

SAH Journal

The Society of Automotive Historians, Inc.
Issue 213 November–December 2004



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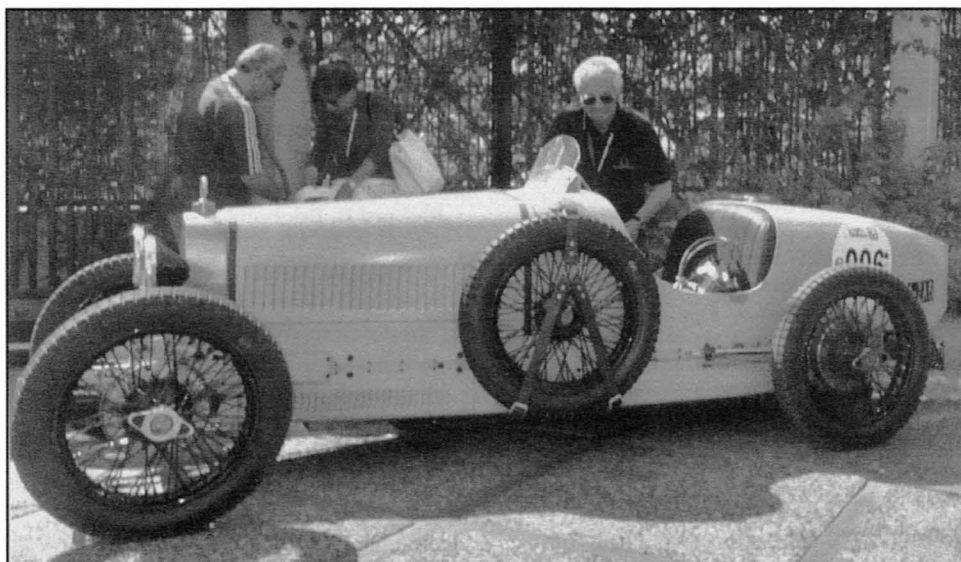
by Patricia Lee Yongue

In 2006, one of the oldest and most rigorous international road races, the Targa Florio, will celebrate its one hundredth anniversary. The Veteran Car Club Panoramus, the Targa's organizer since 1999, has already set the centenary gears in motion. Given the success of the 2004 Targa Florio, held June 6–13, and plans for the 2005 race, the centenary will surely be a memorable as well as commemorative experience. The VCCP runs on a grand passion for competition, history and country.

Wealthy Vincenzo Florio's own grand passion for racing erupted when he became the owner of the only motor vehicle in Sicily, a de Dion motor tricycle purchased in Paris. Bored with just scooting around Palermo, Vincenzo concocted a race from Palermo to Mondello against a horse and a bicycle. The cyclist suffered leg cramps, the de Dion overheated and the horse won. Vincenzo's resolve to continue racing, however, did not flag. In 1904, while on family business in Italy, Vincenzo managed to sneak away from his older brother Ignazio's watchful and disapproving eye, entered a 60-hp Mercedes in the Brescia race and placed third. He would have won the race, he believed, had it not been for the questionable weights of the two cars ahead of him.

Still undaunted, Vincenzo entered a number of races in France and Italy, where he established the Coppa Florio. Finally, prodded by the editor of *l'Auto*, he organized an international race in his home country, and, on May 5, 1906, a history was set in motion. Ten standard model automobiles—twelve other registered entrants had fallen victim to an Italian dock strike—departed on a 91-mile-per-lap, three-lap journey: taking a short coastal jaunt westward from Palermo before moving inland through Cerda,

continued on page 14



The 1926 Bugatti T37 piloted by Giovanni Stabiumi and Luciana Offer of Italy—photo by Patricia Lee Yongue



Thomas S. Jakups, Editor

Traveling with Harvey

tour guide. I wanted to make sure that he saw everything, and that meant going to things that I had never seemed to have time for: the race car run in the stadium, the auction at the Giant Center. Yes, we caught it all and Harvey was overwhelmed by the immensity of Hershey.

And in a truly serendipitous event that was icing on the cake, Harvey in his wandering among the 10,000 vendors came across the 1960 All State 50cc scooter that he had owned as a teenager almost 40 years ago. Yes, it had a Connecticut registration and the same dents in the knee guards from when Harvey tried to drive the scooter between two boulders and got wedged in. "You have to own this scooter again," the vendor said. Well, nostalgia is fine but one look at the \$1,500 asking price for his former ride and he passed.

Harvey was my guest at the Awards Banquet, which also made quite an impression on him. In an article he wrote for our club newsletter he said, "I thought it was going to be gearheads, but, on the

contrary, I met some people who did not even own old cars. . . . I listened and learned about their love for auto history. I am not much of a writer or reader; I would rather turn a wrench. The part I fix today could break next week or last a hundred years and no one will remember me for fixing it. The books and articles these people write, however, will live on forever for future generations. I have a lot of respect for that."

And Harvey had a lot to talk about on the "short" ride home.

On the back page is a photo of the Weebermobile, which *George Green* claims was used for the first motorized honeymoon. In the last *Journal* *Michael Bromley* noted the first time an automobile was used for a non-automotive crime. Are there more "firsts" out there? Send them in!

Enclosed you will find McFarland Publishing's annual Christmas present to us, their latest catalog of automotive books. Happy reading!

—Tom Jakups

Welcome to the annual Hershey edition of the *SAH Journal*, with its recap of the Awards Banquet. I attended Hershey this year with a car club buddy of mine. Having Harvey Russell along was good for two reasons. It made the interminable ride down more enjoyable. Harvey has a gift for gab and a question about his '55 Nomad got us through Connecticut and into New York, while another about his job at ESPN took us deep into Pennsylvania. It was Harvey's first time at Hershey, and it gave me a chance to play

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SAH Journal

Thomas S. Jakups

Editor, Advertising Manager
37 Wyndwood Road

West Hartford, CT 06107 USA

860-236-0125 Fax 860-232-0468

email: journal@autohistory.org

tjakups@comcast.net

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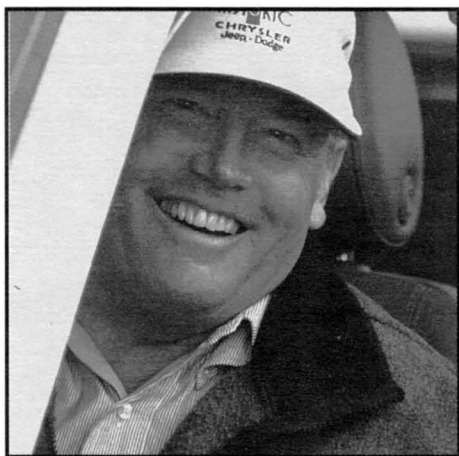
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**Copy Deadline for *Journal* 214
December 31st**



Joseph S. Freeman, President

With two very sore feet, a car full of goodies and considerable pride in our organization, I returned from Hershey this year thinking that it had been one of the finest of the fall meets I have ever attended. The weather was great, attendance was high and there seemed to be lots of good stuff on the fields. My sweet wife was also very pleased that I returned home without yet another car, for her a sure sign of success!

More to the point, both our SAH Board Meeting and Annual Banquet were highly successful and our tent on the White Field was the center of a constant buzz of activity. Thanks to the hard work of *Paul Lashbrook*, *Stan Lyman* and numerous others, our location seems to have become a sort of mini-convention, with old friends, new members and just folks curious about what we do crowding into our space to trade stories, ask questions and just relax among our colleagues. Indeed, we are thinking that we might need to expand somewhat next year, given the numbers and excellent level of participation we had this fall.

Our Board meeting, with 100 percent attendance from all officers and directors, had its usual hefty agenda. The session included lively discussions concerning all of our awards, potential renewed efforts to expand our membership (including a couple of new chapters), the formation of a committee to better define our Society's strategy and relationship with the world of academic histori-

The Search for Excellence

ans, the development of a potential document to advise members concerning options regarding the disposition of their historical collections and preparations for our next conference in 2006. Clearly, it was a busy but very productive meeting and I want to thank all of my colleagues on the Board for their interest and efforts on behalf of the Society.

As in most recent years, the Awards Banquet was held at the Hershey Golf Club on Friday evening and was attended by more than one hundred members and guests, including several award winners. As you will see reported elsewhere in the *Journal*, it seemed that 2004 was the year of multiples. There were two Cugnot Awards, three Benz Awards, two Cugnots and one Award of Distinction for books in a language other than English and two Brigham Awards for superb periodicals! We also had excellent winners of the Ingersoll, Bradley and Student Paper Awards, and long-time historian, author and Cadillac expert *Maurice Hendry* of New Zealand was selected as the Society's 2004 Friend of Automotive History. All in all, then, it was a banner year for SAH.

Yet, as president, I will admit to having had a bit of concern about such a plethora of distinctions, feeling that it might reflect a certain lack of rigor or even perhaps a bit of indecision on the part of the various committees charged with judging the books, articles, periodicals and other nominations for awards. In reality, nothing can be further from the truth. In each case, the chairs of the committees followed a rigorous policy of allowing their committee members to rate nominees separately, using carefully thought-out numerical scoring procedures and guidelines that guaranteed that there was never any chance of undue influence or pressure being exerted by any individual for one candidate or another. Having seen the quality of this effort I have nothing but the highest praise for all of the reviewers and their respective leaders. Without a doubt, the

number of awards reflects the hard work and care with which they performed their tasks.

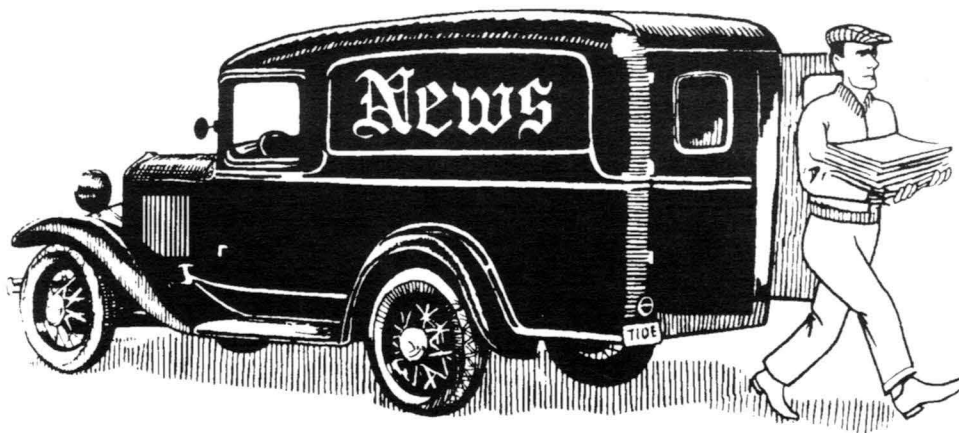
You might ask why I have gone into such detail about this issue. My answer is twofold. First is the impression that the quality of work being done in the field of automotive history today is clearly improving. This is not to say that past winners have been in any way undeserving, but rather that the awareness of the significance of our discipline is being recognized more and more as time passes. Such awareness is bound to produce broader and better history and perhaps has begun to show itself more fully.

The second answer I would have is that as we grow and mature as a Society, the importance of the integrity of our various awards and the process of their selection are a crucial element in the way we present ourselves to the broader community of historians. Our search for excellence must continue to be as rigorous as it was this past year. Having seen the quality of work that was performed over the spring and summer I have no doubt this important tradition will continue. It is vital for our future.

One last point: we need one essential bit of assistance from our broader membership in this process. I ask that each and every one of you take the time to identify some book, article, periodical, film, organization or individual that is deserving of a nomination for one of our awards. Then please sit down and write, e-mail or pick up the phone and make sure your choice is nominated. With an expanding field, there is a lot of original work out there. You may be well aware of it, but our awards committees need to know about it too. So keep those nominations coming!

With that exhortation, I will let you get on with your own work, be it writing, researching or just reading up on all the things that came through the door over a busy summer. Oh, yes, and best wishes to all for a fine holiday season!

—Joe Freeman



Sun Shines on 2004 Hershey

For the second year in a row the weather gods smiled on the multitude that flocked to Hershey for the AACA Eastern Division National Fall Meet. The weather, in fact, was warm enough to melt a Hershey's chocolate bar or kisses if left in your pocket too long.

Paul Lashbrook and his crew of volunteers were well prepared with complementary bottles of water and munchies for everyone who stopped by the Hospitality Tent.

At the SAH Board meeting on Thursday evening *Stanton Lyman* was welcomed to the Board of Directors. Stan, and current Board members *Michael Bromley* and *Paul Lashbrook* were elected to serve through October 2007.

Award Committee chairmen gave reports on the awards that were to be presented the following evening at the Awards Banquet. *Darwyn Lumley* announced that *Douglas Leighton* would be succeeding him as chairman of the English Language Nicholas-Joseph Cugnot Award Committee. Since the last Hershey Board meeting *Michael Bromley* and *Arthur Jones* agreed to chair the E.P. Ingersoll Award Committee.

Minutes of the Board meeting will appear in *Journal* 214.

E.P. Ingersoll Award

Tonight we honor an important story behind the story of America taking to the automobile. We honor the story of a people who in their day were denied the full privileges and benefits of America but were able to find refuge and joy—and a unique slice of freedom—in the automo-

bile. In doing so, they advanced the struggle for full equality and freedom for all Americans. It's an amazing story and we're proud to let you know of it tonight.

In the documentary video "For Gold and Glory," by Todd Gould and produced by WFYI in Indianapolis, Indiana, we find the great story of the "Gold and Glory Sweepstakes." On what was then called "the colored racing circuit," this was a nationally followed event of daring, fast and independent racers who were not allowed because of their skin color to participate in the established racing world, including the Indianapolis Speedway.

Such a study alone would have been worthy of the Society's notice. Todd Gould's work, however, became something else altogether when he added the subtitle "Charlie Wiggins and the African-American Racing Car Circuit." Gould had been chasing down the story for two years for a short documentary for a PBS series. The name Charlie Wiggins kept popping up. After unsuccessful attempts to speak with Wiggins' wife, Roberta, and facing down his deadline, Gould went to her house in Indianapolis. Amazingly, and thankfully for history, he arrived just in time. Roberta Wiggins had just been moved to a nursing home and the family was preparing to clear out the house—and sell her belongings, including an historical "jackpot," as Gould called it, of photographs and records that helped him make the Charlie Wiggins story. More importantly, the family opened up its collective memory and the project blossomed into a full-hour documentary that aired nationally on PBS.

In 1925, the time of Jim Crow,

xenophobia and racial hatred, a young and brilliant auto mechanic from Indianapolis was quietly making a name for himself. Starting out by shining shoes in front of a garage, Charlie Wiggins worked, hustled and made his way into the world of automobiles and automobile racing to become one of the best mechanics of his age. He built his first racing car in 1924 from old parts and called it "The Wiggins Special." He piloted the car to numerous victories in the races of the Colored Speedway Association. The daring, the speed and the excitement of these races became a national phenomenon, and Charlie Wiggins, "the Negro Speed King," was its star. "He wasn't scared of nuthin," bragged his wife.

The closest Wiggins came to the Indianapolis Speedway, however, was a seat in the colored section and a job as a janitor, which was a way to get around AAA rules against hiring him in the pits so he could work late nights on Bill Cummings' winning 1934 car. Cummings later called Wiggins, "one of the greatest mechanics I have ever known."

On behalf of the Society of Automotive Historians I am proud to present the E.P. Ingersoll Award to Todd Gould and WFYI.

—Michael Bromley

Richard and Grace Brigham Award

Before making the announcement of the recipient of the Richard and Grace Brigham Award I would like to offer a few words of remembrance and respect to the memories of *Jud Holcombe* and *Mickey Mishne*. Both men are gone before their time—each was a contributor to our auto history endeavors.

Jud will be fondly remembered for his wit and unique way of viewing and living life. He was, to me, the Woody Allen of SAH. I remember Jud on his Red Rocket BSA motorcycle, always full speed. Rest in peace, Jud.

Mickey Mishne was a steward in the finest sense of transportation history. He delighted in sharing his widely diverse collection and while doing so he created his private museum, which he called



Gerry Durnell, editor and publisher, *Automobile Quarterly* Photo: *Bobbiedine Rodda*

“Portholes into the Past.” It was located in Medina, Ohio, and contained a treasure trove of automobilia, aviation and marine artifacts and art. He is missed by his colleagues and friends. Rest in peace, Mickey.

Now on to the awards. The Committee has the fortunate honor this year to announce dual awards for this category. Both recipient periodicals have done exemplary work by providing the reader highly informative articles concerning automotive history and related topics. Each periodical is a “keeper”—once read, it will be kept for further reference and enjoyment. One is published bimonthly; the other on a quarterly basis. One is published in French; the other in English.

Automobilia La Revue L’Histoire Automobile, published in Paris by Histoire & Collections with François Vauvillier as director of publications and *Marc-Antoine Colin* as editor, will receive the Brigham Award at the Automobile Club of France’s annual dinner in February.

Tonight we will present the Brigham Award to a very worthy contributor of auto history. In fact, this publication has been part of auto history for more than 40 years. Ladies and gentlemen, the legend continues under new ownership and direction—now relocated and going full steam ahead from New Albany, Indiana, guided by editor and publisher Gerry Durnell and managing editor Tracy

Powell—*Automobile Quarterly*, published by Automobile Heritage Publishing and Communications LLC

—*Jack Juratovic*

Student Paper Award

As many of you know, the SAH Student Paper Award program got under way in 2001. It is, therefore, a relatively new area of recognition for our Society.

For some years a number of Society members felt that students in higher education with an interest in automotive history should be encouraged to undertake research and writing in this field. It was believed that if our organization could properly motivate these students, the results would be highly beneficial to all concerned. Very specifically, we felt that a new young group of automotive historians might be developed and that these persons through their work would add to the overall body of knowledge in the field. Out of this came the SAH Student Paper Award program.

A Student Paper Award Committee has administered this program since its inception. Serving on this Committee have been *Charles Blackman, Robert Ebert, David Lewis* and *Craig Pascoe*. As chair of the group, let me thank each Committee member for his dedication and hard work. Committee members have notified hundreds of institutions of higher learning of the Student Paper Award program. Nu-



Adam Stanley, Student Paper Award recipient Photo: *Bobbiedine Rodda*

merous professional societies have been asked to insert notices of the program in their journals. Personal calls and even visits to numerous universities have been made. Our SAH Website has carried an announcement of the award competition.

This year it was determined by the Committee that only a single award would be made, with the competition open to upper-level undergraduate and graduate students. A number of papers were received, the judging took place and by a unanimous vote of the committee the winner has been determined. He is Adam Stanley, a doctorate candidate in history at Purdue University. The title of his award-winning paper is “Eve’s Conquest of the Steering Wheel: Gender and the Automobile in Interwar France.”

Adam Stanley is in attendance this evening, and I will ask him to join me now. Congratulations, Mr. Stanley, on your award.

—*Sinclair Powell*

Carl Benz Award

I would first like to thank *Joe Freeman, Dale Wells, Leroy Cole, Kit Foster* and the Board of Directors of SAH for the opportunity to chair the Benz Committee. It has been and continues to be an honor to serve the Society in this capacity and I look forward to continuing for the foreseeable future.

I also wish to thank our Committee members, *Dennis David, Keith Mathiewetz, John Sawruk* and *Bill Warner* for their expertise in evaluating the nominations and declaring the winners. Even more so than in years past, this group’s individual and collective evaluations have achieved a level of synchronization that flat out amazed me.

The Benz Award recognizes excellence in the presentation of automotive history appearing in periodical publications, such as newspapers, magazines, newsletters, journals and other formats. A maximum of 50 points is awarded in the area of historical research and a maximum of 50 points for presentation of that research.

This year, we had 17 nominations from a variety of sources and as I sent

out the articles to the Committee members, I was impressed by the high quality of the submissions. Sometimes one can get an inkling of which articles might rise to the top, but this year there were too many quality works to predict a clear cut winner before the final tabulations were counted. I had no idea just how true that thought was until it came time for me to take all of the Committee members' individual scores and tabulate a winner. Was I ever in for a surprise!

For the first time ever, a three-way tie has occurred with two authors involved. Out of a possible 500 points, each of the following three articles each tallied a total of 488 points. Each received a Benz Award and because we had two authors receiving the top honor, a Benz Award of Distinction is not being given this year.

Though I was rather surprised by this occurrence, I was not surprised by who the authors involved were, as they both inhabit what I consider to be the upper echelon of automotive writers. In presenting these awards we recognize articles by both authors that stand as shining examples of what each of them do best.

The first author is *Michael Lamm*, and his two winning articles were essentially *biographies* of two surviving GM Motorama cars, both with very unusual stories, which, in turn, were very different from one other. Yet, he injected his own unique research and presentation style into the mix with spectacular results. In both cases, he produced articles that really couldn't be improved upon. They are "1951 General Motors LeSabre: Harley Earl's Think Tank," which appeared in the February, 2003 issue of *Collectible Automobile* and "Mysterious Ways: The Long, Strange Trip of the 1954 Oldsmobile F-88," which appeared in the October, 2003 issue of *Collectible Automobile*. Congratulations to Michael Lamm!

The second author recognized by the Benz Committee is *Beverly Rae Kimes*, and in her brilliant article she showed us her unmatched skill at bringing to life a seldom-visited footnote in automotive history—one of a dying car company, the

people struggling to save it, the innovative prototype they built and the people who have owned and cared for it ever since. As is her trademark, Bev crafted a wonderful and entertaining story that goes beyond the facts and figures and brings faces and personalities to the names. She also described the aluminum HCS prototype in a conversational manner, one that tells the reader all about the car without requiring them to have an engineering degree. We are truly blessed to have authors of this caliber putting out such quality work. The article is "HCM: The Story Behind the Marmon 12," which appeared in *Automobile Quarterly*, Volume 43, Number 4 (Fourth Quarter, 2003). Congratulations to Beverly Rae Kimes!

—Don Keefe

Nicholas-Joseph Cugnot Award, English Language

It is my privilege to present the awards determined by the Nicholas-Joseph Cugnot Committee for books written in English. My remarks represent the views of the Committee whom I wish to thank for their diligence, hard work and great insight. The members, in addition to myself, are *Michael Berger, Robert Ebert, Douglas Leighton* and *David Lewis*.

This year, thirteen books were nominated and received by the April 15th timeline. With five members on the Committee, a significant amount of time is required to read all books and send them, via a round-robin schedule, to each member of the Committee. All thirteen books are on display here this evening; you may review them after this meeting ends.

I request that every SAH member, and especially you who are in the audience tonight, consider taking part in the nomination process. The timeline for receiving books will be April 15, 2005. If you would like more information about nominating a book, please see me at the conclusion of this meeting.

The Cugnot Committee is given the responsibility of reading and evaluating the nominated books, and then deciding which book, if any, is to receive the coveted

ed Cugnot Award. Further, the Committee may also, if it so decides, present an Award of Distinction. No Award of Distinction is being presented this year.

This year, the Committee has determined that two books will receive the Nicholas-Joseph Cugnot Award for the English language, which is our highest award for automotive history books written in English. The books are, in alphabetical order of the author's last name: *The Fairmont Park Motor Races, 1908–1911* by *Michael J. Seneca*, published by McFarland and Company, Inc. and *Three Men in a Hupp* by *James A. Ward*, published by Stanford University Press.

The Fairmont Park Motor Races, 1908–1911 is a model of historical scholarship. It is a pioneering exploration of historical events that previously had not been the subject of such scholarly treatment. In doing so, it deals with far more than racing—Philadelphia history, politics, power brokering, class distinctions, etc.

Much to his credit, Mr. Seneca bases his account on a variety of original source materials, especially the newspapers of the day. This is a well-written, well-researched and well-organized book with an excellent index and good bibliography.

The approach of Mr. Seneca allows him to discuss the races in incredible detail, but as noted before, to place them in the political and social realities of Philadelphia in the first years of the twentieth century. Thus, we learn not



Cugnot Award winner Michael Seneca (left) with Steve Wilson of McFarland Publishing Photo: Tom Jakups

only of the renowned drivers and cars involved, but also the reasons for the initial popularity of the races and of the successful movement to later stop racing in Fairmont Park.

Of importance, and stated earlier, Mr. Seneca's inclusion of a detailed index allows both the scholar and enthusiast easy access to the material, and his use of traditional footnoting conventions provides both a means to evaluate the validity of his conclusions and a window on possible areas of future research. In summary, this is a good history and a "good read."

Our second award winner *Three Men in a Hupp* is excellently researched, organized and written and leaves nothing to be desired in any of these spheres. It may be considered a definitive treatment of its subject and it contributes splendidly (and very interestingly) to automotive history.

When you pick up this book you will find the introduction written with verve and style. The writing continues in an interesting manner, and may be one of the few automotive history books that may result in the reader laughing out loud. This is especially true when Mr. Ward describes the human foibles of the two major characters. The story of their tarrying in Japan indicates that some human traits are universal in time.

The travails and adventures of the three men in a Hupp, who were taking part in one of those amazing early automotive journeys to publicize the virtues of the Hupmobile, is placed within the context of the time and, in doing so, broadens the scope of automobile history. Class distinctions and cultural clashes provide insight into the early years of the automobile.

For serious students of automotive history the bibliography and references provide a means of continuing further reading on this subject. But aside from those virtues, this is an interesting book you will want to read from cover to cover in one sitting. In effect, the Hupmobile is a vehicle for Mr. Ward to write a very good narrative history.

—Darwyn Lumley



Bob Signom (left), America's Packard Museum with Distinguished Service Award presenter Jim Wagner Photo: Tom Jakups

James J. Bradley Distinguished Service Award

The Packard Automotive Museum, also known as the Citizen's Motorcar Company, is this year's award choice of the James J. Bradley Award Committee.

It has earned the award because of its dedication to preserving Packard traditions and for doing so in a unique way. The Museum's collection of unrestored Packards is living auto history. *SAH Journal* editor *Tom Jakups* said in a recent issue "that the Packard Museum sincerely believes these automobiles are still meant to be driven."

Further credence is provided by a recent donor of a Packard to the Museum's collection, who stated, "America's Packard Museum is noted not only for its outstanding collection of custom-bodied cars but also for its crusade to keep good, original cars from being ruined by restoration."

The dedication of the Museum staff, the Packard club and Packard fans is to be commended.

—James Wren

Friend of Automotive History

The Friend of Automotive History Award is our Society's most coveted award. It is our most coveted award because—more than recognizing a single achievement—it honors a lifetime of service to automotive history.

The first Friend Award was presented in 1984 to the late, beloved *Austin Clark, Jr.* Irrepressible Austie probably enjoyed these banquets more than anyone else, and certainly he imbibed more than anyone else. At one of the early dinners I gave a speech and Austie, in his cups, head on the table, slept throughout. The next day he nonetheless heartily congratulated me on my presentation, calling it the best speech he *never* heard.

On a more sober note, I am pleased to announce that the winner of this year's Friend Award is *Maurice Hendry*, the first New Zealander to be so honored.

Mr. Hendry's consuming interest in matters automotive dates to the 1950s, when his articles on motorcycles appeared in New Zealand, Australia and the U.S. Aware that British auto publications carried few stories on U.S.-built autos, he began submitting such articles to Lord Montagu's *Veteran Vintage* magazine and soon found himself writing for auto publications in six countries. One of the publications was *Automobile Quarterly*, whose publisher, Scott Bailey, praised Mr. Hendry's restrained writing style by saying, "His articles are not overdone as are many of the other articles we get."

When asked to explain his interest in writing about American cars, Mr. Hendry replied, "Back in the early fifties, Americans were not well served by their automotive writers, and Americans didn't fully appreciate the greatness of their automobiles. Years ago I took it upon myself to write about them, and doing so has proved to be one of the most pleasant and satisfying missions I have ever had."

The author of acclaimed books on Cadillac, Pierce-Arrow and Lincoln, Mr. Hendry has not, as an admirer has pointed out, been a "one-make specialist." "He is also unusual," the admirer adds, "in that he always relates cars to technology and the marketplace."

In 1973 Mr. Hendry created an award for the Cadillac-LaSalle Club honoring literary contributions to Cadillac/LaSalle history. In describing this prize, fittingly named the Maurice Hendry Award, the club states, "Mr. Hendry per-

sonifies the literary ability and dedication needed to research and write—even at a long distance—books and articles that provide enjoyable reading and greatly enhance knowledge of the marque.” In the process, a Hendry enthusiast remarks, he has become a “club legend.”

Next month, Mr. Hendry’s book, *Cadillac: The 75-year History*, will be republished in two volumes by *Automobile Quarterly*. Meantime, he continues to write for *Classic American*, a British monthly magazine devoted to American cars, and for *Beaded Wheels*, a New Zealand car publication.

Since our Kiwi colleague cannot join us this evening, his good friend, *Arthur Jones*, will accept the 2004 Friend Award in his behalf.

—David L. Lewis

April 15th Is Deadline for 2005 Award Nominations

Nominations are now being accepted for books, magazines, articles, organizations and people worthy of being honored in 2005.

Nicholas-Joseph Cugnot Award, English Language recognizes the best English Language book in the field of automotive history published in the prior year. Nominations can be made to **Douglas Leighton, Huron University College, 1349 Western Road, London, Ontario N6G 1H3 Canada**

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**

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. **Arthur Jones, 504 South 26th Street, Philadelphia, PA 19146** or **Michael Bromley, 6303 Rockhurst Road, Bethesda, MD 20817**

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 Award recognizes the best treatment of automotive history by an upper-level undergraduate or graduate student. **Sinclair Powell, 8 Ruthven Place, Ann Arbor, MI 48104-2612** Deadline for this award is

June 1, 2005.

SAH in Paris X

Beginning in 1996, SAH members from home and abroad have gotten together for drinks and dinner the evening before the opening of *Rétromobile*, the largest indoor old-car show and flea market in France. Our tenth annual gathering will once again be at the *Automobile Club de France*. The date: Thursday, February 10, 2005. Unlike some previous years, we plan no additional excursions. However, there is a very fine paper fair at the *Porte de Champeret* beginning Wednesday, February 16th.

Last year, around 56 of us from 10 countries attended our meeting. That’s half the size of the dinner at Hershey. The price of the dinner is 84 euros. Members coming from the US should send a check in dollars payable to me, not later than January 24th, addressed to me at 1314 Trinity Drive, Alexandria, VA 22314. We’ll publish the dollar amount in the January/February *Journal* based on the exchange rate at that time. If your *Journal* hasn’t arrived by then, send a check for \$110 as the euro is about the same as last February as I write this.

Members coming from outside the US should make reservations with, and arrange payment to *Laurent Friry*. His e-mail address is Laurent.friry@ericsson.com,

and home address, 22 rue d’Antony, F-91370 Verrierès le Buisson, France. Please let Laurent and me know not later than January 24th if you wish to come so that the ACF can make arrangements. Sorry, but Laurent asks that you not send Eurocheques because of the fees involved in cashing them, You may pay Laurent at the door if you prefer.

The 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 8:00. 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, as well as a winner of the Richard and Grace Brigham Award.

—Taylor Vinson

Obituaries

Asa E. Hall (1942–2004)

Curiously, I must have run into *Asa Hall*, the great Studebaker exponent and historian, and SAH member since 1973, long before I actually knew him. Fifty-five years ago my mother took me on visits to family friends in Litchfield, Connecticut, where I played with a boy named Karl Quick and Karl’s friends. Thirty years later, when we met over Studebakers, I mentioned my Litchfield visits to Asa, who lived there all his life. Karl Quick turned out to have been his inseparable best friend.

Karl died of leukemia aged only 17. Asa’s span was not so desperately short as that, but he left us well before his time, aged only 61, in a traffic accident on September 21st.

It was Asa who convinced me, a wet-behind-the-ears automotive publisher, to produce a photo-documentary on Studebaker, relying chiefly on Asa’s fabled collection of photographs. *The Studebaker Century* used the finest enamel paper with a brown tinted ink, artwork by *Russ von Sauers* and hundreds of rare photos Asa provided, together with knowledgeable captions, tracing the story from 1852 to Stude’s demise in 1966. It was the most beautiful book I ever published, with five printings and 20,000 copies over a ten-year lifespan.

Asa Hall had only one approach to life, and that was to do things right. When we came up short of photos in certain areas, he said, "Well, it's no good skipping eight years; we'll just have to go get them." "Where?" I asked. "South Bend, of course!" Asa knew *everybody* out there.

Off we drove across the tundra to Indiana, transportation courtesy of Hoffman Enterprises, the Hartford dealer where Asa served (ultimately 28 years) as a top car salesman and fleet sales manager: an adventure in the old CB days that is better left unrecorded. We dug up every photo that mattered for every phase of Studebaker history we needed.

That thoroughgoing approach to life was evident in everything he did, starting with his marvelous collection of forty wheeled vehicles, from horse drawn wagons to the Avanti, with trucks ranging from Studebaker pick-ups to a mighty Big Horn, the biggest truck Dodge ever built.

Once for *Collectible Automobile* we staged a "comparison road test" between Asa's Big Horn and my little Dodge Rampage (the smallest Dodge truck), shooting a "tug of war" between them, tied end to-end with a thick rope. (The Rampage finished second.) Alas the photos were lost in a fire here in 2003, and the story was never published.

Another thing about him that you couldn't miss was how well he was known and liked by the old-car crowd. Walk around Hershey with Asa Hall and you'd spend half the time chatting with his friends. Not that he didn't make waves: When he became dissatisfied with the direction of one Studebaker club, he and the late Lou Carinni founded another one. But as soon as reforms occurred they merged right back into the original. Asa was never a breast-beating egotist out to prove how important he was. He just wanted to do the job right.

Because he never mentioned it, only those close to him knew how much he suffered the past seven years from non-Hodgkins lymphoma, which kept him commuting to a Hartford hospital for radiation therapy that left him continually exhausted. To that extent his death on the road was probably a blessing in

disguise, sparing him the suffering of the later stages of that disease. But it doesn't make him any less missed.

Despite his illness he worked 50-hour weeks, and in his spare time hauled trucks to shows around the country—including "Bumble Bee," his dad's post-war Studebaker stake body, which he restored to new condition just in time before his dad died. "Bumble Bee" carried his father's coffin; no one in the procession expected that just a few years later, the old truck would be called upon to carry Asa himself.

Churchill said, "a man never dies so long as he is remembered," but it's always hard to say anything when a friend dies, even for people whose trade is words. There is just a big, empty hole where someone you loved has been, and all the talk in the world won't change that. Everybody who really knew Asa admired and respected him. And that's one crowd I'm proud to be a member of.

—Richard Langworth

W. Dorwin Teague

(1910-2004)

Automobile and industrial designer W. Dorwin Teague, responsible for the Marmon V-12 and V-16 automobiles, died September 16, 2004 in Carbondale Colorado. He was 94.

The son of illustrious industrial designer Walter Dorwin Teague, he was born in New York City and educated at Massachusetts Institute of Technology. He began working for his father's firm while still at

MIT, commuting in a Ford Tri-Motor airplane. His work at Walter Dorwin Teague Associates included the National cash register, the A.B. Dick mimeograph machine and vacuum cleaners for Montgomery Ward. He worked on the Ford exhibit for the second season of the Century of Progress International Exposition at Chicago in 1934, and this project led to work designing all Ford's auto show exhibits from 1935 until the end of the decade, including the Ford building for the 1939-40 New York World's Fair.

At the summit of Dorwin Teague's automotive career stand his designs for the Marmon 16 and the one-off HCM prototype for a V-12 Marmon. The story of the latter car was the subject of an article by his friend *Beverly Rae Kimes* in the fourth quarter 2003 issue of *Automobile Quarterly*, recently recognized with a Carl Benz Award from SAH. Teague himself described his little-known 1941 proposal to Edsel Ford, "A Sports Car for Edsel Ford," in *Automotive History Review* No. 29 (Fall 1995). His autobiography, *Industrial Designer: The Artist as Engineer*, was published in 1998.

An inventor with 92 patents to his name, Teague was also an avid sailor, skier and automobile enthusiast. He was a member of the New York Yacht Club, the Cruising Club of America and an honorary member of both the Classic Car Club of America and the Marmon Owners Club. He was inducted into the Car Design Hall of Fame on July 25, 2004

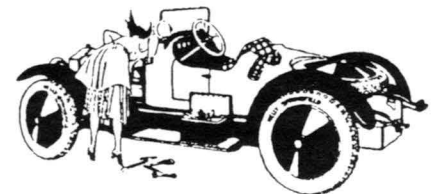
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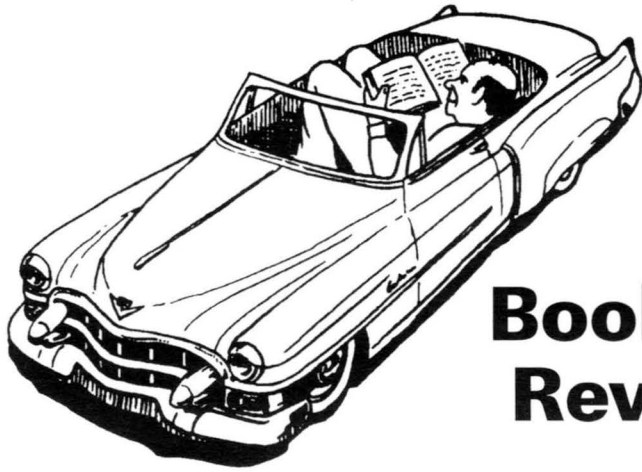
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Book Reviews

The Automotive Bibliography, by Denis Veilleux, 2003 ISBN 0-7864-1534-7. Hardbound 8½" x 11", 618 pages. McFarland & Company, Inc., Box 611, Jefferson, NC, 28640 US-\$95 plus postage www.mcfarlandpub.com.

This is an outstanding book in various aspects. It does not contain one single picture; it is 618 pages strong; it is rather expensive and to the serious student, writer, journalist and automotive historian it will become indispensable. In other words, it is a work most different or even contrary to the many general books on historical automobiles we all buy occasionally because there are a few new, pretty pictures that we have not yet seen. More often than not there is hardly any substantial new information to be found.

Denis Veilleux's book is different. It is a systematic, huge list of some 13,000 automotive books published over the years from the beginning of motorization until 2000 in fourteen languages (English, Czech/Slovak, Danish, Dutch, Finnish, French, German, Italian, Norwegian, Polish, Portuguese, Slovenian, Spanish and Swedish). They are grouped in two major sections: "Motor Vehicles" and "Motorization."

The titles of the chapters give a good idea of the wide scope of the work. Automobiles: Sports, Muscle and Racing Cars, Two-wheeled Vehicles, General Works, Other Vehicles, Automotive Accessories and Components. In the second section, General Works and Cultural Aspects, Using Motor Vehicles: Racing, Sprinting and Traveling, People,

Individuals and Organizations, Industry: Manufacturing, Transport and Servicing.

In every chapter the entries are arranged into general works and then country by country. At the end of the book there are three indexes which are a great asset for any research: Author, Title and Subject. The book is very well organized and a pleasure to use. Many of the entries also contain brief information as to the content, size and, for more recent publications, also the ISBN number. Earlier editions, original titles as well as translated publications are also often mentioned.

The book does not contain purely technical books but also children's books, books on military combat vehicles and annuals such as *Automobile Year* and *Motor-Jahr*. When leafing through this sober book it is very difficult to put it down. Surprises lurk on every page and fuel the desire to find and get this or that book for one's own library.

Whereas one will find the vast majority of all the known automotive books and also many relatively unknown and limited edition books, it is only natural that a work on a subject of this magnitude will also miss one or the other title especially in foreign languages. It therefore should not be understood as a criticism when I mention a few books that I could not find, but as examples only: *Das Automobilbuch*, by Stuck and Burgaller (Germany 1933), *Jacky Ickx—meine glückliche Karriere*, by John J. Goossens (Germany 1972), *The Automobile 2 Volumes*, by Paul N. Hasluck, based on Lavergne's *L'Automobile sur Route* (GB

1905) (Perhaps considered too technical.), *La Coupe Gordon-Bennett*, by Jean-Robert Dulier (France, 1963) (Two other books on early racing by the same author are listed.)

Denis Veilleux was doing his doctoral dissertation when he became aware of the lack of a truly universal bibliography on automotive books. Then the idea was born to provide the missing work, which now is on the table. Anybody seriously interested in the history of the automobile will be happy to have this important reference book and will keep it close at hand for years to come. As I said at the beginning of this review, an outstanding, great book, very well done and thoroughly recommended.

—Ferdinand Hediger

Birdcage to Supercage: Maserati Tipo 63-64-65, by Willem Oosthoek, 2004 ISBN 1-85443-205-2. Hardbound. 9½" x 13", 338 pages. Dalton Watson Fine Books Ltd, England and USA UK £80, US \$140 www.daltonwatson.com.

Billed as the complete history of the rear-engine Birdcage Maseratis, this lavish book is devoted to these ten particular sports racing cars from the early sixties, nine of which still exist. In this case devotion is a term also applicable to the author, the historian of the United States Maserati Club, who spent fifteen years gathering data and photos and interviewing (or corresponding with) drivers Bill Kimberly, Bill Krause, Augie Pabst, Dick Thompson and Hamilton Vose as well as the past and current owners of the cars.

The photos, most of them never previously published, are all duly credited. I was most intrigued by those taken at the factory, especially the scrap heap, but my favorite is the one from the Ludvigsen collection showing Corvette driver Allen Markelson and his pit manager being escorted off the premises at Bridgehampton by New York State Police after upsetting the SCCA officials on August 6, 1961. This race and another at Road America a few weeks later on September 10 were the only wins ever

posted by any rear-engine Birdcage, both by Walt Hansgen in Briggs Cunningham's Tipo 63, the latter with codriver Augie Pabst.

The first two of the book's 29 chapters give us a survey of the preceding types 60 and 61 and their competitors; six others examine the mechanical aspects, factory original and otherwise, and the teams that ran these cars (Cunningham, Volpi and Casner). The last chapter deals with restorations and the whereabouts of the survivors with an appendix detailing their competition histories.

The remaining 20 chapters focus on specific events where these cars ran in the U.S. and Europe, some with full entry lists, some with full results, some with both. Although none are attributed, the race reports seem to be written by someone who actually witnessed them so I suppose it's possible the author saw them all. But given his tendency to rely on documentation it's more likely that some, perhaps all, are rewrites of reports published in the racing press at the time.

I'm always suspicious of second-hand history, but in this case, aware of the author's due diligence, I'm inclined to believe the stories have been checked and double-checked.

My only criticism? Even though the book provides every little detail imaginable about the Tipo 63-64-65 cars, there's just enough about the front-engine Tipo 60 and 61 Birdcages and the Tipo 151 coupes to make me want to know more.

—Thomas F. Saal

The Automobiles of the Maharajas, by Sharada Dwivedi and Prince Manvendra Singh of Barwani. 2003 ISBN 81-900602-8-7. Hardbound, 11½" x 11", 324 pages, 510 illustrations. Eminence Designs. RS3000 Available at Amazon Marketplace US \$128

This is a gem in the "off the beaten track" category of automotive history which surprisingly hasn't received the coverage it deserves, despite the rare and esoteric automobiles that were collectively ordered by a vast number of Indian princes over the first half of the last century.

For that matter, even the Indian Partition of 1947, which divided the sub-continent, didn't stop the importing of the cars by the wealthier rulers who had the imagination to want them and could pay for them. And in regard to this it must be remembered that by 1947 there were around 600 states (no source seems to pin the actual number down) ruled by maharajas, rajahs, ranas, nawabs, jams, mirs, walis and others. And although the cars were perhaps mostly run-of-the-mill British or American makes, there was sufficient variety in the rarities to be found in the garages of the maharajas.

Authors Sharada Dwivedi and Prince Manvendra Singh are both talented writers and together have produced a beautifully presented volume, replete with the colorful tales surrounding the cars and their owners. The facts, trivia to some perhaps, are almost unbelievable, such as the 186 cars owned at one time by the Maharaja of Patiala State, 47 or 48 of them Rolls-Royces! India became a treasure trove for collectors after 1947 and a great many of these cars were spirited out of the country before the Indian government put a stop to it in 1979. A number of these royal cars exist today and are used by the families that ordered them so long ago.

The photos, many of which are being published for the first time, give the reader a pretty fair idea of the variety of cars owned by the princely houses, including among the exotica Rolls-Royce, Daimler, Hispano-Suisa, plus the stunning Farman owned by the Maharaja of Idar, as well as American favorites Packard, Cadillac and LaSalle. The mixed bag includes shots of cars in front of palaces, on the road or on tiger hunts. And of course there is such non-motoring transport as royal elephants and even one example of a zebra-powered cart!

Manvendra Singh, a son of the last rana of Barwani State, is widely known for his restoration of classic and antique cars, which number more than 200. Educated in both India and Michigan, he has been closely associated with automotive history in general and Indian automotive history in particular. His articles have appeared in

such publications as *Auto India*.

This is an elaborate volume that tells a tale which, alas, has otherwise been ignored over the years. Why? one wonders. But better late than never and the co-authors should be commended for their research and expertise, which makes this book well worth the wait.

—Keith Marvin

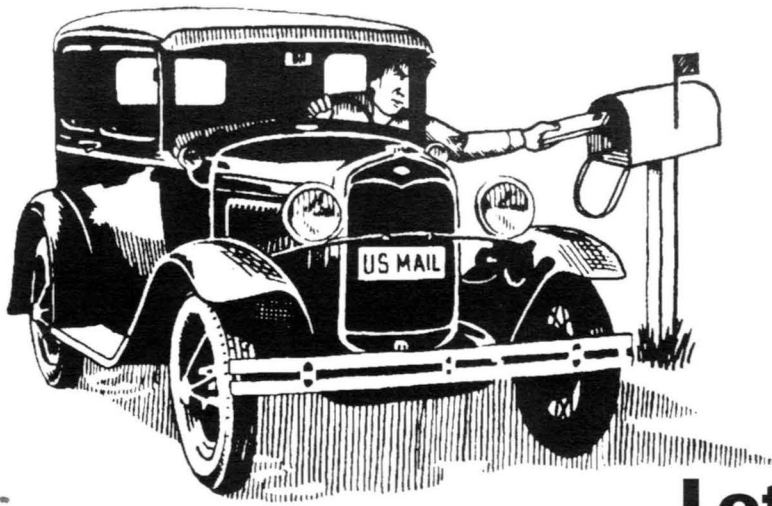
American Cars in Prewar England, A Pictorial Survey by Bryan Goodman, 2004, ISBN 0-7864-1540-1. Soft cover, 7" x 10", 195 pages, 327 photos and illustrations, appendices, index. McFarland & Company, Inc., Box 611, Jefferson, NC 28640. \$29.95 plus postage.

With the present decline of the American automobile industry in international markets, it is instructive to be reminded of a time when the United States competed effectively in every part of the automotive world, even in countries that had developed industries of their own.

Bryan Goodman's pictorial survey shows us these American cars going about their tasks and fitting very well into the English roadscape. Since specific credits are not given, we can assume that most of the photographs are from the author's collection and what a collection it is. Although there are some photographs taken from manufacturers' records and advertisements, most are candid shots with lots of local color. Captions are extensive and give the owners' names and locations determined from registration numbers, supplemented with background information on the importer and coachbuilder where known. The author sets a good example in accurately identifying each vehicle and gives credit to *Kit Foster* for assistance in reviewing the text.

The more successful American makes, Ford, Cadillac, Oldsmobile and Locomobile, were promoted in England virtually from their first year of manufacture and this at the time of a seller's market at home. These simple one- and two-

continued on page 15



Letters

Thank You

I want to express my appreciation to SAH for awarding me its Friend of Automotive History Award and its welcome recognition of my work over the years.

I had asked *Arthur Jones* in his acceptance speech on my behalf to pay my tribute to the many fine fellow historians who assisted me over the years, eighteen in number as it happened. Of course, I remarked, I no doubt have left out some important names. One whom I unaccountably overlooked was my good friend of long standing, *Bernard J. Weis*, of the Pierce-Arrow Society and extremely capable editor of its club magazine *The Arrow*. Bernie is a historian par excellence and always ready to help and put the results of his research at my disposal. Without him I could not have produced my Ballantine book on Pierce-Arrow.

—*Maurice Hendry*

Some Flop!

In *Journal 212*, *Fred Summers* comments that the sales of the 1934–36 LaSalle were “disappointing,” concluding that “it flopped.” I suggest that the cars that flopped were the ’32s and ’33s, whose total production was substantially less than that of the single model year 1931. Production of the ’34s more than doubled that of the ’32s and ’33s combined, and allowed LaSalle to live on through 1940 (with output greater than Cadillac in each of its remaining years). Some flop! Although GM may have been “disappointed” that sales of the ’34–’36 cars

did not reach those of the pre-’32 years of LaSalle, Mr. Summers is certainly correct that GM “finally got it right” with the ’37 model; its production exceeded that of the combined total of the ’34–’36 cars. This from *LaSalle—Cadillac’s Companion Car*, by Van Gelderen and Larsen (2000).

—*Taylor Vinson*

HFII’s Shredder

In 1980, while interviewing Henry Ford II in his post-retirement office in Detroit’s Renaissance Center, he interjected, “By the way, I’m presently destroying all my personal files because I don’t want to have anybody get into them. I can’t destroy forward from 1968 because the lawyers won’t let me,” he added, “but there’ll be nothing in my personal files when I leave this [world], I’ll tell you that.”

“How about giving the material to the Ford Archives with a hold on it?” I suggested. “Nobody could look at it for 50 or 100 years, if you prefer.”

“Nobody is ever going to look at it,” he replied. “I’ll show you my destruction room if you want to see it. It’s right there. I got it all set up.”

“Your shredder?” I said.

“Yeah,” he answered, “the whole goddamn thing. I’ll show it to you! I’m having more fun than hell!”

“Are you reading the material before you put it in the shredder?” I inquired.

“I don’t read most of it. Up to now it mostly involves charitable requests or

requests for cars. Serve on this or go to that, or do that, or do something else.”

“Seriously,” I said, “have you thought about giving your files to an institution that would deny access for a period of time?”

“I’ve not thought about it at all because I’m destroying everything,” Ford chuckled.

Later, Ford gleefully showed me his shredder. He asked if I’d like to see how it worked. “No,” I replied.

Two years later, I asked Ford if he still had his shredder.

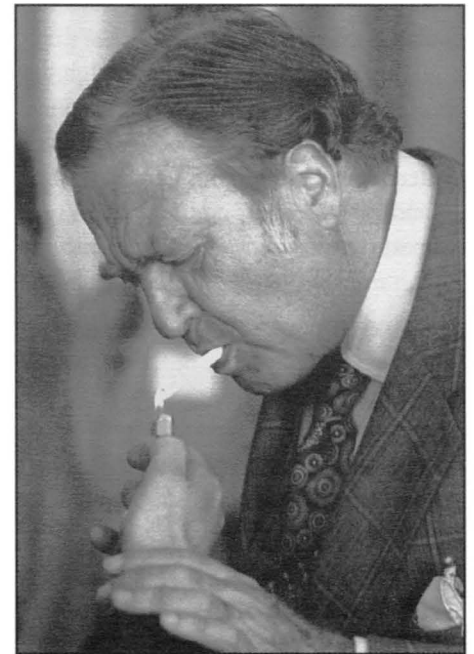
“Sure I do,” he replied. “I didn’t get very far with it. The SEC [Securities & Exchange Commission] put the kibosh on me because of the [Roy] Cohn lawsuit. But as soon as that’s removed, I can go right ahead and destroy whatever I want.”

“I’m sorry to hear that,” I said.

“Jesus,” he remarked, “I’d hate for you to have to wade through the junk I’ve been wading through.”

“I’d like to do so,” I said.

“It’s pretty bad,” he concluded “Ninety percent of it is letters from people who want something, or are com-





Henry Ford II steadies a helping hand as he lights up a cigarette. Previously unpublished, this photo was taken in Vienna, Austria, year unknown. Note that The Deuce is wearing a hearing aid. At the urging of his wife, Kathy, he eventually discarded cigarettes in favor of cigars. David Lewis Collection

plaining about their car or something. I don't think you would have found it very interesting."

But as every auto enthusiast knows, one man's junk is another man's treasure.

—David L. Lewis



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European Delivery Program

Above is a copy of a Fiat ad from 1922 offering European delivery for tourists. This European Delivery Program was big in the '50s and '60s. Buy here, take delivery there, bring it back as a used car saving taxes while having the use of a new car for vacations. It was big business and offered by Citroen, Rootes Group, Jaguar, Mercedes, Borgward, Volvo and many others. While it is still offered by Mercedes, BMW, Saab and others it is not promoted—I don't know why, since more people than ever are traveling in Europe.

Is this the first ad promoting the service? No use calling Fiat at Circle 7700 in New York—no answer. Does anyone know?

—Macdonald Leach

A Scandinavian Plymouth

Once the wheels start turning, they seem

to carry on with their own momentum. On Jersey in the Channel Islands in August my friend John Phillips showed me a bit from the British auto magazine *Classic Cars*. On pages 32 and 33 there is a four-photo spread of a '61 Plymouth limo and its history, or at least some of it.

The car, it is said, was in Norway, owned by Scandinavian Car Rental, and it was used as a diplomatic vehicle for Communist Party Chief Nikita Khrushchev's 1964 visit to that country. In 1963 it was stretched from 18 feet to 23 feet. It was used by the Stabaek Sports Union to carry the Norwegian handball team in the '70s and then was allowed more or less to slide downward into decay until found in a Norwegian forest in 2002. Since then, under the ownership of Max Lammers, restoration has been undertaken and is still in process.

The Hess & Eisenhardt Caddy is really close to the car owned by the Duluth Special Interest Car Club in the '70s though I do not know what happened to it after the club disbanded in the middle 1980's.

—Phil Campbell

SAH News continued from page 9

at the Concours d'Elegance at Cranbrook, in Bloomfield Hills, Michigan.

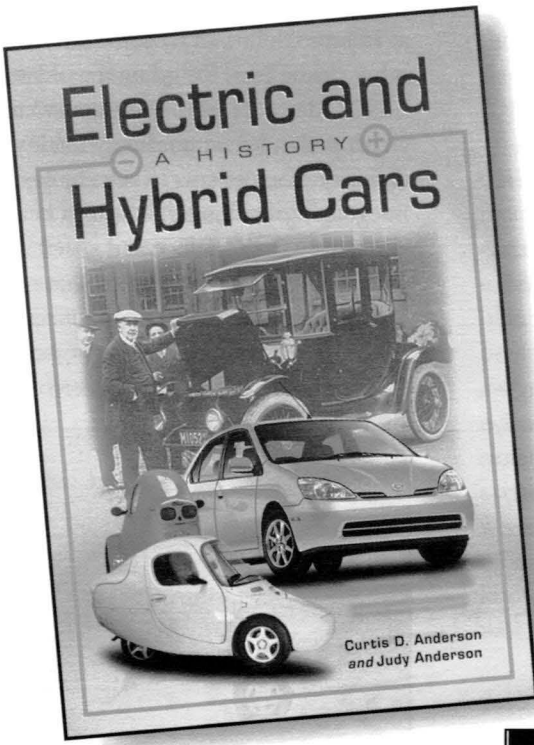
He is survived by three sons, Walter Dorwin Teague III of Adelphi, Maryland; Lewis Teague of Beverly Hills, California and Aspen, Colorado; and Harry Teague of Basalt, Colorado; and four grandchildren.

—Kit Foster

Member News

The selection committee of the Guild of Automotive Artists, a London, England, based guild group, announced on September 24, 2004 that it had unanimously endorsed *Michael Jekot's* application to become an associate member of the guild.

The Guild of Automotive Artists allows artists as well as potential buyers to interact with like-minded enthusiasts through shows and exhibits, web representation and online contact. To learn more about the Guild of Automotive Artists go to <http://www.motorart.co.uk>. To learn more about Michael Jekot's automotive fine art go to <http://www.reconstructions.com>.




Electric and Hybrid Cars
A HISTORY

Curtis D. Anderson
and Judy Anderson

Far from being a modern conception, electric cars were among the first vehicles on the road. In the formative days of the automobile, a third of cars were electric, and they challenged internal combustion engine-driven vehicles for primacy.

This illustrated history of electric and hybrid vehicles covers the companies, politics, environmental aspects, technological challenges, marketing strategies, and public attitudes involved.

Curtis D. Anderson
and Judy Anderson
199 pages \$45 hardcover (7 x 10)
79 photos, notes, appendix,
bibliography, index
ISBN 0-7864-1872-9 2005



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Targa Florio continued from page 1

up and down the twisty, horrifically steep, but startlingly beautiful Sicilian hillsides, then heading back to Palermo via Collesano and Campofelice. This was the Grande Circuito Madonie, and Alessandro Cagno, driving a 115-hp Itala, was the first to achieve victory negotiating its 1500 turns.

Over the years the Targa circuit was redesigned. Perhaps its most famous iteration during the pre-World War II years was the Medio Circuito Madonie (1919–1930), a narrower but no less arduous version of its forebear, upon which Bugatti dominated in the late 1920s with its legendary T35 series and drivers Albert Divo, Bartolomeo Costantini, and Emilio Materassi. In 1928 Bugatti T35B racer Elisabeth Junek, representing Czechoslovakia, became the first woman to complete the Targa, placing fifth overall. On the Piccolo Circuito Madonie, which had a short run from 1932 to 1936, Porsche was the major and final winner during the 1951 to 1973 period.

Arguably citing the risk to drivers and spectators caused by the circuit's narrow roads and streets, exacerbated by the increasing speeds of the race cars, the "irremovable" Commissione Sportiva Internazionale (CSI) dropped the Targa from world competition in 1973 (cf., Salvatore Requirez, *Targa Florio*, Palermo: Flaccovio Editore, 1997, p.122). Anticipating the end, eminent historian David Owen wished for the Targa, that "last of the great open-road races . . . the last living link with every era of motor racing's glorious past," a future that appropriately commemorated its past, not some "minor closed-circuit event" (*Automobile Quarterly*, Vol.XI, No.4, 1973, p. 373). The race continued as a national competition and eventually became the Rally di Sicilia. Now, with the blessing of the Sicilian government and the support of several prominent sponsors, the Veteran Car Club Panoramus has combined the Targa Florio with another historic race, the Giro di Sicilia Automobilistico (1912), in a delightful event which appropriately honors the original by being an open road race.

The new Giro/Targa Florio is a smaller and less visible classic-cars race than its counterpart, the Mille Miglia, which historically it antedates by twenty-two years, because its VCCP organizers are a volunteer group. They have full-time careers—businessmen and women, physicians, etc.—or are otherwise occupied with busy daytime schedules. Some are titled nobility. The VCCP does all the fund raising, planning, publicizing, orchestrating and handling for every part of the five-day race and pre-and post-race amenities, including car transport, arrangement of fabulous meals, resort lodging, luggage transfer and entertainment. Volunteers chauffeur guests to and from the airport. They attend tirelessly and graciously to the needs of drivers and guests. They are scrupulous in vetting the cars daily for documentation, speed and technical readiness for the different timed segments of the race on hillclimbs, town roads and straightaways.

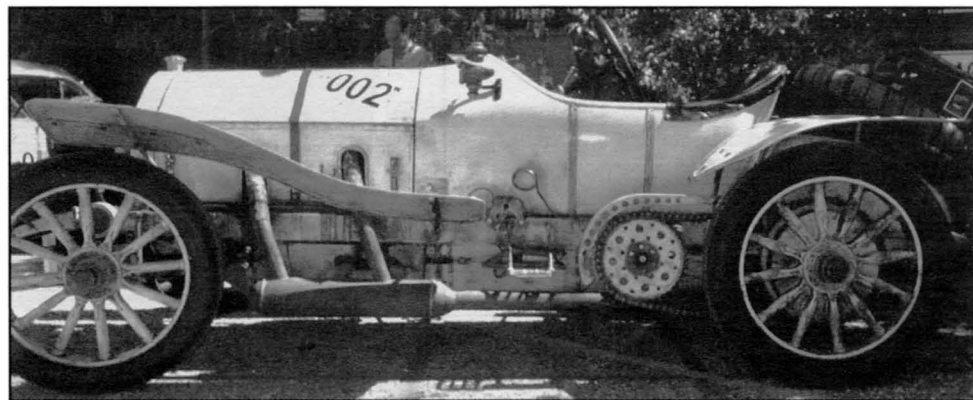
The 2004 race was exemplary. From the moment ex-Formula 1 racer Clay Regazzoni drove his 1969 Ferrari Daytona off the ferry from Genoa onto the blustery, crowded, sunwashed dock at Palermo, followed by some sixty-five other classic cars, including the oldest, a 1907 Mercedes, all participants were enveloped in an extraordinary totality, yet diversity, of experience. They enjoyed an integration of automobile history, beauty, performance, endurance and speed with a format and Sicilian hospitality that made the race both unique and magnificent.

The five-day, 973-km Circuito di Palermo, covering most of eastern Sicily,

was rigorous enough. It began ceremonially in Palermo, with a short late night drive from the Piazza Verdi to Torre Normanna on the northern coast of the Tyrrhenian Sea. After a luxurious outdoor breakfast at one of the four resort hotels housing Targa participants, drivers tackled their longest stretch, a 301-km inland route to Agrigento, during which they had to merge into normal town and road traffic, complicated by narrow, constantly turning streets, rush hour congestion and the ubiquitous, whizzing Vespas. For relief, they proceeded along the Mediterranean coast to Gela, where they turned inland again.

Unlike the original circuits, which were primarily inland, much of the Palermo circuit is coastal so that participants can enjoy the remarkable loveliness of the Tyrrhenian and Mediterranean seas and of Sicily itself. Sicily is a land brilliant with flowers, orchards, intriguing archaeological structures and marvelous food and wine, all of which were continuously available as part of the Targa Florio. How marvelous to see intertwining among the lavish banks of flowers, mountains, and sea the parade of Ferraris, Alfas, Lancias and Jaguars, punctuated by a Bugatti, Maserati, Bentley, Talbot, Riley, Sunbeam Tiger, Triumph, MG, Austin Healey, Fiat, Mercedes, Lancia, Mustang and Corvette. How delightful to make a pit stop, not merely for fuel, but for a refreshing gelato or a cool glass of sweet almond milk.

One of the most dramatic stages of the race occurred at the beginning of the 263-km drive from Acireale to Capo



A 1907 Mercedes piloted by Jacques and Alexandre Juri, representing France—photo by Patricia Lee Yongue

d'Orlando, Termini Imerese, back to Torre Normanna. A trek up and down hauntingly beautiful Mt. Etna, with a detour before or after to purchase fresh peaches and cherries from local farmers, was matchless. The day before, on the 206-km stretch from Kastalia to Acireale, via Ragusa, a stop in Siracusa gave the drivers a welcome chance to sustain speed for up to an hour on a closed track, the Autodromo.

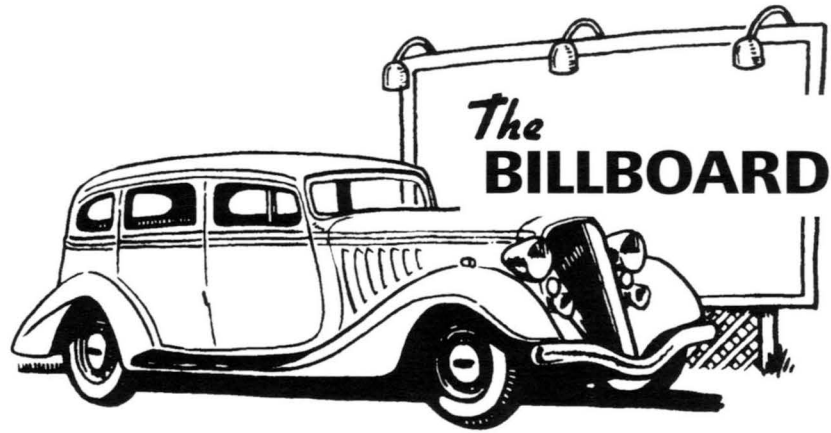
Day five, appropriately a Sunday, was celebration from morning to late night. In a very moving tribute to the historic Madonie Circuits, drivers completed two laps on a portion of the original circuit in Cerda, where the old pits and a section of the old grandstand remain. In Collesano, following a gelato stop, all participants were privileged with a visit to the new Targa Florio Museum, scheduled to open June 27th. The Targa ended at the Hotel Torre Normanna with a rousing awards ceremony, dinner, song and dancing. ■

Book Reviews continued from page 11

-cylinder cars, designed we have always been told for America's bad roads, were found to be suitable also along the hedgerows. In later years bodies were provided locally to reduce import duties and better conform to English tastes. For more than one example Goodman raises his eyebrows at a towering and awkward coachbuilt limousine, but we can also relish the sporty cabriolets of the thirties, so elegant in comparison with their American cousins.

What was the appeal of the American car to the English buyer: value, technology or style? We learn that in 1919 two out of every five cars on British roads were Fords. Are there records of overall market penetration? Was the "Buy British" campaign of the thirties an effective deterrent to imports or were there other reasons for their decline? Bryan Goodman has given us a delightful introduction to a significant but heretofore neglected aspect of automotive history.

—Arthur Jones



Information Wanted On Delco Auto radio, United Motors radio & General Motors Radio Corporation from 1929 to 1933. I am assembling info. on history of GM in the auto radio business and need any business documents, service data, engineering data, sales info., photos, period articles, factory info., Delco-Remy auto radio production info. Copies acceptable. **Joe Scott 7618 Dixie Drive Houston, TX 77087, 713-649-7120, e-mail jscott02@coair.com**

Information Wanted About the First Transcontinental Race that ran from New York to Seattle in June, 1909. This race was part of the Alaska-Yukon-Pacific (A-Y-P) Exposition in Seattle that year. This will be for a magazine story and possibly a book, so I am looking for stories as well as photographs. **Kevin Clemens, 7920 Hill Trail N; Lake Elmo, MN 55042, 651-777-2300, e-mail at WRTR@aol.com**

Information Wanted Does anyone have knowledge of the last Hall-Scott engines made by Hercules Engine in Canton, Ohio, I believe around 1970? I am trying to pinpoint the end of Hall-Scott production for my research on that company, but I have only been able to find vague information in trade publications such as *Commercial Car Journal* and *Automotive Age*. **Ric Dias, Northern State University, Aberdeen, SD, 57401, 605-626-7795, diasr@northern.edu**

Book Reviewers Wanted For *Jowett, Javelin and Jupiter*, by Geoff McAuley and Edmund Nankivell; *Cuba Classics*, by Christopher Baker; *The Goodwood Phantom*, by Malcolm Tucker; and *The Ferrari, A Champion's View*, by Phil Hill. I am looking for expertise in the subject matter, a critical eye and from 400 to 600 words. **Tom Jakups, SAH Journal Editor, tjakups@comcast.net**

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THE WEEBERMOBILE was built in 1903. The inventor, Christian F. Weber, is shown above in 1930. In 1904 it was used for the first motorized honeymoon in Albany, New York. It is one of America's earliest cars and still runs today. *Photograph by Edward A. Driscoll, Courtesy New York State Museum, Albany. From the George W. Green Collection.*