

# SAH Journal

The Society of Automotive Historians, Inc.  
Issue 215  
March–April 2005



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### SAH X and Rétromobile XXX Are Just Super

The tenth annual SAH dinner in Paris coincided with the 30th year of France's most extravagant, exuberant display of automobiles and automobilia. "Better than Hershey" in the opinion of *Dave Brownell*.

On the evening of February 10th, the eve of Rétromobile, 43 SAH members and guests gathered in the Concorde Room of the 18th century building that is home to the *Automobile Club de France*, an honorary member of the Society of Automotive Historians. Across the Place de la Concorde and the Seine, we could see the jaunty multi-colored neon sign "Paris2012" on the facade of the Assemblée Nationale, reflecting the city's hopes that it will be chosen later this year for the summer Olympic games seven years hence.

After drinks and dinner, president *Joe Freeman* thanked *Laurent Friry* for his efforts in arranging the evening with the ACF, and presented the Nicholas-Joseph Cugnot Awards for books published in 2003 in a language other than English to *Stanislaw Szelochowski* for *Sto Lat Polskiej Motoryzacji* and *Halwart Schrader* for *BMW Automobile*. The publishers of these books also received awards. *Frank Gump* presented an Award of Distinction to Marie-Christine Rouxel and her publisher for *Renault en Afrique*, and *Taylor Vinson* gave the Richard and Grace Brigham Award to Marc-Antoine Colin for the magazine *Automobilia*. (See remarks beginning on page 4.)

For a number of us, the ten days of Rétromobile kicked off the next morning with the press conference of *Paul Berliet*, president of the Fondation de l'Automobile Marius Berliet, which is observing the 100th anniversary of the licensing of the American Locomotive Company to produce Berliet cars in the USA. A handsome, impressive 1912 Alco dominated the stand and drew many admirers.

Rétromobile moved this year to quarters larger by 400 square meters some said, all agreeing that the increased aisle width, floor maps with location indicators and more clearly designated rest rooms made this the most comfortable Rétromobile ever.

The primary attraction this year was a display of prototypes such as the Soçéma-Grégoire turbine car of 1952, the Wimilles of 1943/46 and 1949, the early postwar Mathis 333 and 666, the 1948 Panhard Dynavia and the limited production 1933 Crossley Burney. Each of the major French manufacturers was celebrating an important anniversary: Citroën, the 50th anniversary of the introduction of the DS; Peugeot, the golden anniversary of the 403; and Renault, the 40th anniversary of the 16.

A distinctive feature of the show are the stands of the "Amicales," or clubs. Thus, for example, the Citroën marque might be represented by Amicales for the Traction, 2CV, DS/IS, SM, Mehari, and so on. The cost of a stand is such that smaller marques such as Voisin, Rolland Pilain and Lorraine make infrequent appearances, but somehow Amicales for De Dion Bouton, Grégoire, Bugatti, Hispano Suiza, Panhard, Delahaye, Delage, Facel Vega, Salmson, Hotchkiss, Darl'mat and Amilcar always seem to be able to scrape enough together to be present.

Restoration shops and classic car dealers can always be counted on to have interesting machines. A silver and black 1932 Nash Eight 1071 convertible, a 1931 Talbot (London) 105, and a 1939 Lagonda Rapide come to mind this year. Americans were also represented by a 1941 Chrysler Town and Country, a 1935 Ford V-8 Fordor, and a 1937

*continued on page 4*



Thomas S. Jakups, Editor

# So Many Stories Out There

goose bumps reading about the gigantic-scope of these factories. Take the Rouge plant for example. In 1948 it had 13.8 million square feet of floor space, 1 1/3 miles of docks, 26 miles of roadways, 132 miles of conveyors and employed 70,000 workers. Its two blast furnaces could produce 1,500 tons of iron per day. The Glass Plant made 3 1/4 miles of glass per day. In the Production Foundry 10,000 employees made 6,000 V-8 cylinder blocks each day.

But even more significant to me than the vast sizes and numbers of the auto plants is the human element—the people who worked in the foundries and the stamping presses and manned the assembly lines.

There are so many stories out there. When I was at the Buick Centennial in Flint I came across *The Good Old Days at the Buick*, a collection of remembrances by people who worked there. *End of the Line, Autoworkers and the American Dream* presents the hopes, frustrations and insecurities of the autoworkers

in their own words. In this issue of the *Journal* there is a review of another worthwhile book, *The Story of REO Joe, Work, Kin and Community in Autotown U.S.A.*

These stories are enjoyable to read, and they don't stop at the factory gate, continuing on to car dealerships, drive-in restaurants and movies, motels and travel courts. Automotive history is so fascinating because it is about so much more than the cars.

Yet it is often the cars alone that survive to remind us of the past. Auto factories and dealerships, restaurants and motels get torn down. Old highways are bypassed by new interstates. The reason is simple enough. They have outlived their usefulness in an everchanging world. Fortunately the cars do remain, and it is no wonder that they draw a smile from even the most disinterested observer. They are rolling memories of people, places, adventures—our personal histories.

—Tom Jakups

I've just finished reading *River Rouge: Ford's Industrial Colossus*, by Joseph P. Cabadas. I had bought this book after reading *The American Auto Factory*, also written by Cabadas, along with *Byron Olsen*. You see, I'm a sucker for this stuff.

Through their texts and photographs both books depict an automobile industry that was at the forefront of the United States at the zenith of its industrial age. It drove the American economy and, in time of war, brought down dictators and their totalitarian societies.

Call me a nostalgic fool but I get

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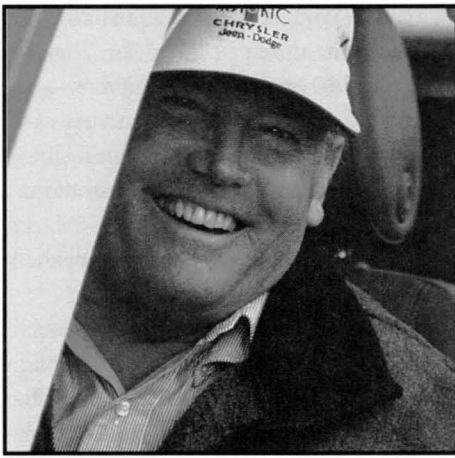
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**Copy Deadline for Journal 216  
April 30th**



**Joseph S. Freeman, President**

It has been a very busy winter for your President, with many interesting moments, many good and a few not, but worth relating nonetheless. Sadly, in the last few months our field has suffered several significant losses with the passing of J. D. Nethercutt, Phillip Harms and Charles “Chuck” Davis. In the case of the first gentleman, many of you have seen obituaries, including one in *Journal 214*, and memorial statements concerning this enthusiast’s magnificent collection, which he willingly shared with the public. I never met him but had seen his California museum and was duly awed by the variety and quality of the vehicles he acquired during his lifetime. His legacy will live on at the museum and in its marvelous resources for the automotive historian.

Far less well known was Phil Harms, a quiet individual who had a fine career as an aerospace engineer and who died quite unexpectedly but a few months after his retirement. Phil’s passion was for gathering automobile racing statistics and photographs. Hardly anyone who has done serious research in that field for the last twenty-five years did not know of his excellent compilations of American and foreign racing statistics, many of which are now available on the internet. His knowledge of events and personalities was encyclopedic, as was his superb collection of photographs documenting automotive competition from its inception to the present. Numerous books have been illustrated with the treasure trove of images he amassed in many years of enthusiasm for the sport. Sadly, I visited

## Experiences at Home and Abroad

with Phil last year and I remember how eagerly he was looking forward to having more time to pursue his hobby. His loss will be deeply felt by all of us who made use of his expertise.

Charles F. “Chuck” Davis was not exactly what most of us would call an automotive historian. His true love was ferreting out and reassembling the remains of magnificent racing cars. Chuck was best known for his incredible persistence in recreating the legacy of Harry Miller, America’s eccentric genius whose racing machines were fantastic in their day and even now remain the true jewels of “The Golden Age” of American racing. Chuck’s loss was a very personal one for me. He was a close friend, and I had written on his cars and was always enormously impressed with the depth of his technical knowledge. He knew his machines by heart and loved every one of them, not only because of their beauty and elegance, but also because of all the humorous tales about his adventures tracking down their components. He was also passionately committed to perfection, and every one of his cars was a personal statement. I attended his funeral in Illinois, which was a true gathering of the vintage racing community: many friends who came together to honor his great contribution.

Shortly after my return from Chicago I went to Florida and had the opportunity to visit Scott George, operations manager of Miles Collier’s magnificent automotive collection in Naples. Scott was kind enough to spend most of the day with me, showing me several current projects, including a magnificent Maserati Indy car, a pristine 904 Porsche endurance racer and the racing library, which has recently acquired several very large and important collections of historic automotive photographs. Imagine if you will the task of cataloging more than 200,000 images and you will sense what Scott and his staff are facing. This material, once organized, will be available to automotive historians for generations to come, and it is good to know the meticulous care with

which it is being preserved. Thankfully, Miles is as careful with his automobilia as he is with his cars.

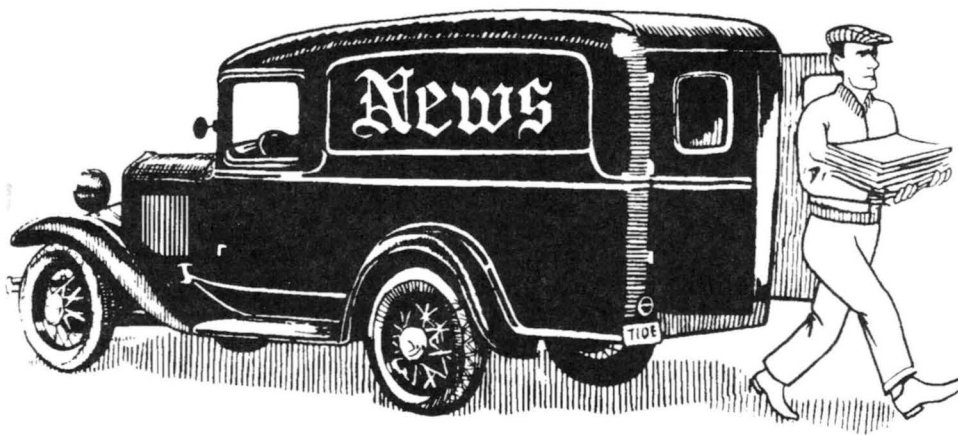
A quick return home and then off to Paris for my first visit to *Rétromobile* and the annual SAH European Awards dinner, which is described elsewhere in this issue. The word spectacular has perhaps been overused, but in the case of *Rétro* it is fully justified. I got into the hall on Thursday, just as the show was being set up, and it reminded me a bit of the childhood experience of seeing the Barnum & Bailey Circus come into town: all hustle, bustle, excitement and anticipation.

Our Awards Dinner that evening was also wonderful: a friendly international gathering of automotive historians in the marvelous setting of the Automobile Club of France, looking out on the Place de La Concorde, Les Invalides and the Eiffel Tower shimmering with lights. The winners of our international Cugnot and Brigham Awards were present and delightfully enthusiastic about their work and the Society. The whole affair provided an important reminder for me that, well recognized or not, we have an important mission to spread our message as far as possible, a task which *Taylor Vinson* has advanced marvelously in recent years.

As to *Rétromobile* itself, what can one say about a European Hershey, indoors in a fine exhibition hall without mud and disorganization, a wonderful variety of interesting automobiles, vendors and attendees, many from abroad, all together in Paris? Fantastic! However, lest you all think it was totally balmy, it hailed and snowed while we were there; definitely not the City of Light in April! Still, all in all a wonderful international experience and one I shall definitely return to in coming years.

Space prevents me from a description of the next adventure (an antique auto tour in Australia.) That will have to wait for another issue. In the meantime, best wishes for all your historical and mechanical projects. After all, winter is nearly over!

—Joe Freeman



### SAH News continued from page 1

• Ford converted to racing on dirt tracks in Uruguay. The Circuit of Ardennes can always be counted on to have an interesting display. Conspicuous this year were the builders of “new” classics such as Bugattis. One Argentine company had put together an immense racer powered by a Fiat aircraft engine, looking as if it would give Mephistopheles or Chitty-Chitty Bang Bang a run for their money. A most interesting display was a demonstration model of a sleeve-valve engine (not a Knight) that Peugeot used in its 1921–23 Type 156, of which only 180 were made.

Ancillary displays included antique luggage and camping equipment, posters, mascots, literature, books and the most comprehensive selection of scale model cars imaginable, with prices in some instances over 300 euros.

For the third year, Christie’s conducted an auction on the floor. The gem to me of the sale was a blue Castagnabodied 1929 Isotta Fraschini Tipo 8A roadster with white body molding, but the crowd favorite seemed to be a 1955 O.S.C.A. MT4-2AD Berlinetta by Vignale. However, on another stand was a car I kept returning to—loved it then, loved it now: the Pinin Farina Ferrari 250 GT coupe of the late 1950s. Its classic proportions and clean lines find no descendants in the steroid grotesqueries that snort out of Maranello today.

—Taylor Vinson

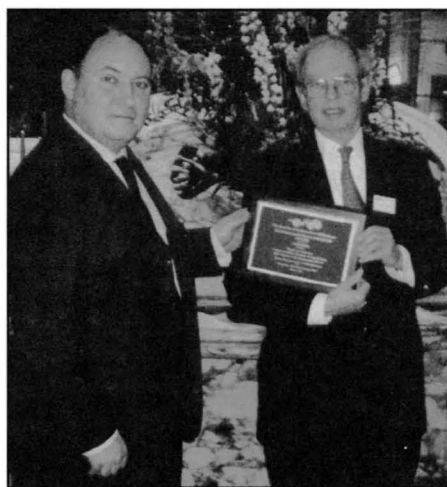
### Richard and Grace Brigham Award

This is the second time that the Brigham

Award has gone to a French periodical. Nine years ago the award was won by *La Vie de l’Auto*.

Back in 1996 *Laurent Friry* sent me the first issue of *Automobilia*, and I was so taken with it that I subscribed immediately—and have continued to do so. Over the years the magazine has published articles by a number of past, present and future members of SAH such as *Claude Rouxel*, *Marc Douezey d’Ollandon*, *Jean-Michel Horvat* and *Marc-Antoine Colin*.

Originally a monthly, *Automobilia* had become a bi-monthly by 2003, the year for which the award is given. A representative issue from that year contains articles on the following topics: Citroën’s work with rotary engines in the years 1969 to 1975; the Graham “shark nose” cars of 1938–1939; derivatives and special bodies of the Renault 4CV (1948–1956), by Marc-Antoine Colin; Ford in France (1932–1954), by previous prize



Marc-Antoine Colin (l) is presented with the Richard and Grace Brigham Award by Taylor Vinson. All award photos: Taylor Vinson

winners *Claude Rouxel* and *Jacques Dorizon*; the unhappy life of the Chrysler 160 and 180 in the 1970s, by *Marc-Antoine Colin*; and the scale models of aerodynamic cars by the Märklin firm. The color and quality of the illustrations have always been first rate.

In 2003 *Automobilia* also published four special issues devoted to single model years of French automobiles, such as those presented at the Salon of 1966 for the year 1967. Although the publishing schedule has been reduced for 2005, we know that we can count on the regular and special issues to retain the quality of historical presentation that has been present since the very first issue.

—Taylor Vinson



Cugnot winner *Halwart Schrader* (l) with SAH President *Joseph Freeman*

### Nicholas-Joseph Cugnot Award Language Other than English

*BMW Automobile*, by *Halwart Schrader*, is a two-volume work of over 900 pages.

The first volume covers the years 1898 to 1962 and presents Wartburg, Dixi and BMW models in chronological order along with the mechanical specifications and production years of each. Other chapters treat trucks, buses and military vehicles as well as Frazer Nash, Bristol and Veritas and the vehicles they produced using BMW technology. The postwar East German cars built in BMW’s original factory receive due recognition as do coachbuilders from Ambi-Budd to Wendler. The text concludes with a racing history.

The second volume covers vehicles from 1962 to 2003 including concept cars. BMW's relationship with Rover, Mini and Rolls-Royce rates a chapter as does its acquisition of Glas in 1967. As with the first volume pages are devoted to the few coachbuilders that remained during the years covered. Motorsports from 1964 to 2002 have a chapter, as well as Formula 1 and 2 vehicles with BMW engines.

This is a magisterial, if not encyclopedic, work by someone I consider to be the most significant (and prolific) automotive writer in Germany today.

—Taylor Vinson

### Nicholas-Joseph Cugnot Award Language Other than English

*Sto Lat Polskiej Motozacji*, by Stanislaw Szelichowski is analogous to our 2001 winner on the motor industry of Norway. Although Poland has had more of a motor vehicle industry than Norway, this is the first history covering "sto lat" (100 years) and likely to be the last for some time.

Mr. Szelichowski has been writing on motor topics since 1953. After World War II no vehicle company in Poland could spend money on archives so he collected documents from engineers more or less contemporaneously, to keep for posterity. Thus, much of the early material in the book is based upon this commendable effort.

An interesting feature of the book is the use of twin timelines that relate events in Polish motor car and motorcycle history to events elsewhere in Europe.

Before World War II Poland had its own homegrown CWS marque, though the major producer of passenger cars beginning in the mid-'30s and continuing today has been Polski Fiat. After World War II, in 1949, the Polish government started the FSO company to produce the Warszawa, a modified Russian Pobieda, and briefly, the Syrena microcar. The Warszawa became the Polonez. At the end of the Cold War Daewoo acquired FSO and the company fared disastrously.

The book graphically illustrates the production of cars in Poland from 1950 to 2002 and sales of marques and compa-



**Stanislaw Szelichowski (I) receives his Cugnot Award from Joseph Freeman.**

nies in Poland for the years 1993–2001. One chapter is devoted to prototypes of cars, buses and trucks.

Poland has a sizeable postwar motorcycle industry and a graphic has been provided that shows production of the various manufacturers for the years 1948–1992. Similar treatment is given to buses and trucks.

One of the longest chapters deals with motorsports, both two- and four-wheeled, including the large Star trucks that took part in Paris-Dakar Rallies in 1988–1989.

—Taylor Vinson

*The following remarks were made by Stanislaw Szelichowski upon receiving his award.*

Only three out of a thousand members of the Society of Automotive Historians gathering in 25 countries are Polish. I am proud to be one of them. I am also honored that my book, *100 Years of Polish Automotive History*, has been awarded the Cugnot. The book presents the motor industry and the history of the country that is really very close to the United States, even though it is many miles away, because six million Poles live in America. Now we are also closer to Europe thanks to our membership in the European Union.

Coming back to the award, I am very honored that you have appreciated the book, which is really the work of my life, the result of my 50 years of passion and career as a motor journalist. Please, I welcome you to get to know the Polish

motor industry better. And maybe I'll see you in Poland, the country of 15 million cars on the roads.

### Award of Distinction

*Renault en Afrique*, by Marie-Christine Rouxel, is a very special book that focuses on not only a specific part of Africa but also on a specific need that has long since disappeared, which makes preserving the history that much more important. Although maps showed that France (Algeria) was contiguous with the populous colonies along the Ivory Coast, land communication and commerce were nonexistent because of the Sahara. The traditional solution, a railroad, would have been prohibitively expensive so in the 1920s and 1930s the French government turned to the automobile and to a lesser extent the airplane. Although a variety of manufacturers were involved, Renault was the most successful player.

The book starts with the first Renaults in Africa in 1904. One chapter is devoted to Renault's so-called six-wheelers, twin rear-axle trucks with double wheels at all six ends developed specifically for the Sahara. Madame Rouxel provides a comprehensive history of the evolution of twin axle vehicles and



**Marie-Christine Rouxel (I) thanks the Society for its Award of Distinction in remarks read by interpreter Eunice Jeal.**

the mechanicals needed to efficiently power what could be called eight-wheel drive.

In addition, the book covers other trucks and buses constructed for the desert, complete with models and production totals. A revelation is the chapter on bus service throughout the desert that was initiated at the end of 1933 using Renault vehicles. Even more surprising were the luxury tourist coaches with rooftop machine gun turrets to ward off possible bandits and the Government-sponsored rallies complete with sophisticated cheating and official protests. The book also covers Renault's civil and military aviation and auto rails in 1920s Africa as well as the legendary Aèropostale service, many of whose planes used Renault engines.

A sidebar in the book discusses the problem of distributing gasoline along the Sahara route. The French soon found that diesel fuel was a better solution and even as recently as 1998 I found far more diesel than gas in Africa.

A variety of interesting roadside repairs were described in the book including motoring history's ultimate

engine swap. This took place in South America in the chapter describing Renault's expeditions on other continents. The swap involved a Renault that blew its engine in a remote Brazilian desert area. A dangerous situation was averted only because an army convoy of six Model T trucks happened along. The Renault owner negotiated with the army and ended up crossing the Andes in a Renault six-wheeler powered by Ford, and Madame Rouxel has the pictures to prove it.

*Renault en Afrique* is a wonderful book, both scholarly and thoroughly entertaining.

—Frank Gump

*The following remarks were made by Marie-Christine Rouxel upon receiving her award.*

I am very very moved to receive an Award of Distinction for my book *Renault en Afrique* and to be the first woman to receive this award for a non-English language book. I thank the Society of Automotive Historians for selecting me.

When I married my husband, Claude, forty-six years ago, I married his passion for automobiles. This played a

large role in our married life. When I was young I used to push his vintage cars to make them start. I also drove them until one day at the wheel of a 1924 Citroën Trèfle I had to run through the gears "only by sound," because of a dead clutch! I then decided to give up!

I went with Claude to races and rallies and I have visited nearly all the automotive museums in France and many others abroad. Thus we met and received a very great number of people from different backgrounds.

The years passed. Claude started to write and I naturally became his assistant, his researcher, his spellchecker and so on. Then I started to write myself on small things, and when the opportunity to write on the subject of Renault in Africa came along I gave my all with passion. I was very happy to pay homage to the women who accompanied their husbands on extremely risky expeditions, as was the case with Mrs. Delingette who became the model example.

And today I find myself amongst such fine automobile historians and I am very honored. Be assured of my deep gratitude.

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## Awards Deadline Reminder

April 15th is the deadline for submissions for all 2005 SAH Awards except for the Student Paper Award which has a deadline of June 1st. See *Journal* 213 for the names and addresses of the Award chairmen. Carl Benz Award Chairman *Don Keefe* has a new address. It is 1149 Hampton Drive, Victor, NY 14564

## Member in the News

*Kit Foster* was awarded the prestigious Thomas McKean Memorial Cup award for Automotive Historical Research by the Antique Automobile Club of America at its Annual Meeting in February.

For his book *The Stanley Steamer—America's Legendary Steam Car* Kit was cited for worthwhile effort during the year in automotive historical research on the basis of accuracy, interest to club members and the use to which the research is put.

The cup has been presented by the AAACA since 1949 in memory of Thomas McKean (1909–1949), former president and bibliophile.

A review of *The Stanley Steamer—America's Legendary Steam Car*, by *Fred Roe* is on page 9.

## Just Out

*Tom Saal* has just published a new 48-page booklet titled *Not Without Honor: An Account of the Life and Times of John Walter Christie*. This is an exact reprint of the story by Arthur Lee Homan and *Keith Marvin* which appeared in two consecutive issues of *Antique Automobile*, May–June and July–August 1965. The original story was first published in four issues of the *Upper Hudson Valley Automobileist*, October and December 1960 and January and July 1961.

With permission of *Keith Marvin* and the Antique Automobile Club of America Tom has financed this printing on his own in order to acquaint a whole new generation of automotive historians with Christie's many accomplishments, first and foremost of which were his early experiments and successes with front-wheel drive in race cars and taxicabs.

Less well known are Christie's

designs for naval gun turrets, fire engine tractors, military tanks and gun carriages. In 1923 one of his tanks, an amphibious model, successfully crossed the Hudson River and then drove off at 35 miles per hour. As a matter of fact, most tanks used in World War II by the United States, Great Britain, Germany and Russia owed much to Christie designs going back to WWI.

Christie died at the age of 77 on January 11, 1944 with little recognition and less money to show for his various contributions to mechanical engineering.

Tom is the sole distributor of this and other booklets of interest to automotive historians. See his classified ad on the Billboard on page 15.

## Douglas Pappas Collection

The books, photographs and vintage and contemporary postcard collection of the late Douglas Pappas have been presented to the Transportation History Collection of the Special Collections Library in Ann Arbor, Michigan. The collection reflects Mr. Pappas's passion for traveling the old highways of the United States.

Mr. Pappas was the director of the New York Chapter of the Lincoln Highway Association. The Special Collection Library's Transportation History Collection owns the original documents and photographs of the Lincoln Highway Association.

The 502 books, 34 photograph albums and approximately 3,700 postcards have been accessioned and will be made available to researchers. The books, mostly monographs addressing specific highways, some of which are rare and products of the Work Projects Administration (WPA), will bear a bookplate designating them as part of "The Douglas Pappas Collection."

—*Gregg Merksamer*

## Speed, Style and Beauty at Boston's MFA

A display featuring 15 important cars from Ralph Lauren's private collection opened on March 6th at the Museum of Fine Arts in Boston. The automobiles date from 1930 to 1970 and include the

first post-restoration showing of Lauren's Alfa Romeo 8C 2900 Mille Miglia team car, together with a 1937 Bugatti Type 57SC Atlantic, Jaguar XKD, Ferrari 250 Testa Rossa and Porsche 550 Spyder.

According to the February issue of *Classic & Sports Car* the display has generated some controversy at the museum where the director, Malcolm Rogers, has been criticized for compromising the MFA's artistic standards with his "low-brow program."

In responding to the criticism Rogers asks, "Why is it acceptable to exhibit a beautifully designed kitchen chair and not a beautifully designed car?"

Previous shows at the MFA displaying the art of the guitar and the work of fashion photographer Herb Ritts were also condemned by fine art connoisseurs but proved to be commercial successes.

The shows runs until July 3rd.

—*Gregg Merksamer*

## Obituaries

### Helen J. Earley (1917–2005)

*Helen Jones Earley*, former SAH director and recipient of the Society's James J. Bradley Distinguished Service Award, died January 8 in Lansing, Michigan, after a brief illness. She was 87. With her characteristic thoroughness, she wrote the following letter that will serve as a better obituary than anything we could write:

This will be my last letter to all my friends and acquaintances. I was born September 4, 1917 in Montcalm County, Michigan, along with my twin sister, Bernice Bennett, who still survives me. I graduated from the Sheridan (Michigan) High School, went on to Acme Business College in Lansing, Michigan, and also attended Purdue University. In 1942,

I took a job as a stenographer in machine procurement at Oldsmobile Division of General Motors in Lansing. After the war I moved into the Sales Department and progressed through a variety of assignments in the sales promotion, sales budget, organization and analysis and advertising sections. In 1960 I transferred to the Public Relations De-

partment and eventually became the executive secretary to the director of public relations in 1972. I retired for the first time from Oldsmobile on August 31, 1987 after 45 years of service.

I married William Earley in 1966. He passed away in 1984. During those years I became Oldsmobile's resident historian. In that capacity I amassed thousands of documents about Olds and answered questions about Olds from you and others throughout the world. This was a marvelous assignment and I really enjoyed helping others in their quest for information. I met hundreds of fine people like you.

I was a founding member of the task force to create the R.E. Olds Transportation Museum, on the board of the Detroit Public National Automotive History Collection, on the boards of the Library and Research Center for the Antique Automobile Club of America and the Society of Automotive Historians. I received the prestigious James J. Bradley Award from the Society of Auto-

motive Historians. This award recognized the "Outstanding contributions to the preservation of historical materials related to the automobiles produced by Oldsmobile and for the spirit of helpfulness to writers, researchers, historians and restorers."

After retirement from Oldsmobile, I partnered with James Walkinshaw and formed Earley Enterprises and we were responsible for establishing and running the Oldsmobile History Center. We handled historical and restoration queries and maintained the historical library. I co-authored two books, Oldsmobile's Centennial book, *Setting the Pace* and *Oldsmobile—A War Years Pictorial*. I retired from the History Center in 2000.

I am a member of the Sunrise Rotary Club. I read for WKAR radio, have been active with the Women's Hall of Fame, the Turner Dodge House, the Potter Park Zoo, all in Lansing, and many other organizations. I am a member of three national Oldsmobile Car clubs and

the local Oldsmobile Car club. For this I have been called "The First Lady of Oldsmobile" for which I am very proud.

And so I leave this world and all of you. Although I will be physically missing, I will be present in all your hearts and memories forever. Thanks for the Memories! By the way, R.E. Olds and I will greet you up here when you arrive.

Helen J. Earley

At Helen's request, there were no services. Contributions may be made to the Capital Area District Library, Helen Earley Collection, 401 S. Capital Ave., Lansing, Michigan 48933, Attn. Sue Hill; to the Michigan Women's Historical Center and Hall of Fame Helen Earley Section, 213 W. Main St., Lansing, Michigan 48933; or to the R.E. Olds Transportation Museum, 240 Museum Drive, Lansing, Michigan 48933.

Helen was Oldsmobile history. We all will miss her.

—Kit Foster

**continued on page 14**

## Hot Off The Press!



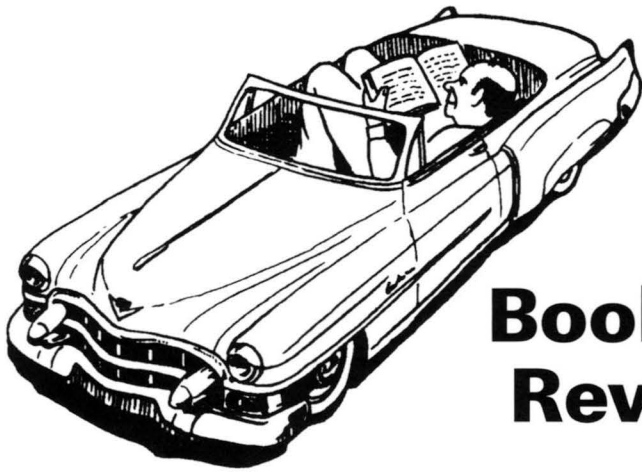
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## Book Reviews

**The Stanley Steamer, America's Legendary Steam Car**, by *Kit Foster*, 2004 ISBN 1-886-72707-4. Hardbound, 12" x 9", 568 pages, well illustrated. Published by M.T. Publishing Company, Inc., P.O. Box 6802, Evansville, IN 47719-6802. Deluxe Standard Edition \$79.95, Bonded Leather Edition \$125.00 plus \$6.50 S&H

If you ever need to define the word *definitive*, just refer to this book as a classic example of what it means. The Stanley Steamer is as ingrained into the American consciousness as the Grand Canyon, the Washington Monument and the New York Yankees are, and this book reaches into every corner of its remarkable story.

It takes nineteen chapters, supplemented by nine appendices, to develop the Stanley story, and they have been carefully crafted into an absorbing narrative that traces the family's roots back to the beginning of the nineteenth century. From their childhood in northern Maine the Stanley bothers developed into ingenious "Yankee" businessmen of substance before they even began to think of building cars.

The following chapters document the development and decline of the steam automobile business in complete and fascinating fashion. But that is not all. The other interests of the brothers and their families are woven into the story to present a well-rounded view of how life was lived by prosperous families in New England in the early twentieth century. Music, dancing, violin making, building, vacationing are all a part of the story.

There is an immense amount of detail, but it is all so well integrated into the overall story that the reader's interest never flags. The automotive and technical aspects are well told, thoroughly illustrated and supported by much specific data in the accompanying appendices. Much of the research involved in developing these parts of the book was done by H. James Merrick of the Stanley Museum staff.

One of the features that helps make this story easy to read is the method of handling references. There are no footnotes. Whenever a reference is needed there is a parenthetical note in the text directing the reader to a specific entry in the extensive bibliography.

*The Stanley Steamer* is a project of the Stanley Museum, itself an unusual institution devoted to the perpetuation of all the phases of the Stanley saga that is

based in the Stanley hometown of Kingfield, Maine. That the book is such a model for how a story should be told is a credit to the support and backing of this fine team that has put six years of effort into facilitating the writing and organizing skills of the author they chose, *Kit Foster*. It is certainly a candidate for finest book of the year. And, yes, it IS the definitive work on the Stanley Steamer.

—Fred Roe

**Pioneers, Engineers and Scoundrels: The Dawn of the Automobile in America**, by *Beverly Rae Kimes* 2005 ISBN 0-768-01431-X. Hardbound, 6.1/4" x 9", 544 pages, 21 photos. Published by the Society of Automotive Engineers. \$39.95 plus \$7.95 s/h U.S.

Imagine a gathering in room with, say, 300 people in it. All of them know one another to some degree, all are interconnected by a common interest, they lived about 100 years ago, and each has contributed in ways large and small to the formation of our current American way of life. Further imagine yourself as familiar with many of the names and some of the stories but searching for someone to help bring the tales together. Fortunately, our delightful hostess in this scenario is *Beverly Rae Kimes*. With *Pioneers, Engineers, & Scoundrels: The Dawn of the Automobile in America*, Kimes provides a

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fascinating account of the myriad people, places and technological innovations that formed the American automobile industry.

At first, no one paid much attention to the farmhouse mechanics and tinkers attempting to harness steam engines to horse buggies. When less cumbersome electrical and gasoline power became available in the late 1800s, automotive pioneers and engineers turned their collective attention toward the promise of individual mobility. Businessmen, bankers and speculators—many of them scoundrels—also saw an opportunity and created an entirely new industry. American society would never be the same.

Kimes starts at the beginning with Oliver Evans, who operated the first American vehicle to move under its own power in July 1805. Though nothing more than a “harbor dredge dressed as a land carriage,” the steam-powered Orukter moved at three or four miles per hour and delivered the dredge for duty on the banks of the Schuylkill River in Philadelphia. Evans issued a challenge to his critics that for \$3,000 he could build a

steam carriage capable of outrunning the swiftest horse. No one took him up on the offer. The Orukter preceded the steam locomotive age by four decades.

Early experimentation with various forms of propulsion took place in relative obscurity. Contemporary scientific journals and, later, automotive magazines reported on the efforts of these obscure inventors. Kimes gives the reader enough technical details to illustrate her point then moves along in a more or less chronological manner (“more or less” because there are so many intertwined stories that the occasional backtracking is both necessary and welcome).

By 1900, it was becoming clear that the automobile was here to stay. America itself was the land of opportunity and the automobile promised a degree of freedom that heretofore did not exist. *Pioneers, Engineers & Scoundrels* traces the twisted, rough road of the automobile from invention to acceptance to industry.

From Evans, Duryea, Haynes-Apperson and Colonel Pope to Dodge, Chevrolet, Ford and Chrysler, the author

deftly introduces the reader to major and minor players present in the formative years of the American automobile industry. Personalities, politics, and rivalries abounded. The Dodge brothers made parts for Ford, who nearly joined GM. Twins Francis and Freelan Stanley never exceeded 800 units annually and would not sell to anyone they did not like. WWI saw many auto manufacturers retool for the war effort only to have the government contracts reneged upon after spending millions.

As the real-life hostess at our imaginative gathering, Kimes fills us in on how each individual in the room added to the collective knowledge of the rest, resulting in a wonderful book.

—Harold Osmer

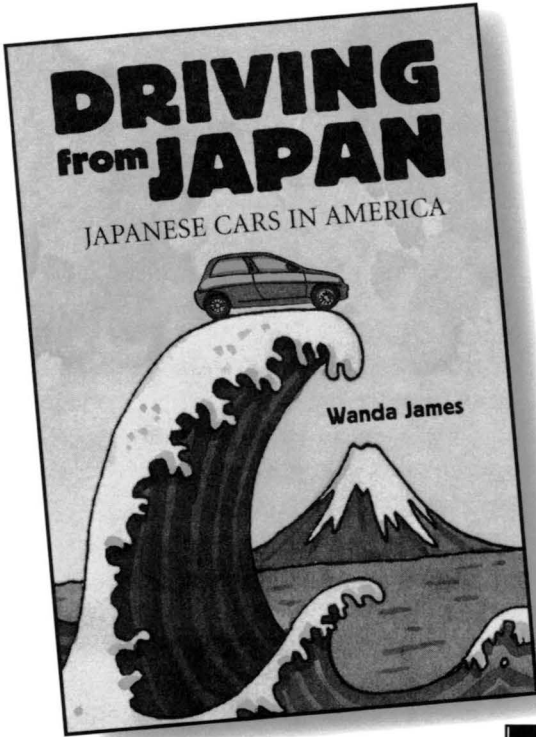
### **The Story of REO Joe: Work, Kin and Community in Autotown, U.S.A.** by

Lisa M. Fine, 2004, Cloth ISBN 1-59213-257 \$69.50, Paper ISBN 1-59213-258-8 \$22.95. 6" x 9", 256 pages, 7 tables, 17 illustrations. Temple University Press, 1601 North Broad Street, Philadelphia, PA 19122  
[www.temple.edu/tempress](http://www.temple.edu/tempress)

The REO Motor Car Company's existence spanned a seventy-plus year period, from its establishment in mid-1904 to its demise in 1975.

The company was located in Lansing, Michigan, the capital of the state. Unlike such other state capitals as Madison, Wisconsin, however, Lansing was a community heavily oriented toward manufacturing. Founder of the firm was the fabled Ransom Eli Olds, who earlier had established a top-ranked automobile company, the Olds Motor Works, producer of the Oldsmobile car (as the vast majority of automotive historians are aware, sharp objections from heads of his former firm to the use of the name “Olds” in the title of the new firm resulted in the acronym “REO” being adapted from the first initials of Olds’ name).

Ransom Olds was a highly ethical businessman and company chief executive, as were his colleagues in the firm's




**DRIVING  
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JAPANESE CARS IN AMERICA

Wanda James

This study chronicles the success of the Japanese car in America. Starting with Japan's first gasoline-powered car, the Takuri, it examines early Japanese inventors and automotive conditions in Japan; the arrival of Japanese cars in California in the late 1950s; consumer and media reactions to Japanese manufacturers; what obstacles they faced; initial sales; and how the cars gained popularity through shrewd marketing.

Toyota, Honda, Datsun (Nissan), Mazda, Subaru, Isuzu, and Mitsubishi are profiled individually from their origins through the present.

320pp. \$49.95 hardcover (7 x 10)  
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index  
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management ranks. They were, however, conservative individuals, particularly in the area of employee relations. Olds himself had experienced labor disputes (including strikes) early in his career at the family-owned engine plant in Lansing, and later at the Oldsmobile factory in Detroit. He had little use for employee unions and sought to develop programs which, among other things, would keep his workers out of such groups.

The approaches used by the firm to keep workers contented and eager to become (and remain) members of the "REO family" are comprehensibly set forth by Lisa Fine in her very interesting book, *REO Joe*. Dr. Fine notes perceptively that the program of company paternalism instituted at REO was to a substantial degree made possible by the location of the firm in a medium-sized city with its roots sunk deep in rural America. Workers employed at REO were overwhelmingly white males, the majority native-born. They came from small towns or farms in the greater Lansing area and in overall outlook were nearly as conservative as their superiors!

The programs sponsored for workers by the REO firm as part of the "welfare capitalism" approach were many and varied. Lisa Fine describes such functions as company sports teams (baseball and bowling were favorites), dances, banquets and clubs set up to promote special activities. These had enormous appeal to the employees of the firm. In 1917 the REO firm constructed a good-sized clubhouse, which became the center for employee activities.

In exchange for the above-described employee benefit programs, the REO firm expected loyalty from its workers. This encompassed dedication to their jobs and, of course, no pro-union activity!

The REO program, Dr. Fine feels, was generally successful for many years. However, as the decade of the 1930s unfurled, conditions changed dramatically. The economic depression of that period hit the company hard, resulting in massive layoffs and short work weeks. A sit-down strike in 1937, while relatively peaceful, undoubtedly caused further strain

between management and employees.

The company, which experienced a brush with bankruptcy in the late 1930s, was changed totally by the Second World War. As Lisa Fine notes, from that time on REO was a firm which was compelled to rely heavily on government contracts to remain afloat. This resulted in a huge change in employer-employee relations, with a third party, the government, now playing a key role. The new era also brought with it a major shift in the nature of the work force at REO. For the first time women were employed in jobs throughout the plant, and minorities secured at least a toehold in the ranks of workers.

The REO firm continued in operation in the decades following World War II, although a series of takeovers clearly weakened it and led to a loss of local control. During the 1950s, however, there was at least a modest resurgence of the old-time "REO Spirit" in the plant. In describing this the author pays a considerable amount of attention to the almost extraordinary participation of male REO workers in the sport of hunting wild game. Factory management recognized that this sport was so important to the workers that plant schedules were adjusted to take into account the huge degree of absenteeism!

This is a thoroughly-researched book, and also an extremely readable one. Automotive historians and others interested in learning more about the lives of auto plant workers in the early and middle days of the industry will find it informative and enjoyable.

—Sinclair Powell

**Auto Legends—Classics of Style and Design**, by Michel Zumbrunn, 2004, ISBN 1-85894-216-0. Hardbound, 288 pages, 400 color photographs, text in English by Robert Cumberford. Merrell Publishers Ltd., London. Available in specialized bookshops at \$49.95.

Michel Zumbrunn, a professional photographer living near Zurich in Switzerland, has long been known for his fabulous and

unmistakable studio photographs of automobiles. Series of these photographs have been published by leading magazines in the US (*Automobile Quarterly*), France, Germany, Italy and Switzerland. Connoisseurs of fine automobiles of all periods will find 400 color photographs of more than 60 cars in this book.

The oblong pages allow a perfect presentation of the pictures and every reader will find several models of cars especially dear to his heart. The automobiles pictured are in a chronological order, ranging from veterans, vintage and classic cars of the 1920s and 1930s to the legendary models of the postwar period and the latest sportscars of the present time. Among them are rarities such as the famous London-Edinburgh Rolls-Royce tourer, a magnificent Farman torpedo, the Bugatti T.55 coupé, the prototype of the Jaguar SS 90, the Talbot-Lago with Fisoni & Falaschi coupé body up to the modern Ferrari F40, F50 and Enzo.

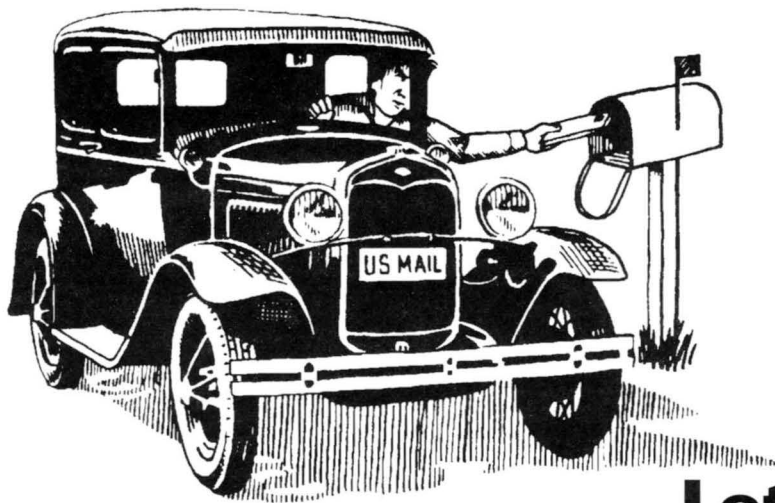
Leading constructions of everyday cars, such as the Volkswagen Beetle, the Mini, the Porsche 911, the Willys Jeep and the first Chevrolet Corvette, the Citroën 2 CV and DS 19 are mixed among the desirable sports and racing cars.

The photographs usually show the cars from various angles. Smaller pictures of the interiors, dashboards, engines and details supplement the file of beautiful shapes and forms by the best known designers and coachbuilders.

This unique collection of great photographs is complemented by good, short texts and a clever historical appraisal by designer and journalist *Robert Cumberford*. The text usually does not contain technical specifications but sketches the development of each car pictured. At the end of the book short biographies of the leading coachbuilders and designers, a description of automotive terms and styling elements, a short list of some car museums and an index are to be found.

This is truly a very fine book, well produced and bound, which will be enjoyed by every owner for many years to come. Highly recommended.

—Ferdinand Hediger  
*continued on page 14*



## Letters

### Yes, There Are Records

I was interested to read Arthur Jones' review of Bryan Goodman's fascinating book, *American Cars in Prewar England* (*SAH Journal*, November–December 2004).

Arthur Jones asks, "Are there records of overall market penetration [of American cars into the English market]?" Happily, the answer is "Yes." During the New Year break I was able to look briefly at the 1926–29 and 1936–39 editions of *The Motor Industry of Great Britain*, the yearbook of the Society of Motor Manufacturers and Traders (SMMT). Each edition described the British car market of the previous calendar year and included summaries of certain data from earlier years. Although imported cars are not listed by make and model, they are listed in aggregate by country of origin.

The principal exporters of cars to the UK during the interwar years were the United States, Canada, Germany, France and Italy.

Imports included a few used cars and new cars in chassis-only form. Chassis-only imports were a small proportion of total imports. In 1938, for example, Britain imported 3,597 complete cars and 250 chassis from the United States, together with 1,019 complete cars and 42 chassis from Canada.

The following table is compiled from figures that were presented in different forms in various editions of the yearbook. The import figures for 1922, 1923 and 1929 onwards are described as

actual figures, while those for 1924–1928 are described as estimates.

In the table the items with asterisks are explained as follows:

\*The UK includes England, Wales, Scotland and Northern Ireland, with the Irish Free State being included with the

UK before April 1, 1923.

\*\*Each year a small proportion of imported cars (usually a few hundred, rarely over a thousand) were re-exported. As the countries of origin of these cars are not given, the total import figures are presented here.

\*\*\*War in Europe presumably prevented the publication of a 1940 edition giving figures for 1939. Can any member confirm this?

Imports overall made up a relatively small proportion of new car sales in Britain during the inter-war period. For example, total new car registrations in the UK for 1928–1938 are given as 1928: 161,493; 1929: 169,355; 1930: 156,460; 1931: 144,212; 1932: 145,874; 1933: 182,046; 1934: 219,510; 1935: 271,704; 1936: 302,057; 1937: 326,763; 1938: 277,840.

Were import figures for individual makes and models ever published anywhere?

—Heon Stevenson

Year (Jan.-Dec.)	U.S. (No. of cars)	Canada (No. of cars)	Total UK* imports for year (incl. re-exports**)	U.S. as % of UK imp.	Can. as % of UK imp.	Germany (No. of cars)	France (No. of cars)	Italy (No. of cars)
1922	4,011	8,118	20,317	19.7	40.0	186	4,605	2,907
1923	5,347	10,177	24,127	22.2	42.2	81	6,184	1,760
1924	5,072	4,352	21,874	23.2	19.9	39	7,962	3,656
1925	18,534	5,231	42,748	43.4	12.2	22	13,028	5,007
1926	5,910	1,769	15,711	37.6	11.3	34	4,760	2,734
1927	10,993	6,108	26,366	41.7	23.2	29	4,990	3,850
1928	12,272	6,713	24,566	50.0	27.3	64	3,469	1,350
1929	12,268	7,855	22,729	54.0	34.6	185	1,492	622
1930	6,941	1,641	10,694	64.9	15.3	63	1,255	562
1931	1,459	386	3,130	46.6	12.3	49	671	370
1932	1,559	1,315	3,403	45.8	38.7	25	338	62
1933	1,745	2,062	4,592	38.0	44.9	28	584	72
1934	6,632	2,954	11,100	59.7	26.6	42	1,184	201
1935	6,608	5,385	13,800	47.9	39.0	386	1,052	228
1936	8,513	2,508	12,564	67.8	20.0	515	586	326
1937	7,721	1,924	19,046	40.5	10.1	5,217	1,150	2,889
1938***	3,925	1,069	10,935	35.9	9.8	3,419	1,425	952

### I Beg to Differ

As a former BMW owner who still receives the company magazine I was interested in the review of David Kiley's BMW history, *Driven: Inside BMW Most Admired Car Company in the World* (*Journal* 214).

While appreciating Mr. Kiley's enthusiasm, I am much more reserved in my attitude to BMW and the German "Kultur" mentioned (to give it the ugly

German spelling, which I find appropriate). I feel some rather blunt comments are in order to counter Mr. Kiley's extravagant claims that BMW's are "the most sought-after cars made . . . inspiring jealousy among manufacturers . . . the most benchmarked vehicles in the industry . . . the most admired car company in the world" etc. etc. This sounds more like the maker's brochures than stand-back objective history. Maybe Mr. Kiley has

been overinfluenced by the notoriously subjective meanderings of the import car press toadying to their overseas masters—an attribute all too transparent to people like myself who have sampled most of the world's best cars over many decades—long before BMW became prominent on the world scene.

I was particularly struck by the reference to World War II aero engines, which Mr. Kiley claims, “German, British and American pilots hailed as the best on either side of the WWII effort.”

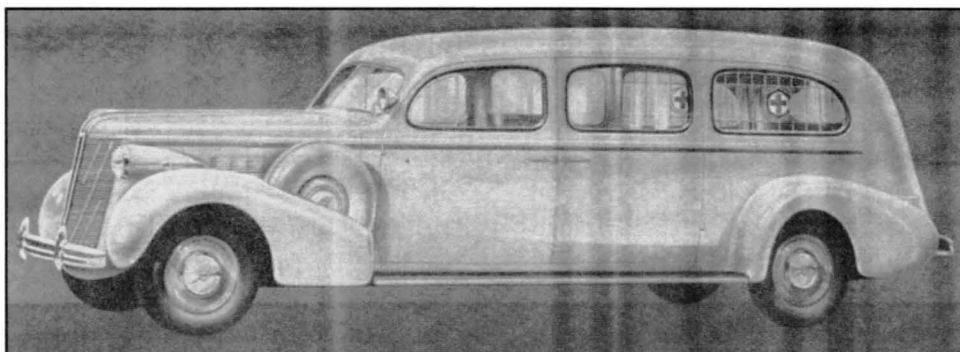
Is Mr. Kiley aware that BMW's position as an aero-engine builder was based on license production of Pratt & Whitney engines and that the BMW 801 in the famous Focke Wulf 190 was developed from the P&W Wasp series, the most successful aero engine line in history?

Has Mr. Kiley heard of Doktor/Ingenieur Richard Voight of Blohm & Voss who after carefully examining an R-2800 Double Wasp from a shot-down P-47 Thunderbolt concluded that Germany had nothing to match it? He exclaimed tearfully, “How could we possibly have gone to war with a nation that builds such a beautiful engine as this?”

This of course was borne out in actual combat when the Thunderbolt, to quote USAAF General Kepner, “broke the back of the Luftwaffe.” It was competently assisted by P-38 Lightnings powered by Allison's built by General Motors and P-51 Mustangs powered with Merlins built by Packard.

May I remind Mr. Kiley that Germany was defeated by the massive industrial power of the U.S. automobile industry, and that the sort of German “culture” he admires included at that time death camps such as Dachau, located only a few miles from the BMW headquarters in Munich. A visit to Dachau serves to remind everybody of what was in store for us if Germany had won the war.

On another topic, I was most interested in the obituary of Jack Daniels in the same issue of the *Journal*. It contained much that was news to me. The only thing missing was that the Mini was designed without any real thought being



**1937 S&S Springdale ambulance—the first automobile with air conditioning?**

given as to whether it was a profitable car to make! It wasn't! Ford engineers bought one for evaluation and told a disbelieving British Leyland that they were losing 30 pounds (fifty bucks) every car they made! No wonder British Leyland continued its headlong career downhill!

—Maurice Hendry

### **A Cool Question**

I have an ad for a 1937 Sayers & Scovill Springdale ambulance on a Buick chassis that offers air-conditioning. [See above.] I thought the first automobile to have air conditioning was the 1940 Packard or Chrysler. Could this indeed be the first automobile with air conditioning?

—Walter Miller

### **Visit Your Local Library**

I just read *Darwyn Lumley's* article “Time Magazine Covers” in the January–February 2005 issue of *SAH Journal*, and would like to make a suggestion for fuller research.

Most public libraries (academic libraries, too) have CD-ROM periodical indexes. They include names like Infotrac, Proquest, EBSCO, etc. Most of these products will allow one to search on subject keywords limited to a particular periodical. A trip to the local library will help one discover better how to use these indexes. Furthermore, many libraries are now making such indexes available over the internet. Basically, if you have a library card, you have access to them. Visiting your local library or contacting them by phone or email should yield all the how-to's.

The internet is a marvel and I am all for it. It is also limited when it comes

to comprehensive research of a topic; a great start but not the end of the line.

—Elizabeth A. Robinson

### **Yes, It's a Vauxhall**

The back cover photo in the last *Journal* generated an unprecedented number of responses. The correct answer is Vauxhall Victor, Series II estate wagon.

While almost all the respondents identified the Vauxhall make and model, there was some question about the year, with opinions ranging from 1958 to 1960. Many pointed to the wraparound windshield; one member called the car, “the notorious Dog's Leg Victor” while another referred to it as “knee knocker Victor.” Members provided additional information about the car. It had a four-cylinder overhead valve 1508cc engine. The Series II came in standard, Super and Deluxe trim levels.

*John Law* identified the contraption on the passenger side kick panel as the holder for the car's service record book.

*Frans Vrijaldenhoven* had firsthand knowledge of “this bad product of the English General Motors factory.” He was at one time vice managing-director of a dealership, which included Pontiac, in The Hague. “I was every day a witness to the few ‘ups’ and the many, many ‘downs’ of Vauxhall.” Frans sent in photo copies of photos and line drawings from his Vauxhall and Pontiac collection.

### **Reminder**

Renewal notices have been sent out to members. Dues are to be sent directly to Kit Foster, Treasurer, at 1102 Long Cove Road, Gales Ferry, CT 06335-1812.

**SAH News continued from page 8**  
**Peter Blair-Richley**  
(1920–2004)

The worldwide old car movement was aware of *Peter Blair-Richley* largely because of the huge accumulation of motoring literature, memorabilia, photographs and ephemera that he acquired over a lifetime, and it was such that the “Richley Collection” came to assume legendary status.

However, those who knew him personally appreciated that this collection was not just an amassing of material as an end in itself. Peter knew what he had and knew the content of the books and journals. He also seemed to remember the details of every car with which he had come into contact, starting with the Type 43 Bugatti that he bought in Paris at the age of 17. Such knowledge Peter readily shared, and his powers of recall were quite astounding. When he disposed of his library a couple of years ago he was pleased that it remained as an entity. He saw the Collier Collection in Florida as an ideal home for it.

Much of Peter’s contribution to the disseminating of information about motoring and its literature was of a “behind the scenes” nature and therefore remains known only to those who benefitted. A single example, of no greater or lesser significance than many others, will serve to illustrate the point. Over the years he provided much valuable assistance to successive librarians of the Veteran Car Club. With the influx into the UK of older American cars in the 1980s it was apparent that the club library was very short of original pre-Great War American motoring literature. Peter advised that copies of *The Automobile Trade Journal* be acquired, this being the best technical journal of its time. Through Peter’s international contacts the club obtained the nucleus of the substantial pre-1921 run of this publication that it now has. It is probably the best and possibly the only substantial holding outside of America.

His many friends worldwide will miss Peter, and to his wife, Joan, we extend our sincere condolences.

—Malcolm Jeal

**Elizabeth Janeway**  
(1913–2005)

Elizabeth Janeway, who had an illustrious career as a novelist, critic, book reviewer, social historian and feminist, died January 15th in Rye, New York.

She is known to auto historians for her book *The Early Days of Automobiles*, published by Random House in 1956. It was a well crafted book that many of us will remember reading as kids.

—John O’Halloran

**Seasonal Addresses**

Several members have an established and regular second address, to which they move for part of each year. I am happy to create data base entries for these, and to redirect Society mail for the period. However, you must notify me each time you move from one address to the other. I cannot keep track of these movements from season to season or year to year. Be sure to indicate the date on which you plan to be at your new address.

Notify SAH Membership Records

1102 Long Cove Road  
Gales Ferry, CT 06335-1812 USA  
membership@autohistory.org

—Kit Foster

**Change to Directory**

New phone number for *Carl Goodwin* is (419)668-2563 in Norwalk, Ohio

**Errata**

On page 1 of *Journal* 214: The king of Spain should be Alfonso XIII.

On page 4: The production cost of *Automotive History Review* No.42 was \$9,715.33 not \$7,715.33.

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**Book Reviews continued from page 11**  
**1905–2005 100 Years of Automotive Progress—International Automobile Salon of Geneva**, by Joëlle de Syon and Brigitte Sion, 2004, ISBN 2-8321-0156-9. Hardbound, 10" x 13<sup>1</sup>/<sub>3</sub>", 325 pages, text in English, profusely illustrated in black/white and color, Slatkine Publishers, Geneva. Approx. US-\$63 plus s&t

The International Automobile Salon of Geneva assigned this book to celebrate its

Centenary. The two authors have conducted a thorough research and found forgotten information and documents, illustrations and details.

The massive volume contains a wealth of information and illustrations that describe the rapid development of the automobile and the Geneva Salon over the past one hundred years. Each of the nine chapters is sectioned into the history of the salon, the car industry, the technical progress, the automotive society and the motor sport.

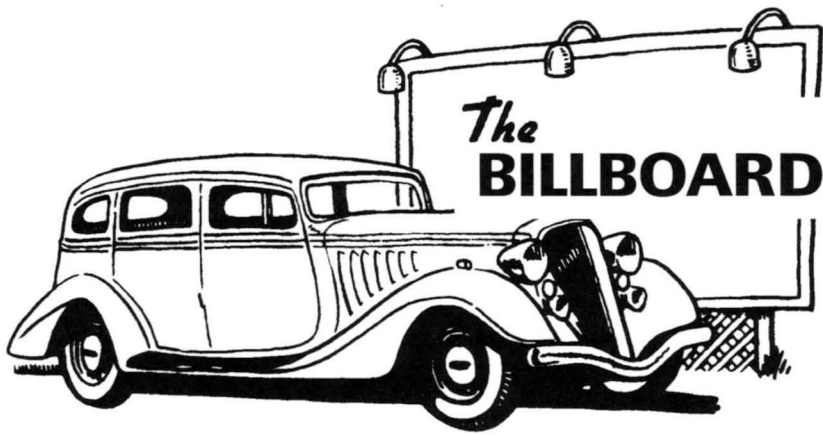
The historical views and information on the pre-war years are especially attractive. Along with photographs, posters, postcards, and advertisements are used. Some of them are quite hilarious. After the early anti-automobile trend in Switzerland, which led to warnings abroad not to visit the country, a keen interest and enthusiasm for the motorcar took place. Press reports represent the authentic frame of mind at the time.

After 1947 there was a greater choice of automobiles of all types, frequent changes in models and rapidly developing technical specifications. For many readers these chapters contain the cars they themselves or their family once owned. Along with the regular cars, special models, dreamcars, prototypes, racing and sports cars are included.

At the end of the book all posters of the Geneva Salon are reproduced in color. Statistical information is listed, and a bibliography and index are included. The well-done work presents a vivid picture of one hundred years of the Geneva Salon. Some inaccuracies of translation and small errors in technical matters will not deter enthusiasts from buying the new book. It is very carefully printed and produced. As no commercial profit is planned the price is very reasonable.

—Ferdinand Hediger

**Book Reviewer Wanted** For *Vintage American Road Racing Cars*, by Harold Pace and Mark Brinker. 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



**Information Wanted** Concerning the Overman Tire Company, International Overman Tire Corporation and the Overman Cushion Tire Company. All were, I believe, based in New York City except for the International O.T. Corp. which was incorporated in Delaware. These companies were in business from about 1912 to sometime into WWII. Any and all information concerning these companies including copies of sales literature, advertisements, price lists, photographs of the principals, A.H. and Max C. Overman, etc. would be of great assistance. I hope to do an article on these companies for the *Journal*.

**G. Scott Jamieson, 223 Christie Street, P.O. Box 386, Rockwood, ON, Canada N0B 2K0 scott.jamieson@sympatico.ca**

**Material Wanted** Pontiac audio/video materials for library to include 35mm filmstrips, records, 8mm films, 16mm films, Super 8 filmloops (cartridges), laser discs, tech-trak, and any other of which I am unaware. Would like to hear from anyone having any of these, even if they are not for sale, as I am trying to compile a listing of what was available. A copy of my current listing is available. Also wanted: Pontiac and Oakland magazines to include *The Oaklander*, *Pontiac Owners Magazine*, *Pontiac Warrior Magazine*, and *GM Folks* magazine. **Jon Hardgrove, 204 East 15th Street, Eldon, Missouri 65026, jon@thecarburetorshop.com**

**Reference Books Wanted** On taxis in the US or the world for that matter, but specifically having photos and data on

the Checker cab cars. Am very interested in the flared fender models of the late '30s and early '40s before the more rounded shape came out that looked rather GM-like and still later the Checker that was produced until 1982. **Phil Campbell, University of Maryland, PSC 3, Box 1456, A.P.O. AE 09021 campbellpc@yahoo.com**

**For Sale** Extensive collection of Bibendum (Michelin) materials (1900–50) by a French collector. Contact me for more information. **Taylor Vinson, ztv@comcast.net.**

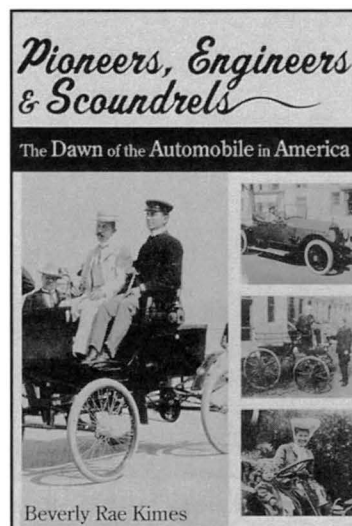
**Magazine Wanted** *Automotive Hall of Fame Chronicle*: Fall 1997 Also *SAH Journal* issue 167. **James Lackey, 110 Deer Run Road, Huntington, WV 25704**

**For Sale** Ancient auto paper including advertising. Late 1890s through early

1960s. Excellent example of U.S. auto history of this era. Sixty-year collection, all carefully selected, individually acquired, no duplicates. Many very unusual items, all original. No foreign, racing, motorcycles, shop or parts books, very few trucks. First time offered. Too much and too good to end up in a dumpster. **Nelson Bolan, 13 Sierra Drive, Tavares. FL 32778**

**Contact Wanted** With someone in the USA who is interested in Ford muscle cars, especially the Mustang. Want to swap current US Mustang literature for Australian GT/GTP/Pursuit models on the regular/yearly basis. **Barry Kirkpatrick, 11 Glamis St., Mt. Martha, Victoria 3934 Australia, email barjill@bigpond.com**

**For Sale** Auto Racing reprints 1955 Le Mans race reports, 28 pp \$5 Early Midget Racing History, 32 pp \$5 "I Drove The Boards," by Peter De Paolo, 36-page reprint from *Speed Age* \$7 "Not Without Honor," J. Walter Christie's life story, by Keith Marvin, 48 pp \$8 1904 Vanderbilt Cup race report, 44-page reprint from *The Automobile* \$8 All booklets measure 8½" x 11" Add \$1 each for postage, \$2 for 2 to 4, free postage if ordering all 5. Check or money order to **Tom Saal, 5901 West Breezeway North Ridgeville, OH 44039**



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**THE DUN COW:** Such is named the pub in the background of this photo, a PHIPPS HOUSE." The sign on the building at left says "Bed and Breakfast, SNACKS (hot and cold) TEAS." The Rambler is right-hand drive. Does anyone know where the photo was taken and why? *Kit Foster Collection*