers beginning with WC-9 were four-cylinder jobs, Series 58, built during September 1925, as 1926 models. The Series 58 Chryslers were the least expensive models and were actually a continuation of what had been

the 1925 Maxwell. Chrysler continued what was essentially the same car as the Chrysler 4 in June 1925, and our subject car was built three months later. The factory price of the sedan was \$995.

But the value of automobiles dropped like a rock in those days—much faster than they do nowadays. The *National Used Car Market Report* of January–March 1931 shows the 1926 Chrysler Series 58 four-cylinder sedan as having an average appraisal value of \$27! Move ahead another seven years and that old Chrysler is virtually worthless! Indeed, the oldest Chryslers for which a value is given in the *National Automobile Dealers Association Official Used Car Guide* for August 18 to September 17, 1938 is the 1930 models, which would sell at retail for \$55 to \$65.

So then, why did the salesman at Heinz Motors in Cincinnati allow \$30 on that old heap in 1938? Undoubtedly, he had to do that in order to sell the new car, or the better used car, that the customer wanted to trade for. Salesmen were doing this sort of thing all over the country in 1938 just to sell new cars. The nation's economy had been working its way out of the Great Depression that was at its worst in 1932 and 1933, but then, late in 1937, things fell apart again, and 1938 was a depression year. New auto sales were down 40 percent from what they were in '37, and dealers had to make ridiculous deals—like \$30 for a 1926 Chrysler—in order to move new cars at all. This led to a great glut of used cars for which dealers had paid far too much.

The used-car problem was so acute in 1938 that the industry was forced to take action and National Used Car Exchange Week was declared for the week of March 5–12. Manufacturers, dealers and political figures all promoted the buying of better used cars and the junkers taken in trade that week were destroyed in some of the most dramatic ways ever seen. In many cities the old cars were piled up and burned in great bonfires. In one town in Ohio they were rolled over a cliff. In Fort Dodge, Iowa, they were sent down a long hill to smash into others already down there. A huge advertising campaign urging people to upgrade to better cars and get those old, dilapidated

jalopies out of circulation had the intended effect and National Used Car Exchange Week was declared a success. The wonder is that our poor old 1926 Chrysler 4 sedan escaped destruction during that week!

But it survived and it was still in the back of the used-car lot at Heinz Motors in late July. It seems likely, from the evidence here, that that dealer still had a glut of used cars and decided to sell them off at dirt-cheap prices just to get rid of them. (Well, yes, that's speculation, too, but it fits in with what we know about the used-car market in 1938.)

—David Cole

Daimler Lives Again?

Like the death of Mark Twain, the reports of the demise of the Daimler marque may have been premature.

According to the March 30th issue of *Autocar*, Jaguar "reacted angrily" to reports that it had killed the car, and announced that it will introduce a top-of-the-line model "early next year," based on the long-wheelbase XJ introduced at the recent New York International Auto Show. Further, Jaguar intends to "eventually launch a range of bespoke Daimlers, rather than basing the cars on existing Jaguars."

Don't hold your breath.

—Taylor Vinson

In *Journal 209* Taylor Vinson wonders whether the Daimler name is dead. Apparently not so; it is dormant at the moment but set to return next year.

The April 13th issue of *Autocar* quotes Jaguar Managing Director Phil Popham as follows: ". . . Daimler is very much in our thoughts, but we need to make sure the car and the brand are right for each other, and we're not just sticking a Daimler badge on a Jaguar."

He denied that the new Daimler was based on the Concept Eight shown at the recent New York Show, though it will clearly have much in common with the long-wheelbase XJ.

Of the other British makes that Taylor mentions, I fear that Lea-Francis and Jensen are definitely defunct, though AC is struggling on.

—Nick Georgano

First with the Right Answer

My guess for the unique distinction of the 1959 Renault Frégate (*Journal* 209, back page) would be that it was the last front engined-rear drive car made by Renault. It was introduced to the French in November 1950 as a new 1951 Renault.

—Stan Smith

More on the Plymouth Limos

I was most interested in the letter from several members regarding long-wheel-base Plymouths. Somewhere in my photo boxes is a set of several photos taken in 1980 in Malmö, Sweden. They were of two Plymouth seven-passenger sedans, a '57 and a '61 or so, both dark blue, that were either hire cars, taxis or formerly taxis. I then remembered seeing several of these things over the years in Europe, mostly Scandinavia. In 1986 I saw a Buick Electra station wagon in Norway that was a long-wheel-base taxi model.

In Sweden over the years I had seen several '50s Plymouths, usually black or dark blue, long-wheel-base sedans, usually as taxis, and several Chevrolets, '50s as well in the same garb. They were not common, but not altogether rare either.

In the early 1980s in *Old Cars Weekly* there was a feature on the Chevrolet Imperial, a long-wheel-base car made for export in the 1930s, as a sedan, limo and convertible sedan.

A club I belonged to in Duluth, back in the '70s owned a Hess and Eisenhardt '47 Cadillac airport limousine, not the fancy interior, but straight like a bus interior, and one similar to that showed up in a film with Fred Astaire in France during the '50s

Checker also did long-bodied cars, and in Europe, Saab, Volvo and Mercedes also have done long-bodied seven-passenger cars often to be used as taxis.

—Phil Campbell

I've read the informative replies regarding the Plymouth limousines and seven-passenger sedans. After looking through my own Chrysler Corporation sales literature I have found some additional information on the subject.

Plymouth had a cataloged seven-

passenger sedan as early as 1932. In 1935 a separate folder was issued on two 128-inch wheelbase models: a seven-passenger sedan with no trunk, but a spare tire on the back; and a five-passenger Traveler sedan with no jump seats, but a built-in trunk. Plymouth featured a seven-passenger sedan in their sales catalogs from 1936 through 1941. A separate one-sided sheet was issued in 1941 showing the seven-passenger model with fender skirts. The wheelbase had gradually increased to 137 inches by that time. There doesn't seem to be any specific reference to a limousine, with division window, in any of these Plymouth catalogs.

One valuable source is the soft-bound book, *Plymouth Commercial Vehicles Photo Archive*, by Jim Benjaminson, published by Iconografix (ISBN 1-58388-004-6). The relatively few limousines built each year, less than 100 at a time, were sold primarily in the export market.

Growing up in the 1940s, I remember very well a 1941 Plymouth Special Deluxe seven-passenger sedan used by the Powell Taxi Company in Manhasset, Long Island, New York. The Powell fleet was based at the Manhasset railroad station. That Plymouth was in continuous use through the early 1950s. It's the only one I've ever seen.

The five-passenger Traveler model appeared in the DeSoto and Chrysler catalogs for 1936. The DeSoto had a 130-inch wheelbase and the Chrysler had a 133-inch wheelbase. These cars were built for long-distance touring, for people who wanted the extra interior room and to carry additional luggage. It appears that the model was discontinued in 1937. I've yet to find a Dodge version of the Traveler. In one 1938 DeSoto catalog the seven-passenger sedan was shown, but with the notation "limousine bodies also available." The mid-1930s Chrysler catalogs referred to their division window models as sedan limousines.

Just to add to the competitive mix Chevrolet was also producing, from at least 1936 to 1939, a seven-passenger sedan and limousine model called the Imperial. These are shown in the export folders. A convertible sedan was in the range as well. As far as I know, these cars

were only manufactured in Europe and not available in the United States.

For those of you who are great taxi buffs, you might want to look at the 1947 film "The Secret Life of Walter Mitty," starring Danny Kaye. Here you will find an array of 1939 to 1947 DeSoto long wheelbase Sky-View taxis (including a rare 1942 model), all in one film, in beautiful Technicolor, plying the streets of Manhattan. I got to ride in a few of those postwar models in the 1940s.

Finally, I have to say that I've become more interested in airport limousines. They're fascinating to look at now, especially the pre-war Henney-Packard and Cadillac versions. These vehicles are in a different category from regular limousines. Although built on extended passenger car chassis, they were specifically constructed to carry many more passengers. They were used by airlines, hotels and transportation companies. A true limited-purpose vehicle. Most had four separate doors on each side, with room for 12 passengers, a built-in trunk for luggage and with or without a luggage rack on the roof. Airport limousines need not be confused with some of today's so-called "stretch limousines."

Occasionally an airport limousine will show up in a good 1940s film. I've come across a 1936 Pierce-Arrow, a 1940 Lincoln-Zephyr and, most unexpectedly, a 1935 Dodge. Where are you going to find one of these today?

—Neil Loysen

A 1932 Franklin Olympic?

Nelson Bolan's Franklin Olympic was a 1933. The 1933 Olympic was introduced on Nov. 1, 1932 and it is certainly possible that some states might have registered erroneously the Olympic as a 1932 model. The chassis was identical to the Reo S series, not the Royale. The wheelbase of the S was 117 1/2 inches, the Olympic, 118. The rear end ratio was 4.3 for both cars. Even with air cooling the Olympic weighed 100 pounds more than the Reo. The Reo S

listed at \$995 but the Olympic was \$1395. The sheet metal of the Royale was superficially similar but not identical because the Royale was on a 131- or 135-inch wheelbase.

These companies were struggling as was Graham. In 1936 and 1937 Reo supplied the bodies for the Graham Cavalier, identical to the 1935–1936 Reo Flying Cloud.

—Paul Woudenberg

The question raised by *Nelson Bolan* about the existence of a 1932 Franklin Olympic is of interest. Although I haven't seen the February *Hemmings* ad he refers to, it would appear to be inaccurate.

The Olympic was always considered to be a 1933 model, which continued into 1934, but this requires a brief explanation. The model is a Franklin Series 18 and there are three versions of it, known as 18A, 18B and 18C.

Some of the earliest 18A cars were actually produced in late 1932, but that is immaterial. The only way you can tell is by serial numbers. The H.H. Franklin Club has thoroughly researched the production records. Incidentally, the first production Olympic, a sedan, still exists. (I've ridden in it.)

The 18A is identified externally by its flat hood front (I can't use the term "radiator grille" because Franklin was an air-cooled car and had no radiator.), its flat straight front bumper and straight fenders. The 18B was a midyear update. It retained the flat hood front, but the bumper had the dip in the center and front fender skirts were added. The 18C was changed to incorporate a larger sloping hood front, which was pointed and similar to that on the 1934 Airman Series 19 models, as well as the 1932–34 twelve-cylinder Series 17.

The Olympic was essentially a Reo Flying Cloud with a Hayes body and a more powerful Franklin engine. There were relatively few 1934 Olympics built. At the time the company went into receivership in April 1934, the total Franklin production for that year (Series 17, 18C and 19) was about 360 cars.

—Neil Loysen

Book Reviews continued from page 10

Lastwagen und Zugmaschinen 1903–1997 is in fact a combination of three earlier books in one new volume. It consists of short introductions and condensed histories, but mainly of reproductions and extracts from original sales leaflets, prospectuses and catalogs. The subjects are far too complex to cover all models and to print detailed technical specifications and developments. Therefore a selection of the more important aspects and models had to be made, giving a good general survey.

The first chapter of 95 pages covers the story of Büssing trucks and tractors from the founding of the company until the merger with MAN in 1971. Early and later heavy conventional and COE trucks, tractors and six-wheelers are shown as well as light and medium models and engines. Büssing was certainly one of the most prestigious truck marques of Germany and the lion badge on the MAN radiators of the latest models is a fitting tribute.

The next 95 pages are dedicated to the German conventionals of the 1950s. The wide range covers many models from the light Opel Blitz, Borgward and Ford trucks to the impressive heavy tip-pers and long distance rigs of Krupp, MAN, Mercedes-Benz, Magirus, Büssing, Faun and Henschel.

The last part, again 95 pages, unfolds the history of the great German make Faun from 1918 until 1997. Trucks, buses, urban and special vehicles for civilian and military ultra-heavy transportation solutions are presented in hundreds of pictures from sales literature.

Whereas the book cannot and does not claim to offer the complete history of German commercial vehicles over the decades, it gives an excellent and interesting general cross-section. As very little has ever been published in the English language on the subject—apart from the out-of-print encyclopedia by *Nick Georgano*—it should appeal to every enthusiast of trucks and their fascinating history. It is very reasonably priced and in view of the hundreds of illustrations the German text should not deter one from buying it. Definitely recommended.

—Ferdinand Hediger

My First Forty Cars, by *Nelson Bolan*, 2003, ISBN 0-7864-1624-6. Soft cover, 200 pages.. McFarland & Company, Inc., Box 611, Jefferson, NC 28640. \$25.00 plus postage.

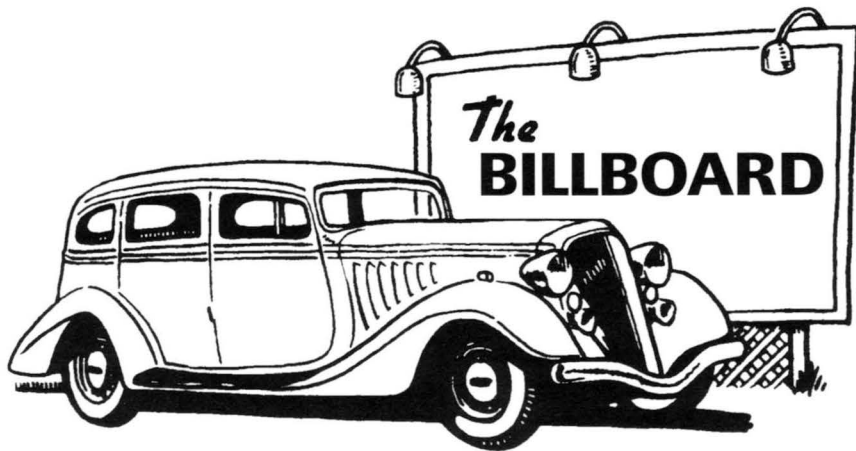
In an occasional feature of *Old Cars Weekly* called "When I Was a Boy," readers send in recollections of their childhood experiences with cars. My favorite is the one where the 11-year-old buys a wreck for \$5, brings it home only to be told by Mom to take it back.

In his book, *My First Forty Cars*, *Nelson Bolan* is the forever kid who never loses his affection for the stray car that crosses his path. From the 1929 Chevrolet Coach he received as a reward for graduating from high school to the 1983 Dodge van he bought for its easy access, *Nelson* chronicles 46 years of buying cars—none new. He does so with gentle humor—he used his 1940 Chrysler Windsor four-door sedan to transport a wash tub, keg and tap (talk about rear leg room)—but also a good deal of insight into some 50 years of American car making—he is no fan the Model T and he claims the slant six saved Chrysler in the 1960s.

In his car buying *Nelson* was partial to Chrysler and its divisions, but his reasons for buying the cars were not as easy to fathom. He bought a 1925 Dodge Brothers roadster because it was cute. A 1962 Dodge was bought to be a spare car, upon which "he would spend only what was absolutely necessary to keep it running safely." Other cars he found in vacant lots, auto repair shops and used car lots. None would be considered desirable collectibles. They weren't "good transportation." All had problems cosmetic or mechanical, most often times, both. Yet if *Nelson* could make the repairs himself the car was a keeper—until it became a financial drain. Then often it was off to the junkyard.

My First Forty Cars is a quick read, but one you would probably take in a few cars at a time. Just like you would when talking long-ago cars with a buddy over a cold brew.

—Tom Jakups



Wanted Original automobile manufacturers only to add to collection. Unissued, issued, cancelled in good condition. Send description or copy with price. **Ken Yerama, 221 Freeport Drive, Bloomingdale, IL 60108**

Wanted A coauthor with Japanese and English language skills to work with me in expanding the brief Mitsubishi history which I presented at the recent Automotive History Conference into a full-fledged book, perhaps encompassing the entire scope of Asian industrial develop-

ment. **Thomas F. Saal, 1488 West Clifton Blvd., Lakewood, OH 44107 216-521-3588, tomsaal@xcelnet.net**

For Sale Complete set of SCCA newsletters 1952–1958. \$40 includes postage. Also, complete SCCA Trans-Am results for all races 1966–1979, \$40 includes postage. **Mike Martin, 5533 Mutiny Sands Rd, Freeland, WA 98249**

Wanted To purchase or to borrow: selected issues of 1962–1965 *Car Life* magazines. I know someone bought

some in a Silent Auction a few years ago and I have the dates of the issues I need.

Jim Schild, 618-281-3311, 5 Rowan Oak Lane, Columbia, IL 62236 jschild@htc.net

Wanted Information on the 6-hp single-cylinder Pope-Tribune of 1903–05. It seems there were three variants: the first had a bore and stroke each of 4 in., the gearbox in unit with the rear axle and change lever mounted on the left-hand side of the steering column. The second had a central gear lever and the radiator gilled tubes stacked vertically in front of the bonnet, rather than horizontally below, as the first model. The third variant, known as the “Model 2,” had the gearbox now sited amidships, change lever outside the frame on the right, and 4 1/2 in. x 4 in. cylinder dimensions. These changes are detailed in sales catalogs, but those seem not to be dated. Can anyone supply references for any full technical descriptions in period literature? **John Warburton, warburton.brookwood@virgin.net**

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MECHANIC HENRY MILLER built his red 30-inch-wide gas-powered Millermobile, fashioned after a horse-drawn buggy, at Regina, Saskatchewan, Canada, in 1970. It has a 1911 Hamilton chassis by International, a five-horsepower Briggs and Stratton engine, motorcycle wheels, and it comes complete with headlights, taillights, kerosene park lamps, a bugle horn and Mustang insignia. It has been driven in parades, one celebrating Saskatchewan's 75th anniversary. *George W. Green collection*