

SAH Journal

The Society of Automotive Historians, Inc.
Issue 214
January–February 2005



www.autohistory.org

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Time Magazine Covers

by Darwyn Lumley

The Internet is a wonderful thing, sometimes. For SAH members who wish to do research regarding certain auto executives, one source for a view contemporary with the executive's active employment life is *Time Magazine*. In the past, it may have been necessary to go to a library and use *The Reader's Guide to Periodic Literature* or other similar references. That is no longer the case, at least in regard to those persons or topics that were cover stories.

One problem seems to be the indexing for the *Time* covers. When a search was done, it led to 33 covers being found. But there are many more than that in the time period examined, 1924–1992. For most of the years, the *Time* covers featured an individual, but in most recent times the covers have had topical issues as cover stories. For example, as you might guess, Henry Ford is the auto-related leader in frequency on the cover of *Time*. He appeared four times (May 25, 1925, January 14, 1935, May 17, 1941 and March 23, 1942). As examples of the topic cover, "Polluted Air" was on the cover of the January 27, 1967 issue while "Can America Still Compete?" was on the October 29, 1990 cover.

In my admittedly quick survey of covers, an early cover that has a sort of connection for the auto world appeared on December 2, 1924. It was a story about King Alfonso VIII of Spain. You may recall that Alfonso was an avid motorist and many very expensive cars were specially built for him. That is quite a reach, isn't it? Another person with some automotive ties also was on the cover of the September 22, 1924 issue. The person was Leo Baekeland, whose Bakelite products were of significant importance to auto manufacture, and a source of concern to automotive restorers today. But, the person who had a very significant role in the early Ford Motor Co. is on an even earlier cover, that being James Couzens who is featured on the July 16, 1923 issue. As we all know, by that date Couzens was no longer at Ford but involved in political matters in Detroit and Michigan.

Here is an alphabetical list of those found, subject to more lengthy review of the covers: Caldwell, Chrysler, Colbert, Cole (Edward.), Cord, Couzens, Curtice, Donner, Eaton, Ford, Ford II, Hoffman, Iacocca, Keller, Kettering, Knudsen, Loewy, Macauley, Murphy, Nordhoff, Romney, Sloan, Townsend, Trotman, Weaver and Wilson. You will have to look them up to see first names. Edward Cole was identified to avoid any confusion with SAH stalwart, and former President, *Leroy Cole*.

Two auto men were also named "Man of the Year" by *Time*. Walter P. Chrysler was the first in 1928 and Harlow Curtice in 1955.

As noted earlier, Henry Ford had four appearances. It seems appropriate that Henry II also appeared on four covers. Lee Iacocca had three appearances while the others who had two appearances were George Romney, E.L. Cord and Walter P. Chrysler. The only stylist to make the cover was Raymond Loewy, and Henry G. Weaver is the only midlevel executive to be a cover person. Charles F. Kettering seems to be the only inventor while Heinz Nordhoff was the only non-American on the cover in the time period noted.

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Thomas S. Jakups, Editor

New Year a Time of Reflection and Renewal

but it gives a good account of the development of the Morris Minor and the original BMC Mini as well as the partnership of Mr. Daniels and Alec Issigonis. Mr. Daniels' obituary marks the passing of yet another pioneer in the automotive industry. As with the death of Dorwin Teague several months ago, we see a further dwindling of the ranks of those who lived and made the history we read and write about.

Still very much among us, fortunately, is *Darwyn Lumley*. In addition to providing the Minutes of the October Board meeting in Hershey, Darwyn also has two short articles in this issue. When he submitted "The Great Danes" article to me, Darwyn included a short note in which he suggested I consider reviews or essays about past automotive history books or personalities as a periodic feature of the *Journal*. To revisit persons and

accounts familiar to all scholars of automotive history and look at them in a new way, as Darwyn has done, offers opportunities for fresh interpretations and questions. In the words of those Guinness stout characters, "Brilliant!" I hope that more members will follow Darwyn's lead and send in articles with a new "spin" on automotive history. And please also keep those letters and reviews coming.

I recently received a query from an SAH member concerning membership renewal. This member wanted to be sure his membership was up to date because he did not want to risk missing a single issue of the *Journal*. Now that has to warm the heart of this editor this cold month of January. For that member and others who may share this concern, renewal notices will be going out the end of January.

—Tom Jakups

My best wishes for a happy and productive 2005 to all SAH members. My new year has gotten off to a rocky start with my '92 Riviera the victim of a drive-by whacking while I was attending a holiday luncheon of my Buick club. The car is still quite driveable but no longer up to my high standards—I'm put off when the car's dirty—so it is off to the body shop for necessary repairs.

This *Journal* includes an obituary of W. J. Jack Daniels, the "brawn" behind the Morris Minor. The obituary is lengthy

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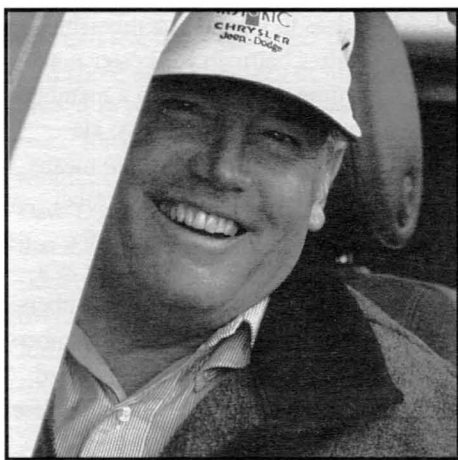
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**Copy Deadline for *Journal* 215
February 28th**



Joseph S. Freeman, President

Happy New Year to all in 2005! Hard to believe it's actually five years after the Millennium, isn't it? Nonetheless, I had some serious moments of reflection over the frenetic holiday season about the nature of our work and the joy it brings me.

As President I have become increasingly aware of the rich heritage of activities, knowledge and great cars we have been left by those who came before us. I think particularly of the numerous personalities who founded the original antique car collecting and preservation organizations, such as the Veteran Car Club, the Antique Automobile Club, the Veteran Motorcar Club and the Horseless Carriage Club. Without attempting to run through a catalog of names, I am very grateful for the enormous contributions many of these pioneers made to what is now a major business.

Of course, in those early days the hobby would appear to have been made up of a bunch of eccentric kids whose main idea of collecting was to have fun with cheap transportation. Old cars in the '30s and '40s could be had for practically nothing, and one could acquire a "junkie" Rolls or Duesie, drive it 'til it died and then sell it on to some other nut. I'm sure that a goodly number of these early enthusiasts would be absolutely staggered by the amount of activity that surrounds the old car field today, not to mention the money.

For example, who cannot but think of *Austie Clark*, one of our own founders, who assembled, restored, maintained and exhibited one of the first major collections

The Fellowship

in the United States, based at his home on Long Island and later at The Long Island Motor Museum? He had magnificent taste in cars, a great sense of fun and extraordinary knowledge. With *Bev Kimes*, he also used his extensive collection of automotive materials to publish *The Standard Catalog of American Cars 1805–1942*, an automotive historian's Bible.

Edgar Roy was another, a quiet man who lived in a small house in a suburb of Boston. His love of big early sports cars, Simplexes, Locomobiles and Alcos, not to mention a Bugatti or two, led to a series of masterful restorations. He was particularly enamored of racing cars, but perhaps his most remarkable achievement was the construction of a series of one-sixth scale fully operational miniature Simplexes. They were the jewels of his collection and an amazing tribute to his skill in practical engineering and fabrication.

Of course, when it came to ferreting out old racing cars, it seemed there was no one who could match George Waterman. Napiers, Renaults, Fiats, Benzes, Mercedes and Isotta-Fraschinis all rolled out of barns and collections to make up his magnificent collection. It was exhibited in an early public art show at the Rhode Island School of Design in 1970 entitled "The Vintage Racing Machine."

Nor should I neglect some of the authors whose works, while today perhaps a bit dated, nonetheless formed the beginnings of our passion for automotive history. Floyd Clymer, Ken Purdy, Ralph Stein, Sam Clutton, Cyril Posthumous, Julian Quattlebaum and numerous others all contributed to my own love affair. I'm sure many share those sentiments.

Relative to vehicle preservation, another case in point is the absolutely fantastic 1928 Renault 45, a gigantic, gleaming white torpedo-bodied touring car presently on display at the Larz Anderson Museum in Brookline. It is a true heart-stopper: the epitome of a big, opulent, fast, gorgeously styled European car of that era. Hardly anybody comes

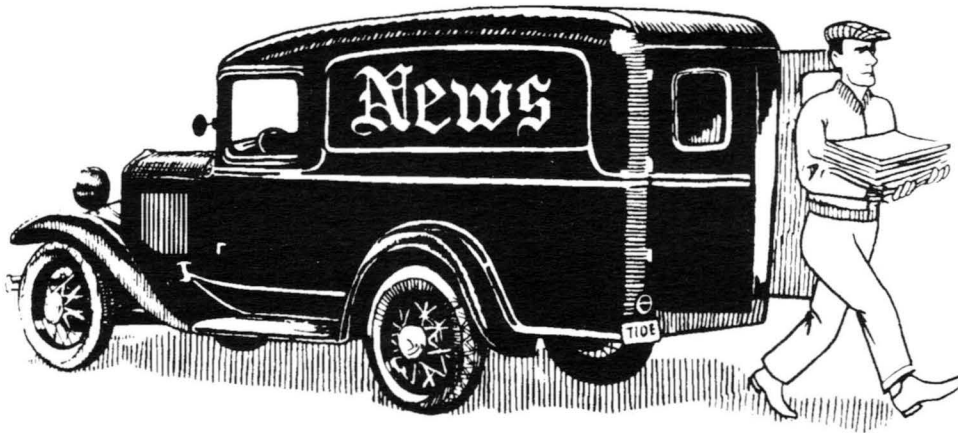
through the gallery without marveling at this wonderful machine. The other day I was glancing through some early issues in my collection of *Automobile Quarterly* and lo and behold, there in a full two-page color spread of Vol. 1, No. 4 (Winter 1962–3) was the exact same car, entirely unchanged, blessedly preserved for more than forty years by a cadre of enthusiastic owners who could not bear to see such a mechanical work of art disappear.

I was also recently given a nice collection of photographs of early antique car gatherings in our area. The images show a truly remarkable variety of interesting vehicles, the present whereabouts of which I would love to know. I am certain most of them are out there somewhere, still giving their owners the same pleasure they did fifty years ago. Even if the cars do not survive, thanks to careful husbandry their images exist today.

The point here is that we in the SAH are part of a very large and wonderful fellowship with a long tradition and a lot to be proud of. The breadth of the field is staggering and at the same time exhilarating. It is also ironic that in spite of the multi-billion dollars of business generated by all this activity, we rarely seem to catch the eye of the "mainstream" media. Given some of our recent legislative activity, I'm not sure that isn't something of a blessing. Being left alone to do our thing is a great boon.

Two simple messages come out of all of this. The first is to work to see that our hobby—which is a livelihood for some of us—is respected as an international activity of true financial and social significance. The other message is that we must support the institutions that perpetuate our hobby: the museums, car clubs, significant events—not to mention the SAH. In these ways we can all continue this wonderful brand of self-propelled fun that began some seventy years ago—and by doing that, honor the founding fathers who got it all started!

—Joe Freeman



SAH Board Meeting Minutes Hershey, Pennsylvania October 7, 2004

Present: President Joe Freeman, Vice President Michael Berger, Secretary Darwyn Lumley, Treasurer Kit Foster and Board Members Michael Bromley, Paul Lashbrook, Leroy Cole, John Marino, Arthur Jones, Sam Fiorani, Patricia Yongue, Stanton Lyman, Robert Ebert and Susan Davis. Also present: Student Paper Award Chairman Sinclair Powell, Carl Benz Award Chairman Don Keefe, *SAH Journal* Editor Tom Jakups and *Automotive History Review* Editor Taylor Vinson. No members of the Board were absent.

Preliminaries

President Joe Freeman called the meeting to order at 6:54 P.M. The Minutes of the March 31st meeting were approved as written.

Joe welcomed newly elected board member Stanton Lyman and re-elected board members Paul Lashbrook and Michael Bromley.

Joe stated his appreciation for the continued work of Kit Foster, especially in regard to organizing the annual Awards Banquet. He also expressed his appreciation to Paul Lashbrook for his work in regard to the SAH hospitality tent in the AACA swap meet. Joe also thanked Leroy Cole, whose term on the board was ending, for his long service to SAH.

State of the Society

President Freeman stated SAH is in good shape. Auto history is getting due recognition. Committee work has been very good and he stated his pride and pleasure to have so many people working hard and doing their tasks to keep the

Society running in good order.

Treasurer's Report Treasurer Kit Foster reported that the net worth of SAH is down approximately \$15,000. The purchase of the Dunwoodie archives accounted for over \$10,000 of the deficit. Even though these archives represent an investment on the part of SAH, our cash system of bookkeeping shows the archives as a cost only. Some of the deficit is also due to the publishing timelines of the *Automotive History Review*. Some expenses from the previous year were carried over, and there were two issues in this calendar year. The net worth of SAH is now \$83,817.21. Kit also presented the final balance for 2003, which had been delayed. In the proposed new budget there is now an item for \$600.00 for rent to keep the Dunwoodie archives at the AACA Library in Hershey. The cost is \$600 per year.

Nominating Committee Leroy Cole has agreed to continue to serve as Chairman of the Nominating Committee. Leroy reported that 121 ballots were cast in the recent election with Paul Lashbrook and Michael Bromley being re-elected and Stanton Lyman being elected for his first term.

Ongoing Activities

Awards Award winners and criteria can be found in Issue 213 of the *SAH Journal*.

Committee Information Arthur Jones reminded the Board that an approved item in the list of long-range plan ideas was to solicit new members for SAH at major automotive events. A discussion about increasing SAH membership followed with President Freeman announcing he will name a committee to

develop ideas to increase membership. Membership Chairman Kit Foster noted that each time there has been a membership drive it has been a success. He noted that there have been three means of soliciting members: direct member contact with prospects; using a list derived from another source, such as a periodical; and contacting past members.

Arthur Jones also provided members of the board with a draft statement titled "E.P. Ingersoll Award Statement of Purpose and Evaluative Criteria." The purpose of the proposed statement is to more closely define the scope of the Ingersoll Award as well as to more clearly state the criteria used in determining the award recipient.

Joe Freeman announced the appointment of Douglas Leighton as Chairman of the Cugnot (English) Committee, Darwyn Lumley having decided to retire from the Committee.

Silent Auction Committee Chairman Leroy Cole noted the available material list was included in the last *SAH Journal*. He requested more upscale material. \$2,276 has been realized from the most recent Silent Auction. Joe Freeman announced his intent to name an Academic Committee to support SAH activities with the American Historical Association as well as to discuss and make other recommendations that seem to be within the purview of the Academic Committee. Patricia Yongue was appointed to head the Academic Committee.

Thereupon Joe Freeman requested that all members of current committees continue to serve and noted his intention to add two more members to the Ingersoll Committee.

Publications Kit Foster, Chairman of the Publications Committee deferred to the editors of the publications. *SAH Journal* Editor Tom Jakups reported that the publication was meeting time requirements in publishing and that advertisers are renewing. *Automotive History Review* Editor Taylor Vinson reported on expenses for AHR #42, the total production cost being \$7,715.33. He said that #43 will be in the mail in March.

Kit Foster, reporting on the SAH Press, announced that Jud Holcombe

donated five cases of *Classics on the Street* to dispose of as SAH sees fit; they will be offered to members at a reduced price.

Kit also provided a printed report submitted by SAH Website Webmaster Dave Duricy. A highlight of the report being that the homepage has had 69,258 visits since creation and the AutoHistory.org site overall has received 268,556 visits. Dave further noted, "The state of the site is sound. Its prospects are good."

Reporting on the *Membership Directory* for 2004, Kit noted it will be forthcoming.

SAH/NAAM Conference Report

Kit Foster noted that the quality of presentations at the last conference was very high. The conference was the first to be held at a hotel rather than a museum, also with foodservice provided at the hotel. The costs of the conference exceeded past experiences and the amount that had been budgeted. As the Board is aware, Kit's view is that SAH needs an itemized list of expenses from both the conference hotel and NAAM. SAH has paid \$1,000 thus far with NAAM having requested a further \$3,800. Further actions on this item require additional information from the sources noted, with this issue being carried over to the April 2005 meeting of the Board.

Chapter Relations Sinclair Powell reported on the Leland Chapter activities. He also noted that the Canadian Auto Historians, which had left SAH some years ago, had noted they had done so due to the decline in value of the Canadian dollar vis-à-vis that of the United States. However, with recent changes in the currency relations they may decide to reaffiliate with SAH. Leroy Cole provided additional comments to the report. Darwyn Lumley reported on the Southern California Chapter, noting that the annual Literature Faire was held once again. A Chapter meeting is tentatively scheduled for November at the Nethercutt Museum at which time annual elections will take place. Kit Foster reported on the United Kingdom Chapter, which continues to grow, and now has approximately 10 percent of the total SAH membership.

European Meeting Taylor Vinson



The SAH Board of Directors for 2004–2005: (seated l-r) Secretary Darwyn Lumley, Vice President Michael Berger, President Joseph Freeman, Treasurer Christopher Foster (standing l-r) John Marino, Michael Bromley, Samuel Fiorani, Arthur Davis, Patricia Lee Yongue, Robert Ebert, Stanton Lyman, Paul Lashbrook (missing from photo: Susan Davis)

reported that the forthcoming meeting will mark the 10th anniversary of such meetings. It will be held Thursday, February 10, 2005 at the Automobile Club de France. The number of people attending this meeting continues to increase.

American Historical Association

Michael Bromley announced plans were being made for the AHA Conference in 2006. AHA activities will be co-coordinated with the Academic Committee.

Centennial Certificates

Sinclair Powell announced that Past President Dale Wells had presented a certificate to the REO Club at their meeting, and Sinclair was a featured speaker. A certificate was also awarded to the Standard Cars Club.

Hershey Hospitality Tent

Paul Lashbrook requested the assistance of all Board members to assist at the tent. Paul thanked Kit Foster for his support "behind the scenes" in assuring the tent would be in the correct place. He also thanked Stanton Lyman for his assistance each year at the hospitality tent.

Annual Meeting and Awards

Banquet Kit Foster reported that about 100 members and guests would be at the event. He also reported that the Hershey Golf Club will be in the process of tear-

ing down the existing structure and rebuilding, but it will not be accomplished by October of next year. Therefore, SAH will need to find new sites for both the Board Meeting and the Annual Meeting and Awards Banquet.

Old Business

World Automotive Forum, 2005 Kit Foster announced that this meeting is slated for Detroit. SAH member William R. Chapin is handling events and more information will be forthcoming.

Ralph Dunwoodie Archives Joe Freeman noted the archives are now in place at the AACA Research Library in Hershey and are open to all SAH members as well as other researchers using the AACA Library. Kim Miller of the AACA Library is the contact person. Kit Foster was thanked for his work in securing this location and making certain all was in order with AACA.

New Business

Academic Committee As noted above, a new committee was formed to, among other activities, publicize SAH with the usual academic organizations and coordinate with Michael Bromley in his work with the American Historical Association. Joe Freeman will appoint the Committee to consist of those members

of the Board who hold academic positions. Also, as noted above, Patricia Yongue will be head of this Committee.

Collection Dispersal Guidelines

Joe Freeman led a discussion about this subject, noting that SAH might take the lead in suggesting guidelines or options for dispersal of materials. He also noted he plans to make further recommendations regarding this issue.

Life Membership

Kit Foster noted that the SAH By Laws provide for a Life Membership, with the fee to be set by the Board of Directors. Queries have been made about Life Membership. After some discussion a motion was introduced by Sam Fiorani, and seconded by Paul Lashbrook, that the By Laws be amended, at the forthcoming April Board meeting, to eliminate the provision for a Life Membership or to set a fee for such a membership. This motion was passed unanimously with no abstentions.

Budget Kit Foster led a discussion on the proposed budget. He moved that the budget be adopted with line item review to take place at the April Board meeting. Seconded by Sam Fiorani. Motion passed unanimously with no abstentions.

Spring Board Meeting Joe Freeman announced that the next meeting of the SAH Board will take place in Southern California. We had previously had an offer from Susan Sanborn of the Toyota Museum in Torrance, California, to host the meeting. Pending further arrangements, the meeting is scheduled for April 1, 2005.

There being no further business, the meeting was adjourned at 9:45 p.m.

—Darwyn Lumley
Secretary

New E-mail for SAH Business, Membership

SAH Treasurer and Membership Secretary Kit Foster has discontinued his Net-box email account. Email for the Treasurer's attention should be sent to him at <treasurer@autohistory.org>; membership matters should be communicated to <membership@autohistory.org>.

Final Info on SAH in Paris

As announced in the last *Journal*, the 10th annual meeting of SAH members and guests in Paris is planned for the evening of Thursday, February 10, 2005, at the Automobile Club de France. The Club, 6 Place de la Concorde, is easily reached from the Concorde Metro stop. We'll meet for drinks at 6:30 P.M., with dinner following at 8:00. Jacket and tie for men. The Cugnot and Award of Distinction winners for books in a language other than English and a Brigham Award recipient will be given their prizes at that time.

The price of the dinner is slightly higher than last year due to the continued decline of the dollar against the euro and is \$117 per person. Members from countries other than the United States should make reservations with, and arrange payment of 84 euros to, Laurent Friry. His e-mail address is laurent.friry@ericsson.com and his home address, 22 rue d'Antony, F-91370 Verrierès le Buisson. If you are coming from the United States, please contact (with check payable to) me at ztv@comcast.net and 1314 Trinity Drive, Alexandria, VA 22314. As noted in the last *Journal*, the deadline is January 24th. You may pay Laurent "at the door" if you prefer.

Rétromobile has outgrown Hall 2.1 and is moving to nearby Hall 7.2 at the Porte de Versailles where wider aisles are promised. The doors open at 11:00 on Friday, February 11th. The theme this year is especially interesting: "Prototypes of Yesterday—Automobiles of Tomorrow," subtitled "Daring Post-War Designs." The feature exhibit comprises ten avant-garde prototypes of the 1939–50 period, including the Crossley Burney, the Panhard Dynavia, the Grégoire-designed turbine-powered SOCEMA and the Mathis 333 and 666. The show observes the 50th anniversary of the Citroën DS. For the fourth consecutive year Christie's is holding its auction on the floor, Saturday February 12th at 8:00 P.M.

Finally, for those remaining a bit longer, I can recommend the semi-annual paper fair at the Porte de Champeret beginning Wednesday, February 16th.

—Taylor Vinson

Obituaries

Gail K. Renner (1924–2004)

Dr. Gail K. Renner, of Joplin, Missouri, died August 23, 2004 at the age of 79 after a long illness.

Dr. Renner was born in Neosho, Missouri in 1924. He obtained a bachelor's degree in business from Southwest Missouri State University in 1951, a master's degree in education in 1958 and a master's degree in history in 1959, both from the University of Missouri. He also completed his Ph.D in history at the University of Missouri in 1973. Dr. Renner did postgraduate work at the University of California-Berkeley and at the United State Military Academy, West Point.

Dr. Renner was a history professor at the former Jasper County Junior College and Missouri Southern State University from 1965 to 1990. Prior to this he worked as an accountant and a high-school history teacher.

In addition to his membership in SAH, Dr. Renner, a Hudson enthusiast, was a member of the Joplin Historical Society. He had a number of articles published in the *Missouri Historical Review* and authored two books, *Joplin: From Mining Town to Urban Center* and *In Pursuit of Excellence, Missouri Southern State College 1937 to 1992*.

Dr. Renner is survived by his wife, Nicolina, a son, a daughter and three grandchildren.

Editor's Note: The preceding obituary was sent to the *Journal* by Mark Riley.

W.J. "Jack" Daniels (1912–2004)

Austin and Morris engineer W.J. "Jack" Daniels died November 27, 2004 at his home near Bournemouth, England. He was 92 and had been battling cancer for the last two years.

Jack was affectionately known as the man who was the "90 percent perspiration behind Alec Issigonis' 10 percent inspiration" in designing the Morris Minor and the original BMC Mini. Jack was also the first MG apprentice. Product development director Rob Oldaker said, "Jack was a talented development engi-

neer, who will be remembered for his pragmatic input to many cars, the most famous of which were the new era of front-wheel drive cars, starting with his work with Sir Alex Issigonis and Alex Moulton on the Mini.”

Jack was born in Oxford in 1912, into a farming family. He went to Oxford Central School, where among his best subjects were woodworking and technical drawing.

The MG Car Company called the school, seeking trainees. The headmaster sent Jack along and he got the job at MG's (then) new factory in Edmund Road Cowley and was MG's first (unindentured) apprentice. One of his abiding memories was the delivery of chassis from the Cowley Morris factory downhill to Edmund Road, towing five in a line! Then they had to strip them down, remove redundant brackets and strip the engines—to tune and rebuild them. The chassis were rig-tested inside the factory after the re-working.

After about two years, Keith Smith was engaged to run the MG drawing office, and Jack was invited to help out. Facilities at Edmund Road were primitive and to reproduce their drawings they had to visit an architect's office in Headington. A year later Keith Smith was replaced by George Gibson and the pair were the first of the MG personnel to be transferred to Abingdon. Once things settled there, H.N. Charles came in as chief designer. Charles, who was a very sound engineer, became Jack's real tutor in vehicle engineering.

When the MG racing program was ended in 1935, Jack (with H.N. Charles and George Cooper) was moved back to Cowley. He was immediately involved with the production of the “T” series MG, utilizing more factory-available Morris components. Together they designed the coil spring IFS combined with an early rack and pinion steering that was eventually used on the production 1947 MG Y-type.

With the merger of MG and Morris Motors in 1935, a new set of five key designers under Robert Boyle was introduced at Cowley, but just a year later only Alec Issigonis remained from the group.

Robert Boyle was replaced by A.V. Oak and shortly after that Jack was introduced to Issigonis officially, thus starting the famous pairing. They were involved in some of the earliest UK designs for unitary chassis, which appeared first for Morris on the 10 M-series in 1938. Within two years they were almost joined at the hip—Nuffield's Vic Oak ensured Jack provided the practical experience which Issigonis, the visionary, needed. “Most people found Issigonis ‘hard to get on with,’” Jack said, “but he and I just gelled!”

During World War II he designed a number of light armored vehicles, an amphibian that used a 350-hp engine and a transfer gearbox to drive either tracks or props and a heavyweight torsion bar suspension system for the Tortoise, a tank vehicle that due to its incredibly heavy armored plating was the heaviest tank (at around 90 tons) ever conceived up to that time.

After the war, Issigonis and Jack got down to finishing the design of the new Morris small car (initially called the Mosquito after the famous war plane). Issigonis decided the prototype body was too narrow. He had Jack and some others literally saw down the middle of the prototype chassis and, with each half on a trolley, he moved them apart until he liked the design, whereupon Jack and company welded it together with some spare steel plate! The four-inch-wide strip down the bonnet of all Morris Minors is a reminder of this historic decision.

Jack and Issigonis also played around with their first design for a fascinating car—a transverse engine, front-wheel-drive design in a Minor body. It took four years to complete and proved amazingly effective as a road vehicle, having superior road-holding characteristics.

At this point (1952) Issigonis left Morris for Alvis, but when Len Lord persuaded him back in 1955, Issigonis immediately requested Jack to re-join him. Two Alvis people, Chris Kingham and John Shepherd followed shortly and a new design team was created. Jack had to wind up his then design efforts on the Ferguson 4WD car and the Salerni torque converter to start on XC9001, a vehicle

within the plan rectangle of the Minor, but which also had an early version of the Moulton Hydrolastic suspension.

After the Suez Crisis in 1956 fuel economy became a top selling point and smaller cars became de rigueur. Len Lord, head of BMC that combined Austin and Morris, set the team briefly on to XC9002, a downsizing to 1100cc and then very shortly after that onto a new project, XC9003—this is where the true Mini story began.

Everything Issigonis and Jack had done up till then came together at “the Austin.” Issigonis started sketching baby Minor-styled cars on envelopes and serviettes, and Jack and his team turned them into practical structures. Alex Moulton and John Morris of SU carburetors were also involved, and John Wagstaff and a man called McKenzie became part of his team.

“Len Lord and George Harriman suddenly gave the urgent go-ahead—they wanted this small car urgently—and things progressed very fast!” said Jack.

“The first prototype (nicknamed the “Orange Box” because that's what they used initially for seats) was completed in late '57! Issigonis demanded the first test drive, and got 100 yards before the suspension collapsed. The very high loadings on the spring unit simply pushed apart the upper and lower fixings, which is why the subframes were added as a design fix!”

Jack and company were pushing small car design in ways it had never gone before. For example, many of the welded body seams were on the outside of the car! The universal joint for the FWD was based on a Rezeppa submarine conning tower control gear, which gave constant velocity and was self-supporting. This was the real secret of the Mini and it was this successful detail that made the drive system such a success—and the Mini such a capable and nimble little car.

The tiny tires were an industrial novelty. Tire testing was carried out at Halfpenny Green near Wolverhampton in conjunction with Dunlop, at the time the only people prepared to make tires that small.

The Austin/Morris Mini became a cult car as we all know. It was the "In" car in the '60s, and lasted almost unchanged until the late '90s. The great (Lord Snowdon, Peter Sellers, various leggy models including Twiggy) were all pictured in them; up-market variants appeared everywhere.

With the Mini in production, Jack became involved with other FWD cars such as the (ADO16) 1100/1300 series, the Maxi and later the Allegro.

Issigonis went off to his own tiny "R&D" unit to produce an array of concept cars; but this time Jack did not go with him. He continued to develop Minis and had a hand in developing the race and rally-successful Mini-Coopers with the late John Cooper.

Jack retired in 1977 after 50 years of continuous service. Many at this point would have called it a day, but Jack never lost his car enthusiasm. He still turned up at historic Austin, Morris and Mini related events such as car rallies, Mini-Cooper days and even the Las Vegas Car of the Century Awards. And he still had frequent visitors from the trade and trade press.

He was truly one of the last icons of the motor industry's pre-computer era.

Editor's Note: *The preceding obituary was sent by the MG Rover Group to Sam Fiorani, who sent it to the Journal.*

J.B. Nethercutt (1913–2004)

J.B. Nethercutt, renowned car collector and founder of the Nethercutt Collection

and Museum in Sylmar, California, died December 6, 2004. He was 91.

Born in South Bend, Indiana, Jack Boison Nethercutt went to California to live with his aunt, Merle Norman, after his mother's death when he was nine. Ms. Norman had a small local cosmetics business, which, with Nethercutt's business acumen, became a major cosmetics manufacturing and franchising company. The success of the cosmetics company allowed J.B. and his wife, Dorothy, to indulge a passion for automobiles, eventually amassing a collection of more than 240 cars.

The restoration of a 1930 DuPont town car, purchased for \$500 in 1956, embarked Nethercutt on a quest for history and craftsmanship that would continue for the rest of his life. The car, which took eighteen months and \$65,000 to restore, won Best of Show at the Pebble Beach Concours d'Elegance in 1958. His extensive restoration shops turned out six more Pebble Beach winners in subsequent years, more than any other single individual.

The collection of cars has been open to the public by appointment for many years; since 2000 the Nethercutt Collection and Museum has been open to all visitors, with free admission during regular hours. The Collection received the Society's James J. Bradley Distinguished Service Award in 2000. J.B. received the Meguiar's Award in 2001 for his efforts on behalf of the car collector hobby.

Dorothy Nethercutt died October 8, 2004. Funeral services for J.B. were

held December 10, 2004 at First United Methodist Church, Santa Monica, California. The Nethercutts are survived by their sons Jack and Robert, two grandchildren and two great-grandchildren.

—Kit Foster

Cerf to Exhibit Cugnot Fardier

On March 18th, *Alain Cerf* will inaugurate the new Tampa Bay Automobile Museum, based on the Polypack collection of vehicles. The more than two dozen cars in the collection exhibit advanced engineering from the 1920s and '30s, most being front-wheel-drive or rear-engine designs. The collection includes Tatra's, Citroëns, Mercedes and such interesting marques as Aero, Adler, Tracta and Ruxton.

Centerpiece of the inaugural exhibit will be a replica Cugnot *fardier*, on loan from the Deutsche Bahn Museum (the German Railway Museum) in Nuremberg. Built in 1930 for a movie, it is a faithful representation of the *fardier* on exhibit in the Musée des Arts et Métier in Paris.

The new museum is located at the corporate headquarters of Polypack, Inc., 3301 Gateway Centre Boulevard, Pinellas Park, Florida. Polypack is Alain's packaging machinery manufacturing company. For information about the museum, visit www.voitures-d-ingenieurs.com, or telephone +1 727-578-5000.

—Kit Foster


New Museum Addition

SAH member *Maurice Hendry* recently sent the *Journal* a letter he received from Sam McGeorge, director of the National Mining Hall of Fame and Museum in Leadville, Colorado.

The museum has been given a 1923 Wills Sainte Claire from the former Climax Molybdenum Mine. Climax supplied the molybdenum that C. Harold Wills used in his automobiles, and Climax had bought two of the cars for advertising.

The museum is preparing to exhibit the car as part of a Climax display and wanted to incorporate in the display an article Maurice had written on the Wills for *Car Classics* in 1978.

Pioneers, Engineers & Scoundrels
The Dawn of the Automobile in America



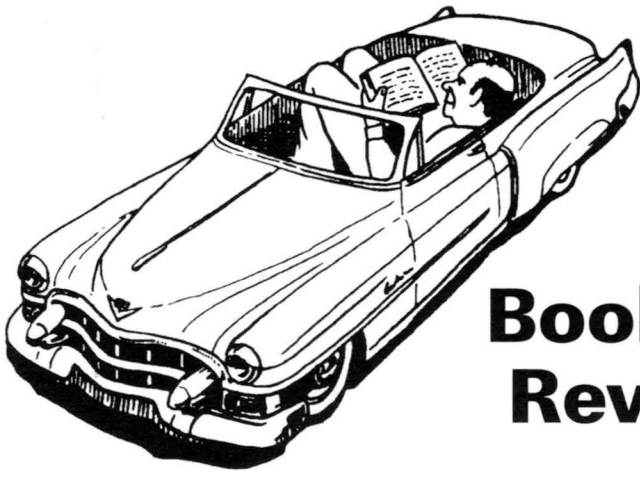
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Beverly Rae Kimes



Book Reviews

Driven: Inside BMW, The Most Admired Car Company In the World, by David Kiley 2004 ISBN 0-471-26920-4. Hardbound, 6" X 9", 310 pages, 21 photographs. Published by John Wiley & Sons, Inc. Hoboken, NJ \$27.95

David Kiley is the well-known Detroit bureau chief for *USA Today*, and a journalist with extensive knowledge of the automobile industry. (He previously wrote the acclaimed history of the rise, fall and comeback of Volkswagen in America.)

In *Driven*, Kiley has produced an unabashed, reverent tribute to BMW. The author has written a well-balanced ode to the carmaker whose products comprise what he calls "the most stable, muscled, deepwater brand in the business." The author has deep admiration for German craftsmanship and culture, and a reverence for an automobile's technical prowess. His subject brand certainly merits examination, for BMW is among the most admired carmakers in business today. Renowned for their level of luxury, performance and handling, the cars inspire near-fanatical loyalty in their owners. By combining cutting edge engineering technique, intelligent management, marketing and advertising with a unique corporate culture, BMW produces consistently superior cars that are the most benchmarked vehicles in the industry.

The book traces the history of BMW as a car company from its beginnings in 1896 at a small factory in Eisenach. Under the name Eisenach Vehicle Factory, the company produced

bicycles, electrically powered vehicles for both military and civilian use and gas-powered internal combustion engines. The first vehicles, known as Dixi, were produced in varied configurations until World War I, when cars were abandoned for production of aircraft engines. Car production recommenced in 1919 with two pre-war Dixi models. The company puttered along until 1927 when a deal was struck with British carmaker Sir Herbert Austin to build a two-seater Austin Seven at Eisenach as a Dixi. The company was subsequently sold to motorcycle and aero-engine builder Bayerische Motoren Werke—BMW. So BMW's first motorcar experience was not created by those clever German engineers, but in the design studios of Great Britain.

Through the 1930s the company fortunes ebbed and flowed with contemporary German cultural history. The BMW 328 was introduced in 1936. This car, more than any other, defined the prewar BMW and established the company's reputation for both engineering under the hood and exterior design. By the end of the 1930s it was clear that BMW, although not well known outside of Germany except by auto aficionados, had created a reputation as a credible alternative to the vaunted and far more established Mercedes.

Car production stopped in 1939. Aero engines and parts supplanted cars at the Munich plant. Ironically, German, British and American pilots alike hailed the BMW engines as perhaps the best on either side of the World War II effort.

The author traces the company's

somewhat shadowy war history, and post-war struggles to rebuild factories and lumber back into the car business. A majority interest in the firm was purchased in 1959 by the Quandt family, scions to two generations of German industrialists and one of the country's most prosperous families. Under the Quandts, and a series of inspired management personalities, BMW has become an iconic symbol of the successful rebirth of German industry. Kiley gives the reader an in-depth look at this reclusive, secretive and mysterious family behind BMW's success.

Kiley traces the history and development of the post-war models upon which the company has built its current reputation. His chapters detail the maker's ability to develop the most sought-after cars made and inspire jealousy and admiration among manufacturers and marketers worldwide. He gives in-depth analysis of the management personnel, their business practices that put BMW on top and the marketing efforts that keep it there. Kiley traces this success to the fact that its well crafted brand message—The Ultimate Driving Machine—is due to the clarity and consistency of the product vehicles and the public admiration for their authenticity and performance.

All has not been smooth along the path where BMW has experienced more than four decades of steady growth and success. Kiley devotes a chapter to the "Ultimate Blunder," the disastrous purchase of the British carmaker Rover in the mid 1990s. This attempt by BMW to expand its brand coverage resulted in the loss of billions of German marks. It also cost the careers of two of the company's major forces, Bernd Pischetsrieder, BMW chairman, and Wolfgang Rietzle, the product development chief responsible for so many of BMW's triumphant vehicle successes in the late 1980s and 1990s. This disastrous and very costly fiasco was partially salvaged when BMW re-designed a resurrected Mini Cooper, and sold the "Land Rover" brand to Ford.

Kiley also expands upon the purchase of Rolls-Royce and the battle with VW over Bentley, leading to the current split in ownership.

Kiley devotes a chapter to the company's extensive exploration and research into the development of hydrogen-powered vehicles and its use as an alternative fuel source.

The book devotes a great deal of space to the ongoing, stormy controversy over BMW's current styling and design philosophy. Design chief Chris Bangle has been talked about, debated and scorned, perhaps more than any designer in the auto industry.

The press and public have railed against the "Bangle Butt" of the current Seven Series, the "Flame surfacing" of the new Z4 roadster, and similar outcries have been charged against the rather bizarre lines of the new Five Series. This design fury along with the inordinate complexity of the navigation system "I-Drive" has much of the automotive press wondering if BMW has lost its way.

I have owned and driven four BMWs since 1980, so I guess I can be considered one of those fanatical faithful. I do not like the design of many of the current offerings, finding them abrupt departures from BMW tradition and the handsome sedans they replace. I believe, however, the current design trends will soften with time, and many will come to terms with the sharp angles, odd headlight treatment and those high bustle rear ends. After all, it's all that performance and handling goodness underneath the skin that is the fitting idea for a company that seems to relentlessly pursue the goal of making basic mobility as fun and interesting as possible.

Overall, most will enjoy this book. For the serious car buff and history aficionado, it will confirm many beliefs and share a wealth of new and interesting information. Kiley's tribute clearly fosters admiration and respect for the BMW brand.

—Stanton A. Lyman

Duesenberg, by Dennis Adler, 2004
ISBN 0-87349-388-5. Hardbound, 12" x 9", 276 pages, 222 b/w photos, 233 color photos. Krause Publications, Iola, WI, \$34.99

It is with mixed feelings that I write a review of this book. The coffee table format and cover photo of one of my favorite Model J's prepared me for what we have long anticipated, a volume dedicated to an extensive color coverage of those big cars. But upon opening my copy, I was confronted with nearly a hundred pages, profusely illustrated, covering the early history of the Duesenberg brothers and their activities in the two decades before the Model J came into being. Thus nearly a third of the book is consumed before the expected content is reached.

Throughout the remainder of the the pages there is indeed the kind of material that I had expected, with many color shots of both the exteriors and interiors of a large number of the cars supplemented by captions and a continuing text. This seemed to redeem the premise upon which I had thought the book had been created.

Visually then it looked like this was going to be an enjoyable volume. I sat down to read it from the beginning and very quickly discovered that it did not read as well as it looked. Unfortunately the early historical text is in no way an accurate account of what these men and their associates did in the years before the appearance of the Model J. There are errors of fact, questionable interpretation of events and incorrect photo captions on almost every page. Coupled with curious page layouts and photo duplications that extend throughout the whole volume, the result is not a satisfactory narrative of the Duesenberg story.

While the later sections on the J cars are of better quality with fewer questionable items, overall the entire volume becomes a disappointment. Thus my mixed feelings—I had hoped for a worthy addition to Duesenberg literature and instead have to comment on something much less appealing.

In the limited space of a review a few examples will have to suffice to indicate some of the things that are not correct.

While I believe that the text of chapters one and two, which in many ways duplicate the same material, is pre-

sented in such a way that it would have to be rewritten to bring it in accordance with what is known to be accurate, certain photo captions can be cited for their problems.

The caption for the top photo on page 60 refers to the car shown as having accumulated 18,000 miles of endurance tests before pacing the Indianapolis 500. The endurance tests happened two years previously with an entirely different car.

On pages 62–63 all three photos are said to be of Models A's. Only the left one is correct; the center shows a pre-production chassis with a side rocker arm motor and the right hand photo is of a Model X.

The car Augie is seated in on page 69 is not a Duesenberg Model A but a Nash or other less expensive car.

The lower left photo on page 75 is of a second prototype car taken at Elizabeth, New Jersey, after its return from the Fleetwood plant where the body was installed. "Ribbon" is unfastened hood strap.

On page 169 the right photo is not a factory photo but of the car at a later date with modernized wheels, bumper and fenders.

The car in the top photo on page 215 is called the "first Rollston convertible victoria," but Rollston had produced eight or more convertibles of a different style, not illustrated, before building this one. There are many more similar incorrect captions.

The text in the Model J section contains some compilations of body types by various coachbuilders. These do not agree with lists assembled by several Duesenberg authorities over many years as they combine totals which actually represent more than one style. The final pages contain a listing of all the Model J chassis and engine numbers. No one has ever been able to produce such a list accurately and this one is no exception. There is one, maybe two, incorrect items in the first six listings.

While this is a nicely produced book, the price is reasonable enough and even though the author credits several earlier printed sources and authorities, it cannot be regarded as authoritative Due-

senberg history. The true definitive Due-sen-berg book has yet to be written. If you buy this book, enjoy the pictures, but be careful in believing much of the text.

—Fred Roe

Roy D. Chapin: The Man Behind the Hudson Motor Car Company, by J.C.

Long. 2004 ISBN 0-8143-3184-X Softbound, 6" X 9", 360 pages, 73 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. \$19.95.

That Roy Chapin was hired by Olds Motor Works partly because of his photography skills I knew, but I wasn't aware of his pioneering in the field. Nor did I know that his considerable business acumen was recognized in high school by classmates who called him a "financial wizard." J.C. Long's absorbing biography of Roy Chapin tells me a lot regarding a man I thought I knew a fair amount about.

If the author's name seems unfamiliar today, it's because John Cuthbert Long died in 1968. This book was privately printed in 1945; kudos to Wayne State University Press for choosing to republish it. A veteran of the National Automobile Chamber of Commerce, where he managed the education department, Long knew both Chapin and the industry well. Although he admired the man, this is a balanced portrait in which Chapin assisted with his disarming and self-deprecating modest manner. "We are not successful manufacturers," he said forthrightly during Hudson's early doldrums.

From the home of Howard Coffin's widowed mother when Roy was part of the "boarding house gang" during student days at the University of Michigan to his death in 1936, too young at 56, Roy Chapin made important automobile history. Long tells the story wonderfully, detailing the effect Ransom Olds' leavetaking of Olds Motor Works had on his loyalists, the advantage Chapin saw in linking with E.R. Thomas of Buffalo (he was far

continued on page 14

Two Great Danes: Sorensen and Knudsen

by Darwyn Lumley

Knudsen: *A Biography*, by Norman Beasley, with an introduction by William S. Knudsen, Whittlesey House, NY 1947 and *My Forty Years With Ford*, by Charles E. Sorensen with Samuel T. Williamson, W.W. Norton & Co., Chicago, 1956.

From 1913 to 1922 Charles E. Sorensen and William S. Knudsen were employed by Henry Ford.

Whereas Sorensen would remain at Ford until retiring in 1944, Knudsen in 1922 went to General Motors. There he would lead Chevrolet as it overtook Ford in sales and by 1937 become president of GM.

From 1940 through 1944 Knudsen and Sorensen were in direct contact with one another once again. Knudsen had left GM at the bequest of President Franklin Roosevelt, who needed his well-known production skills to facilitate U.S. re-arming for what became World War II. Ford Motor Company was one of the major sources of military supplies and equipment, the most famous being the Ford run B-24 plant at Willow Run, Michigan.

This plant was conceived by Charles Sorensen, who successfully adapted the logic of auto mass production to that of building heavy bombers

Both men were natives of Denmark, in fact they were both born in Copenhagen within a short distance of one another. Knudsen was the older by about eighteen months.

Sorensen's family emigrated when he was a child, Knudsen came as a young man of twenty. Furthermore, both came to the auto industry having been involved with bicycles and both having lived in Buffalo, New York.

Given the many contacts they had with one another, and the shared experiences and similarities, a person might well believe that both men might figure prominently in their authorized biographies. Such is not the case.

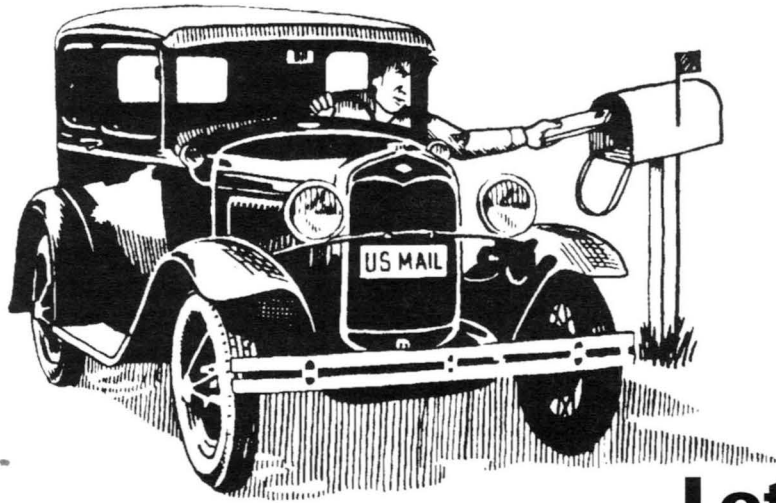
Knudsen, whose book came out first and lacks an index, has Sorensen

mentioned by name twice. One is an explanation of a serious disagreement with Sorensen, which almost led to fisticuffs. Despite this account, Knudsen professed a liking of and respect for Sorensen. The second mention is when Knudsen had requested Ford Motor Company's involvement in the manufacture of Rolls-Royce Merlin engines. One or two oblique references are made to a "Ford executive" and there is no mention of Sorensen's important role in regard to Willow Run or B-24 production.

Knudsen died in 1948, so when Sorensen's book came out in 1956 it seems there was ample opportunity for Sorensen to define the relationship between the two men without direct contradiction. Most of the references to Knudsen stress Sorensen's higher status with Henry Ford and within the Ford Motor Company. In fact, Sorensen makes a number of statements in which he stresses that Knudsen reported to him directly, referring to him as "formerly my deputy at Ford." A number of other references to Knudsen dismiss his abilities at Ford. No favorable mention is made of Knudsen's WWII role, despite the achievements and success of Knudsen in government and military service.

The only instance in which both men are in agreement about a shared experience is when Henry Ford rejected the notion of building the aforementioned Rolls-Royce engines. In all other matters that they both mention they contradict each other. The contradiction involves both men claiming responsibility for particular decisions.

Reading both books, back-to-back, seems to lead to a logical conclusion: while the two men may have had much in common and professed respect for each other, their books tell another story. For historians, the reading of both books points out the many problems in using limited references, especially authorized biographies. ■



Letters

Thank You

I wish to thank the members of the Cugnot Committee, SAH and everyone else responsible for conferring the Cugnot Award on my *Three Men in a Hupp*.

I am most honored to have been so chosen and have hung the plaque in a prominent place on my office wall just above my head, which enables the students to contemplate pleasurably the odds on seeing it bean me. It also alerts them, however, to the fact that automotive history is a growing and legitimate field, and I hope it might prod a few of them to pursue such research and join SAH.

—James Ward

A Forgotten Page in Model T Ford History

The history of Henry's wonderful Model T has certainly been well documented. Lots of books and millions of words have given us a complete picture of this remarkable machine. There is something that has been almost completely overlooked and is now all but forgotten—the "Tin Lizzie Derbies." This was a brief period in the nearly 100 years of Model T's, but, like seemingly everything with the T's, it is a story worth telling.

We all know about the modified Model T's that made racing history in the 1920s and part of the 1930s. Model T based race cars virtually dominated the nation's dirt tracks and even gave a fair account of themselves at Indy. The hopped up T's were mostly gone by the

mid-1930s as the Model A-B Ford took over as well as other racing engines. In about 1940 the Model T's were back—this time as stock Model T Fords. Somebody got the bright idea of tapping the huge supply of very cheap or free Model T Fords and racing them in special events.

There were many of these races held all over the U.S. and in Canada. The normal format was that a wandering promoter would appear or a service club group would put on the races as a fundraiser. Newspaper advertisements offering a purse of \$500 or so for a 50- or 100-mile race at the local fairgrounds would attract a field of 20 or 30 Model T's. The cars had to be stock but could be stripped of unnecessary parts—the drivers were to be amateurs. The race

would be billed as something like a "Tin Lizzie Derby." The show was part racing and part comedy. The T's would boil over, blow tires, break wheels, knock down fences and perform antics that only the Model T Ford could do. When the crowd-pleasing event was over the winners were paid off and everybody was supposed to go home happy. This part of the scenario did not always work—the races were dangerous and there were injuries and fatalities.

At the time of the races there was no national publicity and the auto racing journals did not cover the events. The only publicity was in local newspapers at who knows where. A bit of this history survives in a booklet that was written on Canadian Model T racing in Alberta mostly during World War II. In 1973 *Ford Life* had an article on the T racing, but this mostly covered a remarkable 19-car crash that took place in a 1939 race at Santa Rosa, California. A few recent articles have also focused on this big wreck.

The "Tin Lizzie Derbies" need to be remembered and the near blank page in Model T history be filled in. I am in the process of trying to do it. I hope to do a (small) book on the Tin Lizzies. Although it will not completely cover the races, it will be a beginning. I have data and photos on a half dozen or so races but need lots more information. I am appealing to the SAH members for help. If you have any information on this racing please



Forty-five Model T's line up for a "Tin Lizzie Derby" at Santa Rosa, California in 1939. This race wound up with a nineteen-car pile-up of Model T's—remarkably, there were no serious injuries.

contact me at 450 Road 39G, Sagle, ID 83860 208-263-5953. E-mail address is radbruch@sandpoint.net. Even the tiniest bit of material will help. Thank you.

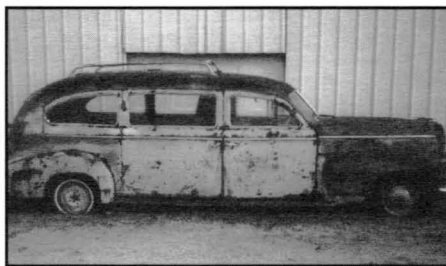
—Don Radbruch

A Rabbit Warren

On page 10 of *Journal* 212 our editor asked for opinions on why the ten 1947 Cadillac limousines for sale in the ad on the same page had such an unusually quick turnaround (some with less than 8,000 miles on the odometer.)

Looking at these cars today we simply see them as odd looking limousines, but when these vehicles were built they were ubiquitous. But rather than carrying 10 passengers they usually carried one, either on a stretcher or in a box. This series of professional cars was built by S&S (Sayers&Scovill) of Cincinnati, Ohio, from 1941 to 1949. The ambulance version was called Kensington; the hearse version, Victoria Landau.

Both were very popular and were



A tatty 1946 S&S Kensington ambulance survivor parked next to a warehouse in rural western Missouri. Photo courtesy of Fred Summers.

sold in large numbers to private as well as public entities. So it is not surprising that a posh hotel or resort, or even a corporation, that had ordered these units for their large capacity and utility found their passengers less than happy with this choice. It just seemed too much like their "Final Ride" to the cemetery rather than to a dude ranch for a week of fun.

I also find the seating arrangement, to say the least, peculiar. Four passengers in the rear bench seat, another four passengers in the middle bench seat, two pas-

sengers sitting in the front seat separate from the driver and presumably a partition separating the chauffeur from the rear-seat passengers, and perhaps the front-seat passengers as well. I think this limousine with its bizarre rabbit-warren interior and its unorthodox shape, which brings to mind the unfortunate condition of its usual passengers, would be a hard sell on the used-car market in 1947 to 1948.

—Fred Summers

Robust, Reliable, Cheap

Arthur Jones asks "What was the appeal of the American car to the English buyer: value, technology or style?" (review, *American Cars in Prewar England* . . . , *SAH Journal* No. 213). In varying degrees it was all three.

The American automobile industry was late to the game in comparison to Europe, but by 1908 the New World was outproducing the Old. American cars were then regarded as crude, and built for an unsophisticated motoring public, but American road conditions dictated they be sturdily built.

It was World War I that finally took American cars to Europe in substantial numbers, at first because they were the only new cars to be had since production of passenger vehicles in Europe had all but ceased. Production never really abated in the U.S. because war came comparatively late (April 1917) and was brief (planned restrictions on materials and manufacture never really took effect).

By this time Europe, and Britain in particular, had realized that "crude" American cars had the virtues of being robust, reliable and cheap. The cars would endure an incredible amount of abuse and keep on running. Herbert Austin acquired a Hudson Super Six and loved it, to the extent that it had an extraordinary influence on his own post-war Austin Twenty. American cars were such a factor in Britain that substantial duties, named for Treasury Secretary Reginald McKenna, were levied against them. The so-called "McKenna Duties" placed a 33 percent premium on all imported cars and parts. As a result,

Mercedes is the center of this richly illustrated history of automobile racing's early years. In 1901 this machine emerged to upset French dominance of the sport, its evolution becoming an image of the whole period. The builders and drivers of these racers laid the foundation of a new industry, conceived the high-performance engine, and gave magic to races that thrilled entire nations.

This meticulously researched history details the races, competitors and advancements of the period. Includes more than 300 rarely seen photographs.

371pp. \$55 hardcover (7 1/2 x 10)
314 photos, tables, appendices,
bibliography, index
ISBN 0-7864-1889-3 2005

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American manufacturers who had been doing substantial business there, Hudson prominent among them, established British assembly plants in the early 1920s. (Henry Ford, then a bit of a visionary, had had an assembly plant at Manchester from 1911.) Local content was used to the extent possible to lower the effective duty, and small-bore engines were devised to escape Britain's heavy horsepower tax, another penalty aimed at the interlopers.

By the beginning of the 1930s, things started to change and smaller cars became important, both for economy and reasons of practicality (small cars for narrow streets, etc.). The Austin Seven had shown the way, and Ford's Model Y (designed in Dearborn, by the way) demonstrated that even old Henry realized that the American car's day was on the wane. After World War II, of course, British industry had to export or die, so imports of American cars were prohibited until 1954, by which time their vogue had effectively ended.

The complete treatise has not been written, but the interested reader will benefit from *Jim Laux's* two books, *In First Gear: The French Automobile Industry to 1914* (Liverpool University Press, 1976) and *The European Automobile Industry* (Twayne Publishers, 1992). Also pertinent is *Jonathan Wood's Wheels of Misfortune: The Rise and Fall of the British Motor Industry* (Sidgwick and Jackson, 1988). To understand the place of the motor car in Britain one should also consult William Plowden's *The Motor Car and Politics 1896-1970* (The Bodley Head, 1971).

—Kit Foster

It's Elementary

For many automobile collectors and historians the question of how many of a particular model were originally built is something more than an academic question. In many cases the answer to such questions may at least be estimated using early auto registration listings containing information including auto serial numbers.

For example, there was a listing of

registered Duesenberg automobiles for Pennsylvania for 1950 which was made available. The information included engine numbers for the 45 registered cars. The means of estimating the total number of autos from such information goes back to World War II when economic intelligence in the U.K. used information gathered from downed German airplanes to estimate rates of tire production by several German tire manufacturers using serial numbers molded into the tires. Later in the war the same methods were employed in estimating German tank and V1 and V2 rocket production from serial numbers stamped onto key parts. This was elementary Operations Research as it later became known.

To estimate the total production of Duesenberg automobiles it is merely necessary to use the following formula:

$$p = [n+1/n-1](e_{max} - e_{min}) + 1$$

Where p is the estimated number produced, n is the number of the samples used, e_{max} is the highest engine number in the sample and e_{min} is the lowest number.

$$\begin{aligned} p &= [45 + 1/45 - 1](556 - 125) + 1 \\ &= [46/44](431) + 1 \\ &= 1.045 \times 431 + 1 = 452 \end{aligned}$$

However, if the initial serial number is available, the formula becomes

$$\begin{aligned} p &= [n+1/n](e_{max} - e_1) + 1 \\ p &= [45 + 1/45](556 - 101) + 1 \\ &= [46/45](455) + 1 \\ &= 1.022 \times 455 + 1 = 466 \end{aligned}$$

It is known, per J.L. Elbert that the last engine was J-566. Thus, 566-101 = 466 for the total number of engines used in the model J Duesenberg. (The use of "+1" in the equations is to give the total, not merely the numerical difference, as would result without the added one.)

The first equation is low by 14 units and the second is right on. This is surprisingly close considering that the 45 samples are less than ten percent of the total production.

—G. Marshall Naul

Time Covers continued from page 1

It would seem that the importance of the auto, and the auto industry, in modern American life is well documented by the frequency of covers on *Time Magazine*. ■

Book Reviews continued from page 11

enough away not to interfere), the segue to Hugh Chalmers and the department store owner named Hudson, which began Chapin's most significant years.

A vigorous champion of the automobile's cause, he thought dealers should boycott newspapers whose editors published only negative stories about cars. An equally vigorous supporter of the Lincoln Highway, Chapin virtually created truck transport as a dollar-a-year man for the government during World War I. His careful shepherding of Hudson is well recognized. I was delighted to learn Terraplane, a great name for a car, was his coinage.

Shortly after organizing the company, Chapin made a grand "tutorial" tour of Europe, visiting no fewer than 20 factories in four countries. His written letters and notes are fascinating. At Daimler he paid close attention to how Mercedes closed cars were made, probably already making plans for the Essex "packing crate." His visit to Kellner resulted in prophetic observations about where coachwork was heading.

His friend Julian Street called Roy Chapin "one of the most successful men I ever knew," not for the usual reasons, but for the fullness in which he lived his life—"that quality of eternal youth and boyishness and gaiety, an eagerness about all sorts of things."

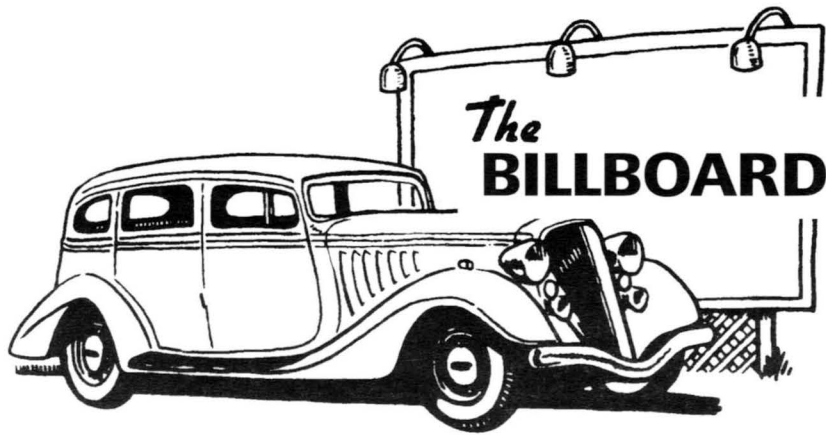
Automobile history is lucky he was one of us.

—Beverly Rae Kimes

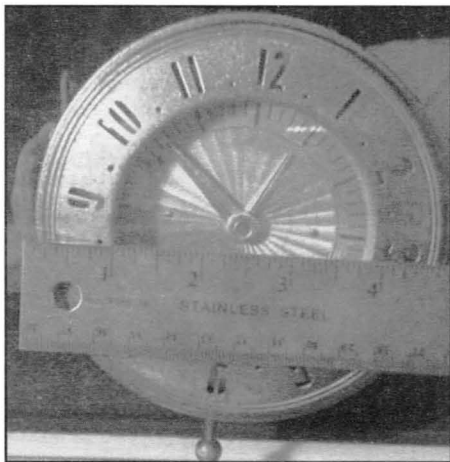
Fritz B. Busch—Seine Autos, seine Stories . . . und sein Museum, by F.B. Busch, edited by Anka Guter-Busch

2003. ISBN 3-613-87262-5. Paperback, 5" X 8", 159 pages, well illustrated b/w and color photographs, text in German. Schrader-Verlag, Motorbuch-Verlag, Stuttgart, Germany. Approx US-\$15.

In the past 40 years Fritz B. Busch has contributed a great many fine articles to the leading German car magazines *Auto*, *Motor & Sport* and *Motor-Klassik* on many aspects of owning and driving collector cars. Just as in his books the stories were always



Information Wanted On the car or series of cars that used the Jaeger six-volt clock pictured below. On the back of the clock it says Jaeger Watch Co., New York. There is a light on the back that illuminates the numbers. Also was it originally chrome plated? **Jerry McDermott 4900 East Placita Arenosa, Tucson, AZ 85718-5401, 520-529-4915 mcdpegaso@aol.com**



Writer's Inquiry I'd like to get in touch with the family of George W. Mason, former CEO of Nash-Kelvinator Corporation. Does anyone know their whereabouts? Also, does anyone know the whereabouts of former Jeep designer Jim Angers? I've heard he passed away, but I have been unable to verify this. I'd like to get in touch with his family. Also looking for former Nash stylist Jack Garnier, who worked at American Motors in the mid-1950s. **Pat Foster 108 Clark Hill Road, Milford, CT 06460, 203-877-6717 (days) oldemilfordpress@msn.com**

Writer's Inquiry Looking for information on the Cub, a tiny two-passenger car that

was supposed to be introduced in the U.S. in the 1970s or 1980s. Also looking for information on the Zoe, a similar small car effort that fizzled out. **Pat Foster 108 Clark Hill Road, Milford, CT 06460, 203-877-6717 (days) oldemilfordpress@msn.com**

Information Wanted Access to actual documents or copies of sources for information on automobile advertising aimed at women or any accounts of women drivers from the 1920s on. **Kimberly McIntyre 266 Ferndale Avenue, London, Ont. N6C 5K6 Canada 519-685-0356, kmcinty2@uwo.ca**

Information Wanted On the Zoe Zipper—either originals or copies will do and I will buy and pay postage. **Bob Neal, 634 Rainham Road South, Dagenham, Essex RM10 8YS England, +44 (0)20 8924 7383 rebelant3@ntlworld.com**

funny, amusing and very much to the point, but with a merry twinkle of the eye.

Since 1973 Fritz B. Busch has displayed his personal collection of old cars, tractors and motorcycles in a museum at the castle of Wolfegg near the lake of Constance in Germany. His collection comprises mainly everyday models ranging from the period after the first World War to the 1970s. While the visitor will not find the great classics, like Maybach, Hispano-Suiza, Isotta Fraschini or Rolls-Royce, he will enjoy many of the well-known models made by Borgward, DKW, Opel, Fiat, Lancia, Mercedes-Benz, VW, Renault, etc., as well as a number of the microcars of the period after WWII—the cars which the visitor himself or his father once owned and which were popular in their time.

The new book is basically a catalog of the museum. Instead of dry technical descriptions and specifications, original stories linked to the specific cars or vehicles, which were written and published by Fritz B. Busch, have been adapted and give a much more detailed and vivid impression. Whereas not every single vehicle is thus described, there is a list of all the 130 cars, 14 tractors and 61 motorcycles at the end of the neat little book. The photographs show many vehicles in the museum but also some with Fritz B. Busch at the wheel when traveling in Europe.

—Ferdinand Hediger

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OPEN DOOR POLICY: A wagon in the American idiom, but for British roads. Can someone identify the make, year and model? *Kit Foster Collection.*