

SAH Journal

The Society of Automotive Historians, Inc.
Issue 227
March–April 2007



www.autohistory.org

Inside

SAH News	1
Editorial Comment	2
President's Perspective	3
Obituaries <i>Walter R. Haessner</i> <i>The Reverend Robert Scoon</i>	5
Book Reviews <i>Welcome Aboard the GM New Look Bus</i> <i>Hugh Chalmers, The Man and His Car</i> <i>Origin of the Checker Flag: A Search for Racing's Holy Grail</i>	8
Letters	10
Billboard	15

SAH European Awards Dinner

The Society's annual European awards dinner was held at the elegant Automobile Club de France headquarters on the evening of February 15th with 37 members and their guests in attendance. Members from France, England, the United States, Finland and Belgium gathered for cocktails and dinner and enjoyed the breathtaking views of the Place de la Concorde and beyond to the gold-domed tomb of Napoleon and that most famous of Parisian landmarks, the Eiffel Tower, which is dramatically illuminated by thousands of light bulbs each evening.

Following the dinner, Master of Ceremonies *Taylor Vinson* welcomed the group and announced the award winners.

The 2006 Nicholas-Joseph Cugnot Award for the best book in a language other than English was presented to Belgian writer Bernard Vermeulen for *Panhard & Levassor—entre tradition et modernité*, published by E.T.A.I. of Paris. It is a complete history of the marque and encompasses both automobiles and trucks.

Awards of Distinction in the book field were won by *Delage—la belle voiture française*, by *Claude Rouxel* and *Daniel Cabart*, also published by E.T.A.I.,

continued on page 4



Claude Rouxel, co-author of *Delage—la belle voiture française*, addresses the 12th annual SAH Dinner in Paris gathering while co-author Daniel Cabart and Claudine Latouille of E.T.A.I. of Paris, look on. All Paris photos courtesy of Marian Savage



Thomas S. Jakups, Editor

I apologize to those U.S. members who received *Journal 226* late. Due to a malfunction at the mailer, some of the newsletters went out with only the town, state and zip code line visible on the label. I have been assured by the mailer that this will not happen again. Fortunately, this information was enough to identify members through the Directory and they received hand-labeled *Journals*. If you have not received your copy of *Journal 226*, please call or e-mail me and I will get one right out to you.

Drivers Wanted

I also want to correct an oversight from last issue. In my comments on *Taylor Vinson's* and *John Satterthwaite's* travels in Europe last year I neglected to mention that *Jim Hayes* had also visited the Mercedes-Benz Museum in 2005, while it was under construction, and was given a tour by Museum Director Gerhard Heidbrink. Jim was kind enough to send me *three* promotional booklets and a cd put out by Mercedes-Benz. The museum is truly spectacular.

Here in the Northeast, March is the month of anticipation. My Riviera and its Chevy cousin are still hibernating, but the plans for its continuing beautification have progressed nicely throughout these cold winter months.

I should be hearing any day now from the outfit rechroming the rear bumper. The new back glass arrived a few weeks ago and awaits installation. Next week the bumper

brackets and trumpet horns will be stripped and painted.

Once the car is up and about the sagging driver's side door will be attended to. Add in some new white-walls and the car will be ready for the Riviera Owners Association gathering in Asheville, North Carolina, this June. It warms me up just thinking about it.

Both cars are restored to correct condition—that is, they *appear*, with some exceptions, to be as they came out of the factory. Anything beyond this, I feel, puts the car in danger of never being driven again, condemned to live out its days on a trailer or behind the velvet ropes in a museum. Where else would anyone care whether every nut and bolt on the car was factory original or if all the engine numbers matched. Not on the open road, which is where you'll find me, behind the wheel of my *automobile*.

—Tom Jakups

SAH Journal

The Society of Automotive Historians, Inc.
Issue 227 March–April 2007



Officers

Michael L. Berger	President
Darwyn H. Lumley	Vice President
Susan S. Davis	Secretary
Christopher G. Foster	Treasurer

Publications Committee

Michael Lamm
Beverly Rae Kimes
Christopher C. Foster
Taylor Vinson
Thomas S. Jakups

Board of Directors

Through October 2007

Michael Bromley Paul N. Lashbrook
Stanton A. Lyman
Joseph S. Freeman, ex officio
Through October 2008
John A. Marino Arthur W. Jones
Joseph R. Malaney
Through October 2009
Robert R. Ebert J. Douglas Leighton
Steve Wilson

SAH Journal

Thomas S. Jakups, Editor, Adv. Mgr.
37 Wyndwood Road
West Hartford, CT 06107 USA
860-233-5973 Fax 860-232-0468
journal@autohistory.org
tjakups@mac.com

Past Editors

Richard B. Brigham
Issues 1–29 Sept. 1969–(undated) 1973
G. Marshall Naul
30–50 July 1973–Dec. 1976
John Peckham
51–59 Feb. 1977–July 1978
Walter Gosden
60–87 Nov. 1978–Dec. 1983
Richard B. Brigham
88–117 Jan./Feb. 1983–Nov./Dec. 1988
Christopher C. Foster
118–157 Jan./Feb. 1989–July/Aug. 1995
Samuel V. Fiorani
158–194 Sept./Oct. 1995–Sept./Oct. 2001

SAH Journal (ISSN 1057-1973)

is published six times a year by the Society of Automotive Historians, Inc.

Subscription is by membership in the Society.

Membership dues are \$40 per year. Send dues, membership inquiries and changes of address to

Society of Automotive Historians, Inc.
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA

©2007

The Society of Automotive Historians, Inc.

Find the Society of Automotive Historians on the web at www.autohistory.org.

**Copy Deadline for *Journal 228*
April 30th**

Fueling Expectations



Michael L. Berger, President

During the presidential campaign of 1928 one of the slogans that the Republican Party advanced in support of their candidate, Herbert Hoover, was: "A Chicken in Every Pot, A Car in Every Garage." The slogan was meant to be both a reminder of the previous eight years of Republican prosperity and a promise of even better times to come. While the subsequent single-term administration of President Hoover witnessed the onslaught of a terrible economic depression, the linking of chickens and automobiles is apparently still seen as good business. Last summer, Perdue, Inc., the biggest seller of premium fresh chicken in the eastern United States and the 12th largest American grain producer, announced the formation of Perdue BioEnergy L.L.C., a new company that will focus on supplying soybean oil and grains to biodiesel and ethanol plants.

The use of ethanol is often put forth as one means to lessen dependence on gasoline/petroleum as a fuel for motor vehicles. Ethanol has attracted increasing adherents in the United States, where it is also seen as a renewable and environmentally friendly fuel that could prove to be a boon to farmers and agriculture in general. The marketing by General Motors of so-called "E-85" flex fuel cars, which are capable of operating efficiently on a mix as high as 85 percent ethanol and 15 percent gasoline, and the mandating by Delaware of a 10-percent

ethanol/90-percent gasoline mix for all motor fuel sold in that state augur well for the future of this commodity.

Thus, the concept of powering American cars with fuel derived from agricultural products is not very radical or futuristic in nature. Clearly, the technology exists to do so. Cut off from their oil supplies during World War II, Germany successfully ran its military and civilian motor vehicles on alcohol for the duration of the war. More recently, stunned by their vulnerability during the Arab oil embargoes of the 1970s, Brazil determined to achieve fuel self-sufficiency, and has achieved such through a biofuel program using sugar cane derivatives. Some experts have concluded that with strong backing from the Federal government, ethanol could be a major source of fuel in the United States within three to five years.

Such a development would not only be beneficial to farmers and to the environment. It would also all but eliminate American dependency on foreign oil producers and, as such, would likely change the geo-political map that has dominated our lives in recent years. But all this is not likely to happen. Despite occasional outbursts, the American people appear willing to accept increasing gas prices, and their representatives in Congress are seemingly beholden to oil and related business interests. Even a President who claims that he wants to make the United States energy independent again seems unable or unwilling to put the tremendous clout of his office behind that idea in the same manner that President Kennedy did when he committed the country to a manned lunar landing within a decade. All of which could be written off as "politics as usual" if it weren't for the fact that, in today's tight market, an international event that cut off oil imports from even one of the world's major oil suppliers could lead to a breakdown of the American

national economy on a scale unknown since the presidency of Herbert Hoover. That is not a game of chicken in which the American people should be asked to participate.

* * * * *

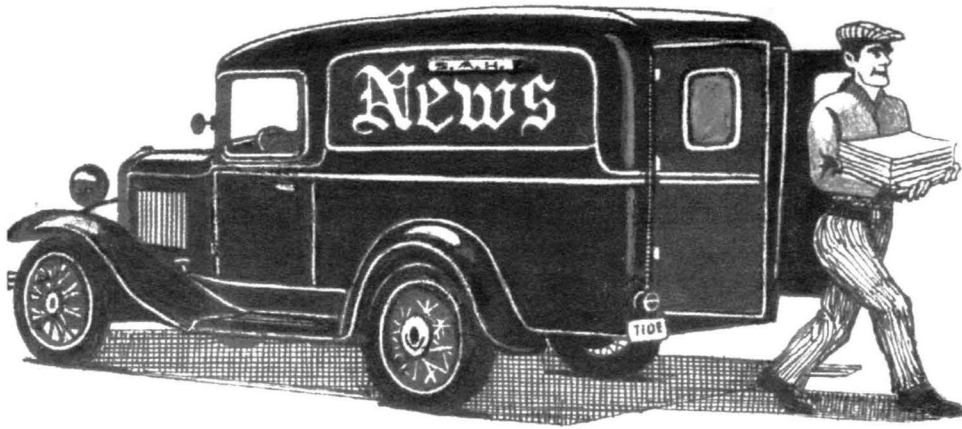
More positively, my column in the last issue exploring the possible creation of a collegiate degree in automotive history has generated a significant amount of feedback. Not surprising, none of the correspondents have argued against the concept. One member has suggested that an historical survey of the bicycle might be part of the foundational work undertaken by the students pursuing the degree. Another writer argues that such a degree ought to be offered in a manner similar to the traditional mail correspondence course, which might provide the student with a degree of individualization and flexibility greater than that possible in an on-line format.

A graduate of McPherson College observes that that institution's automotive restoration technology curriculum has been broadened in recent years to include a concentration in "Historic Automotive Technology," and that a further evolution might lead to something very much akin to the curriculum that I proposed.

In that regard, it is interesting to note the publication this spring by the Johns Hopkins University Press of Kevin L. Borg's *Auto Mechanics: Technology and Expertise in Twentieth-Century America*. Borg's book is the first scholarly treatment of the history of the automotive repair shop from the 1890s to the near present.

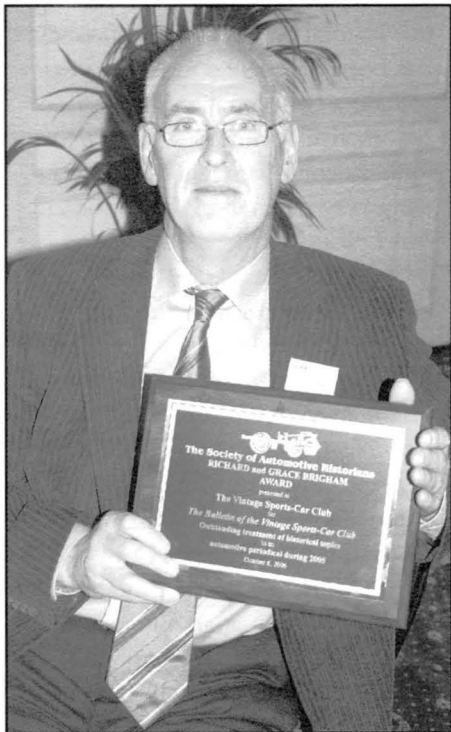
Finally, the head of the docent-training program at an automotive museum has shared with me the curriculum that they use, which, in an abbreviated form, contains many of the elements of the proposed automotive history degree. Should the correspondence warrant it, I will have more to say on the degree in future columns.

—Mike Berger



SAH News continued from page 1 and *Berliet* by *Monique Chapelle*, whose 50 years of work at Berliet and for the Fondation de l'Automobile Marius Berliet has given her unparalleled access to that firm's long history.

The 2006 Richard and Grace Brigham Award for the best treatment of automotive history in a magazine was given to editor *John Warburton* for his efforts with *The Bulletin of the Vintage Sports-Car Club of Great Britain*.



Brigham Award winner John Warburton

Special thanks, as always, to *Laurent Friry* for his assistance in arranging the dinner with the ACF. SAH members planning on attending



Cugnot Award winner Bernard Vermeylen accepts the congratulations of Award Chairman Taylor Vinson

the 2008 edition of *Rétromobile* next February should also include the Parisian dinner in their plans. It's not only a great opportunity to meet and mingle with members from throughout Europe but a chance to experience the lavish ACF Club headquarters, whose enviable location and belle époque architecture were the brainchild of none other than Count DeDion himself!

—*Dave Brownell*

SAH in Brussels

During our time in Paris for *Rétromobile*, *Frank Gump* and I went to Brussels for the day to see Autoworld in the Parc du Centenaire. The collection is on one floor with a surrounding balcony.

The now-extinct Belgian auto



Monique Chapelle, Award of Distinction winner for *Berliet*.

industry is well represented by a gaggle of Minervas, FNs and Imperias, but there appeared to be no Métallurgiques among them. Of special interest was the first car to be owned by the royal family, a 1910 Minerva 16 HP with a "gala coupe" body by Belgian carrossier Charles Distang of Huy. The latest family car on display was a '65 Lincoln Continental, apparently stock except for the flag fender stanchions. A handsome car indeed was the bright yellow 1925 FN Type 1300 Sport, whose owner had replaced the original body after winning the King's Cup in the '25 and '26 Franco-Champs 24-hour race. A couple of marques were new to me: Fondu and Jean Piat.

Of the French classics, we found especially noteworthy a Hispano K6 Coupe-Chauffeur of the mid-'30s, body by Chapron, and a '39 Delage D8-120 cabriolet, body by Albert d'Ieteren. A number of American cars from the '30s were also on display. Several cars featured aluminum hoods, or bonnets, raising a question that Frank and I could not answer: what was their purpose? I'm sure that one of our readers can answer that question.

One side of the balcony is devoted to a "permanent" exhibit of the history of auto design through the '60s. We found it lacking in explanatory materials; in fact, the museum

shop doesn't even offer a guidebook or postcards, only model cars and 35 tubs of recent auto literature. Overall, we felt that Autoworld needs a curator and some rearrangement of the collection.

Although the trip was expensive (132 euro round trip with senior discount, essentially \$175), we felt it was worthwhile. The Thalys trains leave every half hour from both Paris and Brussels on their 87-minute trips during the week, and hourly on the weekend.

—Taylor Vinson



1927 Ford Model T speedster, Belgian body at Autoworld in Brussels. Note 1933 Lancia in the background.
Photo courtesy Taylor Vinson

Fundraising Campaign a Huge Success

The fundraising campaign launched in November of 2006 had raised an impressive \$10,300 by the time that this issue of the *Journal* went to press. More than 150 SAH members have contributed to that special campaign, generating a sum far in excess of what had been initially expected. The success of this effort is a testament to the incredible loyalty and generosity of our members. When added to the money that some members donated at the time of our 2006 membership renewal and at other times during the year, SAH received over \$12,000 in donations during the past year. This money will allow us to pursue initiatives designed to expand our service to the membership and to automotive history in general.

On behalf of the SAH Officers and Board of Directors, I want to thank those who contributed this past

year. As a form of public recognition, your names are printed below. Although this campaign has achieved its objectives, we welcome contributions of any amount at any time. Please send them to *Kit Foster*, SAH Treasurer, at 1102 Long Cove Road, Gales Ferry, CT 06335-1812, USA. Since SAH is a 501(c)(3) not-for-profit organization, your contribution will be tax-deductible in the U.S. to the extent allowable by law. Thanks again!

—Mike Berger

2006 Donors

Henry N. Adamson, Richard Adatto, Jeffrey B. Allison, Frank R. Allocca, Paul E. Ayres, E. Bardeen, Robert G. Barnard, David K. Bausch, Lee Beck, Dennis E. Becker, Michael L. Berger, Robert A. Blake, James F. Blinder, Stuart R. Blond, William Borntraeger, Daniel M. Bower, Stephen F. Brauer, Thomas C. Brierley, Stefan K. Brown, Thomas H. Brownell, Bill Burchett, Philip C. Campbell, Angela Cantore, Harry E. Carpenter III, Sarah P. Carr, John S. Cassella, William Ruxton Chapin, Patricia E. Chappell, John Chevedden, Robert A. Christiansen, Lawrence S. Clark, Sally H. Clarke, Thomas B. Colbert, Leroy D. Cole, Robert C. Coolidge, T.C. Cory, Jr., James L. Cypher, Susan S. Davis, William M. Davis, Nathaniel Dawes, Buck Depkin, Ric Anthony Dias, David G. Doernberg, Henry Dominguez W.C. Donoghue, George P. Dorris III, Terry Dunham, Hugh N. Dyer, Robert R. Ebert, Ken Eberts, Fred R. Eglhoff, Steven G. Elder, William M. Emery, Richard A. Esposito, Robert G. Ewing

Also Deane Fehrman, Nicholas Fintzelberg, Christopher G. Foster, Baird C. Foster, Joseph S. Freeman, Jim Gilbert, Jeffrey I. Godshall, Ira H. Goldman, Bernie Golias, Neal D. Gordon, Jr., Philippe Guilhem, Michael J. Hamm, Edward R. Hanna, James E. Hayes, William A. Held, George Herman, Jules Heumann, John R. Hopfenbeck, William S. Jackson, Michael A. Jacobsen, Michael J. Jacobsen, Samuel Jaffe, Tom Jakups, Arthur Jones,

Robert C. Jones, Vladimir M. Kabes, John W. Keeton, Ronald J. Kellogg, Steven A. Kelly, Beverly Rae Kimes, E. Ann Klein, Richard L. Knudson, Allen I. Koenig, Jay S. Kolb, Michael Lamm, Carl F.W. Larson, Paul N. Lashbrook, Macdonald H. Leach, Douglas Leighton, Darwyn H. Lumley, John L. Lumley, Stanton A. Lyman, Joseph R. Malaney, John A. Marino, Donald W. Matteson, Alan W. Mayes, Charles A. McMellon, Gregg D. Merksamer, Herman J. Mestl, Jack Middleton, Roy Miller, Buck Mook, Glenn P. Morrissey, Mike Moskowitz, Glenn Mounger, Albert Mroz, Victor Allen Munsen

Also Roy R. Nagel, James R. Neal, Pal Negyesi, Peter Joffre Nye, Byron D. Olsen, J.B. Owens, Paul Pearson III, John Perala, Bruce Perry, Herbert G. Pfabe, Jr., William Porter, Sinclair Powell, Mike Rabin, David N. Reilly, Howard E. Reinke, John S. Rienzo, Jr., Stephen A. Roake, Elizabeth Robinson, Bobbie'dine Rodda, Michael Rose, William S. Rothermel, Richard M. Roy, Paul F. Sable, Miguel A. Sanchez, John B. Satterthwaite, Tim Schmalz, David W. Schultz, Paul T. Scupholm, Walter Seeley, Joseph F. Seitz, Frederic A. Sharf, Neal E. Sheldon, Syd Silverman, Carl L. Steig, Jonathan A. Stein, Thomas F. Stewart, Lee Stohr, Richard J. Stoltzfus, Charles Strandburg, George Tesar, Mark Thomas, Neil Thorburn, Bill Tilden, Bruce Tyndall, Z. Taylor Vinson, James K. Wagner, James A. Ward, Thomas E. Warth, Dale K. Wells, Charles L. Werly, Ed Wesley, Bill West, Jack Wilkening, Charles R. Wilmarth, Steve Wilson, A. James Wohlmuther, David M. Woodhouse, Gary J. Yelle, Karl S. Zahm, C.L. Zinn II

Obituaries

Walter R. Haessner (1935–2006)

Walter R. Haessner of Tucson, Arizona, an early member of SAH and a long-time automobile enthusiast, consultant, photographer and publisher, died December 27, 2006 after a long illness. He was 71.



Photo courtesy Dora Crow

Born in Passaic, New Jersey, on May 17, 1935, Walt grew up in Florida and served in the Marine Corps during the 1950s. After being discharged from the service, he worked as a photographer on several missile projects at Cape Canaveral. He also served as a track photographer at the 12 Hours of Sebring. Returning to his birth state of New Jersey, he founded a marketing, public relations and publishing business. He was East Coast photographer for *Sports Car Graphic* and commercial public relations director for the 12 Hours of Sebring. With the late Bill Finefrock, he produced advertising and editorial inserts for race programs and published full programs for CanAm, Trans-Am and Formula 5000 races.

Walt joined SAH in 1971. He headed public relations for SAH and for a number of years published the *Newsletter*, forerunner of *SAH Journal*. His Aztex Corporation published two Cugnot-winning books, *Mack*, by John B. Montville, in 1974 and *My Two Lives*, by Beverly Rae Kimes and Rene Dreyfus, in 1984. Additionally, *The Cameron Story*, by William T. Cameron, received an Award of Distinction in 1991.

In 1983 he founded the International Society for Vehicle Preservation, an educational organization to promote the preservation and accurate restoration of vehicles and related artifacts. In recent years, ISVP has sponsored the International Automotive Media Competition, which recog-

nizes excellence in all forms of automotive media.

Walt is survived by his wife of 52 years, Elaine C. Haessner, two daughters, Ursula Cochran, of Florida and Dora Crow, of California, a son, Walter W. Haessner, of Arizona and four grandchildren. Contributions in Walt's memory may be sent to the American Cancer Society or to St. John Lutheran Church, 140 Lexington Avenue, Passaic, NJ 07055, where his great uncle was the first pastor.

—Kit Foster

The Reverend Robert Scoon (1927–2006)

Long-time Society of Automotive Historians member *Robert Scoon* passed away at the family's summer cottage in the Bruce Peninsula, Ontario, Canada, on August 1, 2006. He was 78.

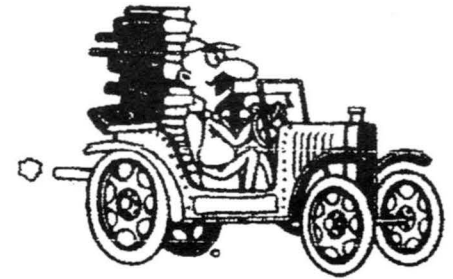
Bob was born in Burns, Wyoming, on December 29, 1927. The family subsequently moved to Cleveland, Ohio. He attended Wittenberg College, earning a degree in history, and went on to receive advanced degrees in history (University of Wyoming), library science (University of Southern California) and divinity studies (Huron College, Ontario). He was ordained in the Anglican (Episcopal) Church in 1956 and married his wife, Carole, the same year.

Bob was a man of numerous talents. After he and his family moved to Arcadia, California, in 1972, he spent many rewarding years serving as a minister in several churches in the Episcopal Diocese of Los Angeles. He also served as a librarian for over twenty years with the Los Angeles Public Library system.

Bob had a lifelong passion for railroads, restoring antique cars and automotive history (particularly of White motorcars and trucks). He appeared in several movies, driving his 1929 Ford Model A school bus! He looked forward to annual cross-country trips, driving his signature VW microbus to the cottage in Ontario and visiting fellow auto historians en route.

Bob leaves his wife, Carole, their three children and nine grandchildren.

—Sinclair Powell



25th Annual Lit Faire

The SAH Southern California Chapter will present their 25th annual Literature Faire and Exchange and Collector Car Corral on Sunday, June 24th at their *new* location: NHRA Wally Parks Museum, Fairplex, Pomona, on 1101 West McKinley Avenue.

This is where local auto writers, historians and restorers sell materials from their research libraries, and you will find out-of-print books, manuals, pins, badges, models, posters, programs, catalogs, sales brochures and memorabilia.

You can also tour the NHRA Museum, home to some of the most famous dragsters, sports cars and land speed record holders in America.

For more information contact *Bob Ewing* at (562) 693-3580.

McPherson College Offers New Auto History Course

McPherson College's antique automotive restoration program will offer a week-long seminar in automotive history to the general public during the week of June 4, 2007. The course is a new offering of the McPherson College Automotive Restoration Institute.

The course, called *Wheels in Motion, Automotive History 1770-1970*, will explore the evolution of the automobile from many perspectives, integrating traditional classroom experience with field trips to private collections. One of many highlights of the course will be the experience of rid-

ing on an exact replica of an 1886 Benz Patent Motorwagen.

The course will be taught by Luke Chennell, a graduate of McPherson's Historic Automotive Technology program and a member of the Society of Automotive Historians. Chennell has taught at McPherson for four years and has won numerous awards for his historical research and writing.

McPherson College's summer institute program was established in 2000 to allow the general public to experience the unique restoration program.

For information on the McPherson College automotive restoration program, see www.mcpherson.edu/technology/institute.asp or contact Luke Chennell, McPherson College, 1600 E Euclid, McPherson, KS 67460 (620) 242-0562, chennell@mcpherson.edu

Special Use Vehicles Reprinted

Special Use Vehicles: An Illustrated History of Unconventional Cars and Trucks Worldwide, by George W. Green, has been reprinted in a soft-cover edition. The book is published by McFarland & Company.

Auto Literature Collection for Sale

John Satterthwaite and his wife are currently in the process of moving to a retirement community. In his new home he will not have space for his extensive collection of automotive magazines, books, ads, newspaper clippings and miscellaneous items. John would prefer to move the entire collection "once and done," but he will consider offers for substantial portions of the collection. Above all he wants to place it with those who would appreciate its contents.

The estimated 3,300 magazines include *Road & Track*, *Motor Trend* and *Collectible Automobile*, as well as *Sports & Exotics*, *British Car & Bike*, *Classiques* and *Road Test*.

Among the more than 100 books

offered are *Six Men Who Built the Auto Industry*, *The Floyd Clymer Series*, *Hail to the Jeep*, *We at Porsche*, *Carriages Without Horses* and *Chronicle of Autos: 1893-1946*.

John is open to offers from hobbyists and dealers. He lives in Narberth, Pennsylvania and can be reached at (610) 664-9722.

It Seems Like Yesterday—McCahill and His Competitors

"Apparently the 1946 Chevrolet didn't over-tax the Chevrolet engineers and designers too much . . . The car is practically a carbon copy of the 1942 model." Typical Tom McCahill, in the March 1946 *Mechanics Illustrated*, at the beginning of his long career with *MI*.

Tom never lost his zest, candor or his appreciation for blue-collar cars like the Chevy and Plymouth and especially Ford, even after he had moved on to owning fancier machinery. Nor did he ever lose his taste for exotics, like an early Aston Martin which nearly killed him, or eccentricities such as King Midgets and the Triumph Mayflower. And readers loved what they read.

So, while it took some time, it was inevitable that *MI*'s two major competitors, *Popular Science* and *Popular Mechanics*, would eventually respond with personalities of their own.

First out of the box was *PS*, which hired Indianapolis 500 winner Wilbur Shaw, put him on the cover of the September 1950 issue and invited readers inside to "Take a Ride in the '51 Packard." Shaw's format was similar to McCahill's, combining engineering commentary with road testing. The Packard was driven on the company's proving grounds track, where Shaw talked into a recorder on the front seat. "We're coming off the bank . . . it's 110 on the speedometer . . . That's probably a good honest 100."

Through much of 1951, Shaw eschewed timed acceleration tests; a February '51 Plymouth test mentioned neither acceleration nor top speed. Here Wilbur was behind Tom, who,

in the March '51 *MI*, ran acceleration tests on a Hydra-Matic-equipped Hudson Hornet, clocking the benchmark 0-60 run in 13.6 seconds.

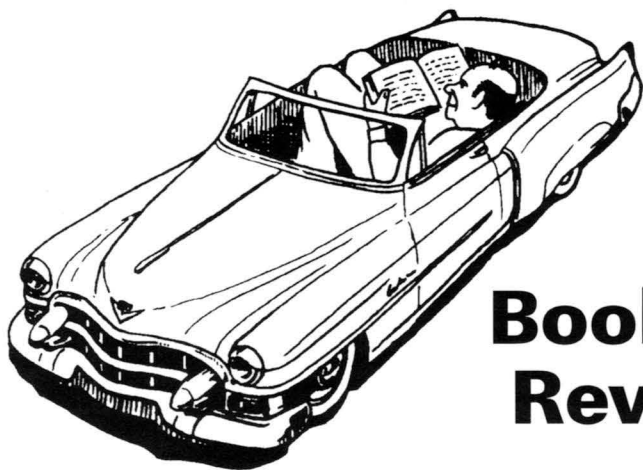
By that September Shaw was journalistically up to speed. In what must have been one of the first "comparos," he drove a Muntz Jet, flathead Lincoln V8-powered, a Nash-Healey, with the accelerator between the clutch and brake pedals, and the Jaguar XK-120 Roadster. In the Nash: ". . . there's 60 at 8.6 seconds . . . 5 seconds better than the fastest stock car I've ever driven." The Jag was slower, 8.9 seconds to 60, the same as the Muntz. The Muntz had an interior feature that endures: a storage console between the front seats.

Popular Mechanics was in the game by this time, with its own luminary, Floyd Clymer. In its introduction to Floyd's first report in January 1951 an editor wrote, he "grew up with the automobile and has conducted hundreds of tests and surveys."

That's where the *PM* reports differed. In addition to Clymer's road tests, *PM* added extensive owners' surveys, which still offer fascinating insights into what these cars were like when they really were "daily drivers." Clymer's road runs were humdingers. While Shaw often tested at the Indianapolis track and McCahill occasionally reported on long trips to Florida from his New Jersey home, Clymer almost always went cross-country. His first, in a 1951 Nash Rambler, was from Kenosha, Wisconsin, to Los Angeles via Pike's Peak. The emphasis seemed to be on fast travel, under what we would consider today horrendous safety conditions, on pre-Interstate highways. But to a former motorcycle racer, it must have seemed like a piece of cake.

Of this dynamic trio, Shaw was the first to pass from the scene, in a plane crash in October, 1954. Clymer passed away in 1970, having left *PM*'s car reviews to others later in the '50s. Uncle Tom followed in 1975, followed

continued on page 14



Book Reviews

Welcome Aboard the GM New Look Bus, by John H. McKane and Gerald L. Squier, 2006, ISBN 1-58388-167-0. Softbound, 126 pages, 170 illustrations, 73 color photos. Iconografix, P.O. Box 446, Hudson, WI 54016 \$32.95

Radical styling was a hallmark of most General Motors cars for 1959, and so it was for a new series of transit coaches launched by GMC Truck & Coach the same year. Starting with the TDH-5301, these coaches—coined the New Look by all and the “fish-bowl” by those outside of GM—would quickly become a staple of the North American transit industry.

The New Look, unlike its automotive cousins, hasn't been the subject of countless books or magazine stories. A new piece, *Welcome Aboard the GM New Look Bus*, by John McKane and Gerald Squier, attempts to fill this gap with a thorough account of the coach and its offshoots, including both the New Look Articulated and the Classic.

This is the second book on the New Look co-authored by the late Mr. McKane, who previously authored *The General Motors New Look Coach Photo Archive* for Iconografix in 1999. While *Welcome Aboard* is actually a page shorter in length than its predecessor, it delivers a much more detailed and encompassing historical account of its three-decade production run.

Perhaps the greatest contributing factor is that the book is not written

in a “photo archive” format. These types of publications, long a hallmark of the Iconografix portfolio, severely restrict written information to a mere two-page introduction and brief photo captions for each image. *Welcome Aboard* focuses first on written history and subsequently provides more coverage of design changes, field problems, notable orders and corporate history than its predecessor.

To the authors' credit, the history of the coach is now told in a chronological timeframe, with Canadian models incorporated as a parallel to those built in Pontiac. The first two chapters give a concise contextual history of GM's coach operations and, with few exceptions, the remaining sections are organized by each design change, or “series.” An appendix consisting of both production figures and short accounts of GM's Turbo-Cruiser experimental coaches is also included.

There are some information gaps, however. For instance, while considerable technical detail is included on the advent of the light-duty, 30-foot TDH and TGH 3301 and '02 coaches, there's not a word as to why these coaches were cancelled after only four years of production; nor is there any rationale given as to why GM didn't build these models in Canada.

Also, the book contains more than 170 illustrations, yet the only color images included are assembled in a 23-page section at the end of the book. While it can be argued that many photos from GM Engineering

were taken in black and white, both color sales literature and coaches photographed after the advent of Kodachrome would perhaps best be represented in full color, particularly at this price.

These flaws aside, this may be the most comprehensive and well-written piece on the New Look, let alone any transit bus. It would make a welcome piece to the library of the historian or enthusiast alike.

—Evan McCausland

Hugh Chalmers, The Man and His Car, by David Chalmers Hammond. Softcover, 152 pages. From Dave Chalmers, 110 Sourwood Drive, Hatboro, PA 19040 Priority mail \$32, regular mail \$28.50

Full Disclosure: My Hudson research revealed a lot about Hugh Chalmers from 1908–10. I corresponded with the author, Chalmers' grandson, for several years before his onset of Alzheimer's. We discussed Chalmers' anti-trust testimony, the racing records that are only briefly mentioned and the Employers Association of Detroit. I thought something wrong when he declined some patent information. About a year later the “sorry I have Alzheimer's” letter appeared. His family did not consult further. Dave Hammond passed away in June 2006 from head injuries in a fall. The edition is available from his son.

I admired Chalmers' willingness to testify repeatedly in court against National Cash Register. Actually I suspected Hugh Chalmers was squeezed by the Feds to testify for his unethical business sales practices. Bad guess. The book does go into slight detail about some of the company's vicious goals, and as the number-two official Chalmers certainly had to bear a large part of the blame. At \$72K salary he was one of highest paid managers in the industry. It was smash-mouth capitalism in the monopoly era and NCR excelled at it.

This version notes Chalmers undated departure and discounts this theory. He was forced out of NCR for complaining about nutritionalist Charles Palmer's influence. Chalmers formed his own cash register company and started a state anti-trust complaint by his American Cash Register as a pay back. Soon the Feds got involved. Unmentioned are details of Chalmers' testimony. The family claims Chalmers had nothing to do with the federal complaint, but he testified for years, perhaps with relish instead of duress.

There are plenty of nits to pick with such a family edition. I admit that some of the Chalmers advertising is good, but the claim that he "revolutionized auto advertising" is too big of a chew to swallow. Unmentioned is Chalmers' early ad agency, Lord & Thomas, run by Albert Lasker, that had been successful with the "story" for over a decade with various products.

Howard Coffin didn't graduate from the University of Michigan but received an Honorary Degree after large contributions many years later. The book seems to credit Chalmers, not Coffin, for material handling devices that were patented in 1909 and used until 1917 when the moving assembly line was adapted. One device had a "Ferris wheel" to turn over the chassis after the lower components were installed.

Ford started the progressive moving assembly line and by early 1916 eight to ten domestic auto manufacturers used the system according to *Motor Age*. Chalmers was late to the game. An extensive article featured Maxwell, whose 800 feet of line turned a bare chassis into a finished car in three and one-quarter hours. The fine print reveals that this included painting the frame and 30 minutes in the baking oven on 100 feet of track that moved 40 inches a minute. All these lines were based on a chain with a hook to pull along a dolly called a "truck" down a track. As for the "Ferris wheel" frame rotator, it differed from

Maxwell's two man "flopper" team rig, certainly suggesting a savings in labor.

Hugh Chalmers was head of the Detroit Employers Association-Automotive Division during 1910-12. His role is glossed over as being a workers' advocate. Advertising in 191 cities in 1910 brought to Detroit 20,000 "open shop" southerners, "men without families preferred," designed to break the early auto employee unionism. The Industrial Workers of the World union (the "Wobblies,") was the most active group at the time. A "blacklist" of employees was an important part of the DEA. Chalmers advocated a washed-out version of the company town by suggesting workers live close to the factory because public transportation was nonexistent. He had to be involved with establishing housing because there was no place to live. Within three years 25 square miles of housing and a few slums were added to Detroit. There is no mention of Chalmers negative comments concerning Ford's famous \$5 for an eight-hour day.

I found it interesting that Chalmers kept expanding the old Thomas-Detroit factory and vertically integrating it like a small River Rouge Ford plant. By 1914 pig iron went to the foundry where engine and driveline parts were cast and machined completely in-house. Chalmers is credited with introducing the concept to Detroit. Eastern luxury makes like Locomobile bragged about their in-house capabilities for many years. The factory's large overhead undoubtedly contributed to the later financial difficulties.

The basic 1906-10 events are lifted from J.C. Long's 1945 Roy D. Chapin biography without credit. Nearly two pages of bibliography indicate a wide variety of consulted libraries, archives and family sources. Except for a 1962 biography of Thomas Watson, all the books appear to be quite new. The few photos are uncredited; no footnotes or index.

Hammond missed the fact that Chief Engineer George Dunham, who

filed the patents, created the overhead cam Model 32-A and 32-B. He suggests "production difficulties" caused this to be the shortest engine run of the company. This tends to amplify another one of his conclusions that once the Hudson gang left, Chalmers had problems hiring appropriate employees. I agree.

One reason for this is the new revelation about Chalmers' recurring health problem. Mayo Clinic records indicated his first stay in 1914 for a bad stomach; it is here he had a good gallbladder removed. The next year he returned with the same complaint but was treated for depression and anxiety. In 1919 he spent a month recovering from a stomach bypass and returned again in 1927 and 1929. He died in 1932 at age 59.

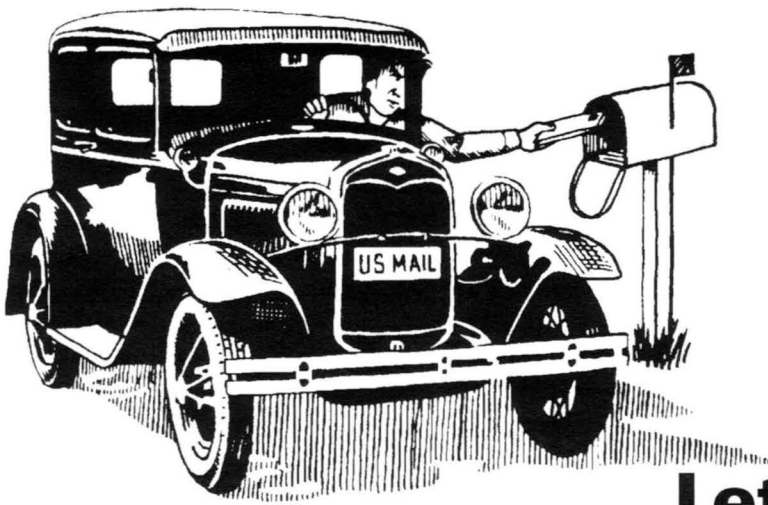
This volume has nice, large clean type on excellent heavy paper, but its binding durability is questionable. This is far from the quintessential Chalmers biography, but it is better than anything done so far and will serve for a couple of decades as an outline for future historians. It's a cheap modern classic.

—D.J. Kava

Origin of the Checker Flag: A Search for Racing's Holy Grail, by Fred R. Egloff, 2006. ISBN 0-9785633-0-1. Softbound, 36 pages, 7 photographs and illustrations. International Motor Racing Research Center, 610 S. Decatur St., Watkins Glen, NY 14891-1613. (607) 535-9044. www.racingarchives.org. \$20.00 plus \$3.00 shipping.

This is a slender book of significant import. After decades of automobile historians wondering among themselves, the mystery of the checkered flag's origins has been solved. Three cheers to *Fred Egloff*. Interestingly, Fred says the impetus to conduct the lengthy and painstaking research necessary to solve the mystery was a question asked him by René Dreyfus

continued on page 15



Letters

Stoewer Production

As regards the Gardner front-wheel drive and Stoewer ("Letters," *Journal* 226), Fred Summers notes that production commenced at the Stoewer Werke in 1932. The model referred to was the R140 with a 1355cc engine. Production began in October 1932 and ran into 1933 with 220 cars built in 1932 and an additional 880 in 1933.

The engine was then up-rated to 1466cc during 1933, and production of this version was 1,210 cars in 1933 and 1934. The same 1466cc engine with higher power output (35PS) was used in the R150 built in 1934 and 1935, of which 1,150 were produced.

Completing the range was the R180 built during 1935 with an 1769cc engine on a longer wheelbase. Production totaled 300 cars.

Total Stoewer civil production between 1919 and 1940 was just over 21,560 cars. An additional 7,500 vehicles were built from 1936 to 1944 for the German forces.

—Michael C. McGowan

More on the Stoewer

The letter from Fred Summers in *Journal* 226 regarding the connection between Gardner and Stoewer was very interesting. I have nothing to add to this part, but when it comes to the fate of Stoewer, some additional information may be of interest. Stettin was not located in East Germany after WWII, but in Poland. The Stoewer

factory was not bombed. According to Werner Oswald's *Deutsche Autos 1920–1945*, the production equipment in the Stoewer factory was dismantled (probably by the Soviets) but not put to new use. The empty factory was later used for motorcycle production, then for production of parts for the Polski Fiat automobile.

By the way, here in Norway Stoewer was running advertisements seeking a distributor for their Sedina and Arkona passenger cars as late as March 1940. On April 9th, Norway was invaded by Germany.

—Asbjorn Rolseth

Editor's Note: Fred Summers sent along a note about a voice mail he received after his letter appeared in the *Journal*. A gentleman, who did not leave his name, recalled that as a young boy in Stettin he watched as Stoewers passed his house daily on the way to the railroad yard for transport. He remembered an elder pointing out the "Amerikanner F.W.D. car."

Among the Worst of Academic Experiences

Our esteemed President gives us such a dream! I don't know his background, but his terminology suggests some familiarity with university curricula matters. Had he the experience I have had—40 years at 12 various institutions including the best (Columbia, Stanford) and a few not so good, he would pale before his own sugges-

tion. To get a single new course approved at most of academia is a long and hard-fought process, often bitter. Curriculum ranks second only to tenure among the worst of academic experiences. The fact is, very few institutions have anything more specialized than a degree in History. No degree in American History or European History or Modern History.

The situation is the same in most other fields. As he notes, such specialized degrees cannot be supported, even at our richest or largest institutions. Let us, instead, set our sights simply at producing more history majors, especially in grad schools, with a specialization in automotive history.

I should note that there has been some progress in some areas. At one post I held not long ago, the Art Department was in a "College of Environmental Design" that included Landscape Architecture and other fields and the Dean actually recognized my research in automotive history as legitimate scholarly work for an art historian whose major field is Italian Renaissance!

But it would be quite impossible to establish a sequence of courses on automotive history at this same institution for the reasons cited.

—Michael A. Jacobsen

A Step in the Right Direction

As a graduate of McPherson College's Automotive Restoration Technology program (2002), I read your column in the January-February *SAH Journal* with great interest. It might interest you that, since 2002, McPherson College has shifted this program from a two-year associate degree to a four-year baccalaureate degree program, and that the college now offers several interdisciplinary options besides the basic Automotive Restoration Technology degree.

One of those options is called "Historic Automotive Technology." As outlined on McPherson College's web site (www.mcpherson.edu), its goal is "to develop graduates who are pre-

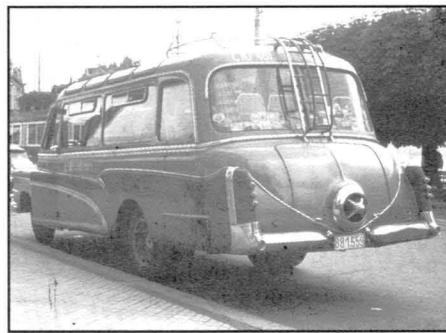
pared for professional pursuits in the area of automotive history and/or graduate study.” This program consists of 38 hours of auto restoration technology core courses, 12 hours of history core courses and a minimum of six hours of history electives. While it is not an automotive history degree in the sense that you have proposed, it does represent an effort to bring the two disciplines together, and might be viewed as a step in the direction toward an automotive history degree. It may be that McPherson College could be the institution that develops such a degree program, perhaps in collaboration with the Society of Automotive Historians.

—Joel D. Keefer

It's a Sabre!

Regarding the photo on the back cover of the Jan/Feb 2007 *SAH Journal*, it's a 1952 Esclassan cabriolet on a Salmson chassis. Henri Esclassan ran a small factory in the Paris suburb of Boulogne-Billancourt. Esclassan's main occupation, both before and after the war, had to do with turning out sheetmetal stampings for various French automakers. He entertained dreams, though, of becoming a coachbuilder and, in 1948, registered the name Carrosserie Splendilux.

In 1951 GM shipped the LeSabre over to Europe and displayed it, among other places, at the Paris and Brussels motor shows. Henri Esclassan saw the car, was suitably impressed, and decided that it represented not just the future but the per-



Rear view of tourist bus. Photo courtesy Michael Lamm

fect model for imitation. He believed that if he could produce a series of LeSabre lookalikes, his coachbuilding enterprise might prosper.

Esclassan chose for this project two French Salmson G72/3 chassis, VIN 72.585 and 72.586, both delivered to his shops in October 1951. Salmson at that time used a twincam, 2.3-liter, six-cylinder engine producing 72 bhp. One of the resulting Esclassan “Sabres,” as they came to be called, was painted a metallic silver-blue, the other yellow. Each differed slightly in appearance, but both copied the GM LeSabre in as many particulars as practical.

Henri Esclassan personally drove the silver-blue car for a time and displayed it at the 1952 Bois de Boulogne concours d'Elegance. The car was officially presented there by French movie actress Paulette Goddard and her daughter. As a result of this exposure, the silver-blue Sabre appeared on the cover of *L'Automobile* in August 1952.

Esclassan subsequently sold the silver-blue Sabre to a suburban Paris Salmson dealer named Lanchon, who drove the car south on vacation and ultimately wrapped it around a tree in the Vaucluse department of Provence.

The yellow Esclassan Sabre, meanwhile, was sold to a gentleman from Neuilly, who presented it at another concours d'Elegance, this one at the Grignon school. The new owner drove this yellow car regularly, displayed it at the 1955 Paris auto show, and then, years later, after many miles, finally scrapped it.

I've found at least a dozen cars

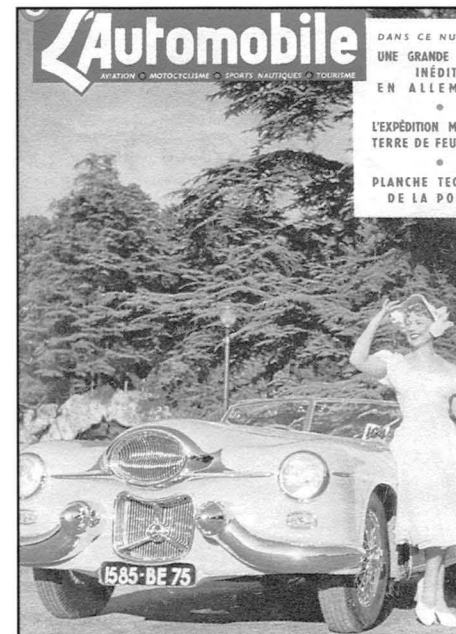


Photo courtesy Claude Rouxel

from the early 1950s that copied the Harley Earl LeSabre's lines. Most copies were done by Spohn for American servicemen. There was also at least one Swiss tourist bus that emulated the LeSabre. I photographed it in Switzerland in 1952 or '53, when I was a teenager. The design absolutely floored me. I've never seen any other pictures of this bus and wonder what ever happened to it.

I understand that *Collectible Automobile* will soon publish an article about LeSabre lookalikes.

—Michael Lamm

And the Yellow One at That

The unidentified car on the last page of *Journal* 226 is a Salmson G72, body by the carrossier Esclassan. Two examples of the “Le Sabre” were constructed: a yellow one (Chassis No. 72 585) and one in blue-shaded gray (Chassis No. 72 586). There is little difference between the two except for the inclination of the entrance to the “turbine” and the trailing edge of the rear fenders.

It has always been difficult for me to distinguish the original from the two copies. The first criterion is the presence of the “Scintex” turn signals under the headlamps which are

continued on page 13

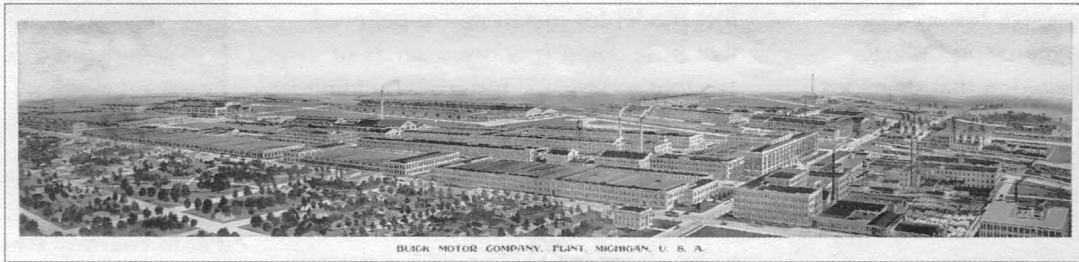


LeSabre emulating tourist bus. Photo courtesy Michael Lamm

A One-Time Offer for Buick Lovers!

Limited Edition Reprint of a Rare Full-Color Mural of The Buick Motor Company Factory Plant

circa 1917-1918



- This rare original print, done in amazing detail and full-color, was produced in limited quantities at the Meinzinger Studio of Detroit in 1917 or 1918.
- Especially for Buick lovers, a limited number of full-color reproductions are being reprinted at Douglas Photographic Imaging, using archival-quality photographic paper.
- The large full size mural is 13.5" x 58". A smaller version (30" in length) is also being offered.
- Cost is \$79.95 each for either size. Shipping is \$9.95 for the first print. Additional prints may be ordered and shipped in the same tube, to the same address, at no additional charge. Lamination is optional at no additional cost.

*All profits will be donated to the
Buick Heritage Alliance and Society of Automotive Historians*

ORDER BY MAY 15, 2007
(Allow 3-4 weeks for delivery)

_____ Yes, I want to order a large reproduction (13.5" x 58") @ \$79.95 each
How Many? _____ Laminated? _____

Cost \$ _____

_____ Yes, I want to order a small reproduction (30" in length) @ \$79.95 each
How Many? _____ Laminated? _____

Cost \$ _____

My mailing address and contact info is:

Name _____

Street address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Plus Postage: \$9.95

TOTAL COST: _____

Send order form and check to:
Terry Wiegand
210 East Avenue F
South Hutchinson, KS 67505-2038
Phone: (620) 665-7672
Email: thewiegandcompany@prodigy.net

Letters continued from page 11

Marchal and the second is the two-piece windshield; Saint-Gobain not knowing how to make a deeply curved one.

The one in the *SAH Journal* appears to me to be the yellow one because the entrance to the “turbine” seems to aim at the height of telephone poles and the rear fenders seem very Cadillac. You will notice, on the table of the stand, the bouquet, implying that Mme Esclassan is present.

—*Jacques Fritsch*
Co-founder, *Amicale Salmson*
(translated by Taylor Vinson)

Editor's Note: Members were quick to jump in and identify the mystery car as a 1952 Esclassan cabriolet on a Salmson chassis. I want to thank everyone who took the time to write or e-mail. *Fred Crismon* provided this additional information about the Spohn:

“I saw several Spohns in Germany in the early '60s, most of which were built for American military customers on recycled U.S. chassis. Apparently Spohn really liked the LeSabre, and all of the cars I saw were based on the LeSabre. Although a few were rather tacky, several were more restrained and quite nice. It depended on what the customer wanted. I remember seeing a couple on a Ford V-8 chassis, and at least one on a six-cylinder Plymouth. They were not small cars.

“The Spohn Carrossiere shop was in Ravensburg and it existed before the war and did some magnificent bodies on Voisin and Maybach among others.”

Briggs & Stratton

A regional newspaper here in Australia recently carried an advertorial entitled, “Briggs & Stratton 98 Years Strong and Powering On.” Amongst the usual syrupy blurb were some statements which could be described as historical facts and claims. As the veracity of historical fact within such

material has to be treated with a degree of caution, I am placing this material before the membership for its considered opinion.

“The original Mr. Briggs and Mr. Stratton aspired to be automobile manufacturers. Events and opportunities conspired to alter their plans, but when it came to distribution, parts and service, they didn't think like small-engine people—they still thought like car manufacturers and so placed a bigger emphasis on what happened after the sale of the engine.”

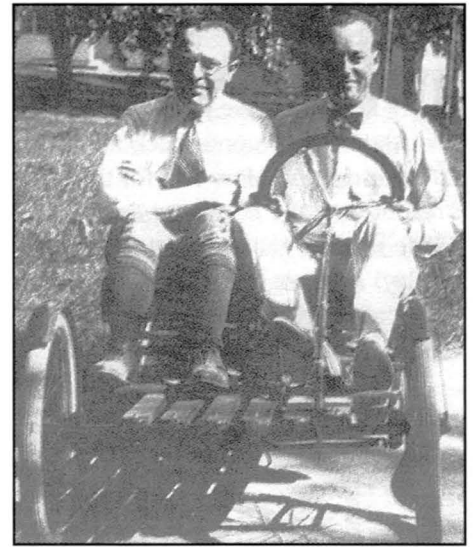
The feature was accompanied by a photograph of a large touring car of about 1908, which is referred to as a “Briggs & Stratton motor vehicle.”

The entry on Briggs & Stratton in C.H. Wendel's *American Gasoline Engines Since 1872* (Crestline 1983) could be taken to support some of the above as it states that Stephen R. Briggs and Harry Stratton formed their company in 1908 with the view to producing a car with a six-cylinder, two-stroke engine, “which never left the shop.”

I have enclosed a photograph of two men aboard a Briggs & Stratton Flyer. They are stated to be Mr. Briggs and Mr. Stratton. Can anyone confirm this identification?

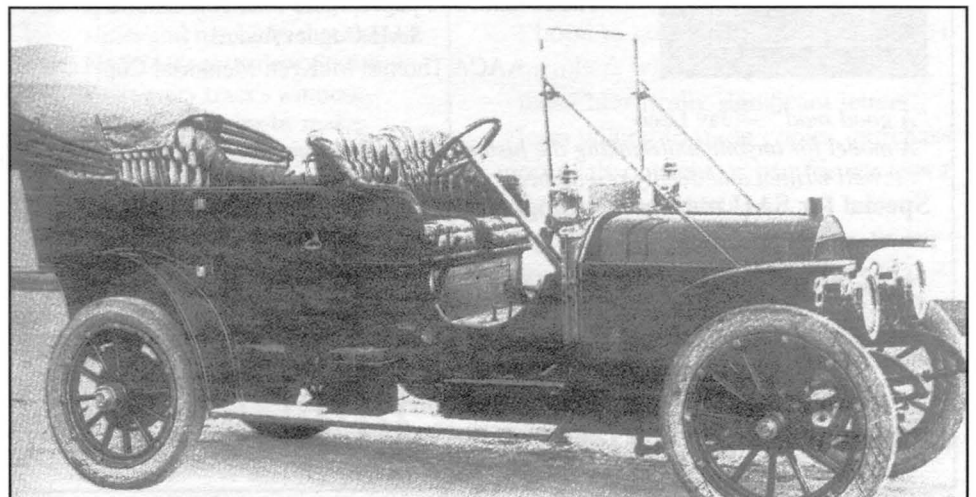
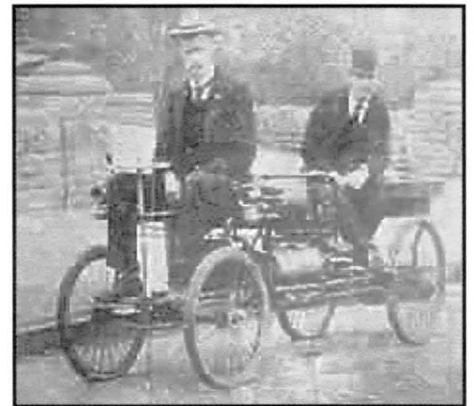
Also enclosed is a photo of the large touring car with a request for any comments members might care to make about it.

—*Max Gregory*



Another Mystery Vehicle

Albert Mroz sent in the picture below of what appears to be an 1890s vehicle. *Albert* said the photo was found in Cleveland, but this was probably a poor clue. Also poor, unfortunately, is the quality of the photograph. Can anyone identify this mystery vehicle?



SAH News continued from page 7

lowed by the magazine that could not last without him.

Reading these three distinct personalities each month back then was a pure delight. More fun for this reader than the corporate consensus style that the buff books feature today. And not one of them ever said, after a few paragraphs, "For more information, go online."

Thanks to Donald Davidson of the Indianapolis Motor Speedway museum for information on Floyd

• Clymer.

—Pete Whittier

For Extra Credit

Beverly Rae Kimes sent in the photo below and the one that appears on the back cover. Are they one and the same car?



90 Years Ago

Leroy Cole has been rummaging through some very old newspapers in his never-ending search for material on the Cole automobile. He recently sent the *Journal* clippings from the March 18 and March 25, 1917 editions of the *San Francisco Chronicle*.

1917 was a good year for automobile manufacturers. Ford was putting out 3,000 cars a day but could not keep ahead of orders. Locally, H.B. Rector, the Marmon distributor for Northern California, found it difficult to hold on to demonstrator cars.

"Orders have been coming in so fast that we have had to simply hold on to our demonstrating cars by main force," said L.E. Townsley, sales manager. "Several of our subagents have had the same difficulty. One of them sold his demonstrating car to a man who had to have an automobile at once and then came out to San Francisco to drive another car out. A friend came with him on the trip and bought the second demonstrating car before it was driven out of our sales room."

One man who had no trouble getting a car actually had seven of them. Fernando Nelson owned a car for each of the members of his family. They were of various makes and

models ranging from a roadster to a large touring car, but Nelson had one decided preference.

"I have had my Moon car for six years and right today I will take it out and climb hills with anyone in any car in the city. It certainly is one hill climber."

It seems that in 1917 buyers were finding Moons and other makes more reliable. A story headlined "New Cars Not Experiments Now" stated, "The vast improvements of the past five years in car building have brought to pass what closely approaches the ultimate car. In power plant, electrical equipment, mechanical construction and external equipment, it is like attempting to draw the camel through the needle's eye to find opportunity for betterments." Strange analogy.

Another article warned, "Beauty of Car Is Problem Now," explaining that manufacturers now had to make the car attractive, comfortable and pleasing to the motorist. For the salesman it meant different questions to answer and a different class of "prospects" to sell, according to M.M. Hartmann of Elgin distributor Hartmann Motor Sales.

Those "prospects" included women, such as Miss Gertrude Heilfron who recently purchased a Velie Six. Although Miss Heilfron had only owned a car four weeks she was already a capable driver and could manage the car through the heavy downtown traffic with the same ease as an old experienced motorist.

"It's all in the Velie," declared Miss Heilfron. "I have had no difficulty with the car at all, and it lives up to the promises made to me by the salesman, that it was one of the easiest cars for a woman to operate."

With cars more reliable, motorists were pushing the envelope. In another article Mr. and Mrs. Everett Moore told of their just completed "leisurely conducted jaunt of some 6,500 miles across the continent during which they had not once spent a night under a roof."



The Stanley Steamer: America's Legendary Steam Car by Kit Foster

Hardbound, 548 pages, more than 500 historic photos
SAH Cugnot Award,
ACA Thomas McKean Memorial Cup

"A good read" — Jay Leno

"A model for anyone undertaking the history of a make of car" — SAH Journal

". . . well written and deeply researched" — Automobile magazine

Special for SAH members: autographed copy \$69.95 postpaid in USA

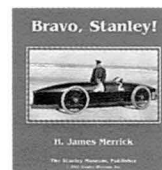
Companion volume

Bravo Stanley by H. James Merrick The Stanley Speed Records at Ormond Beach

Softbound, 176 pages, 145 historic photos

SAH special: \$19.95 postpaid in USA

Checks to Kit Foster, 1102 Long Cove Rd., Gales Ferry, CT 06335



Mr. Moore had bought a Paige in October 1915 while living in Newport, Vermont, but finding that in six weeks or so the rigors of the New England climate would make motoring disagreeable if not impossible for many months, he determined that as soon as convenient he would motor away from there to the sections of the country where the delights of the automobile can be enjoyed year around.

The couple started out in June 1916 and nine months later "a travel-stained roadster rolled briskly into Los Angeles with a record that will doubtless warm the pride of its maker and also arouse the envy of many a motorist who is longing for various reasons to go out and do likewise." So said George Erlin, of Reliance Automobile, local distributor of Paige cars.

Editor's Note: Leroy has offered to send me more clippings of these contemporary accounts of automobiles and motoring for future issues.

Reviews continued from page 9
at Elkhart in 1987. René had asked me the same question some two decades earlier, and doubtless a bunch of other historians before and after. We could guess but none of us really had a clue.

Since the publisher issued a press release noting that Packard's Sydney Waldon was the first to use a checker flag at the "checking station" to dissuade speeding on the course along an early Glidden Tour, I'll tell you that much. But I won't give you the first race. The fascination with this book is not the answer so much as how Fred came to the conclusion, and what follows the revelation. I'll give away only one surprise: Louis Wagner's lengthy and gloriously dramatic story of how he won the Vanderbilt, which appeared in a general interest magazine in 1907 and which was new to me. I love it when somebody shows me something I had never seen before on a subject I've

been reading about for eons.

Renowned as a historian of the American West, Fred Egloff has been racing in and researching motor sport for years. As noted above, this book has been published by the International Motor Racing Research Center, the still young, ambitious and already estimable repository of history at Watkins Glen. Three cheers to the Center, too.

—Beverly Rae Kimes

The Billboard

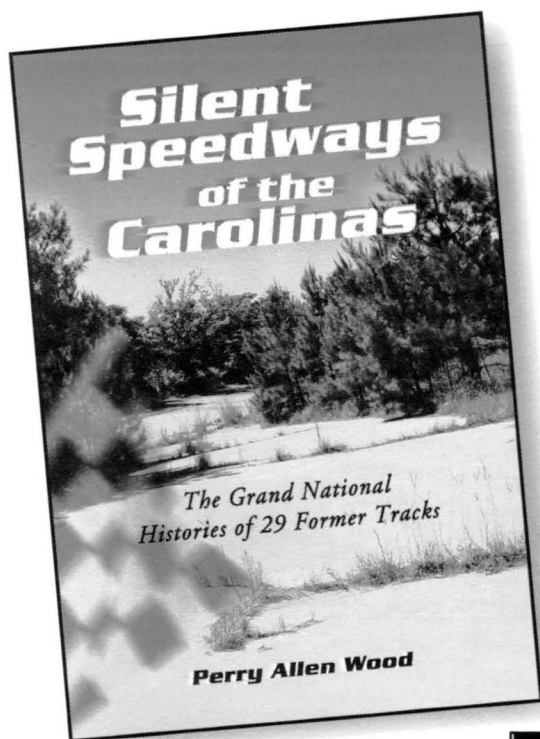
Letters Wanted Chevrolet Motor Division of General Motors Corporation communicated to its dealer network and employees with printed letters. These letters were usually marked by the logos of their origination, such as "Central Office," or by type, such as "Distribution." To the serious historian these letters help explain how the organization functioned or why things became the way they were. These letters vary in subject matter from problems in the vehicle distribution system caused by shortages or strikes by suppliers to the model and price (FOB Detroit) for a vehicle provided to a television game show. These letters also include announcements of new policies, clarification or modification of old policies and even contests for salesmen. I have hundreds of these letters, but I know that there are hundreds more. I hope to correspond with other SAH members who also possess some of these historically significant letters. I am willing to trade copies, purchase originals outright or pay for copies of those letters which I do not have.

A.J. Ball, 1775 Manor Drive, Santa Rosa, CA 95403, (707) 542-9441

Swappers Wanted *Automobile*

Quarterly Swap, one for one? I have dupes of 2/3, 5/3, 18/3, 20/1, 27/2.

Email for list of my needs. **Kit Foster**
kit@kitfoster.com



This is the story of every track in North and South Carolina that held at least one big time NASCAR race through 1971, but is no longer used for racing. Some are one-race wonders, while others are as much racing legends as the sport's past champions. Chapters cover each track's history, from early background through its racing years to its current status. Included are the thrilling tales of the personalities and machines that shaped NASCAR's early days. Statistics chart every track's winners, records, and wins by make. Nearly 150 photos give the reader a virtual tour of speedways that are often inaccessible or have vanished.

308 pages \$35 softcover (7 x 10)
151 photos, bibliography, index
ISBN 978-0-7864-2817-5 2007



McFarland

Box 611, Jefferson NC 28640 • Orders 800-253-2187 • FAX 336-246-4403 • www.mcfarlandpub.com

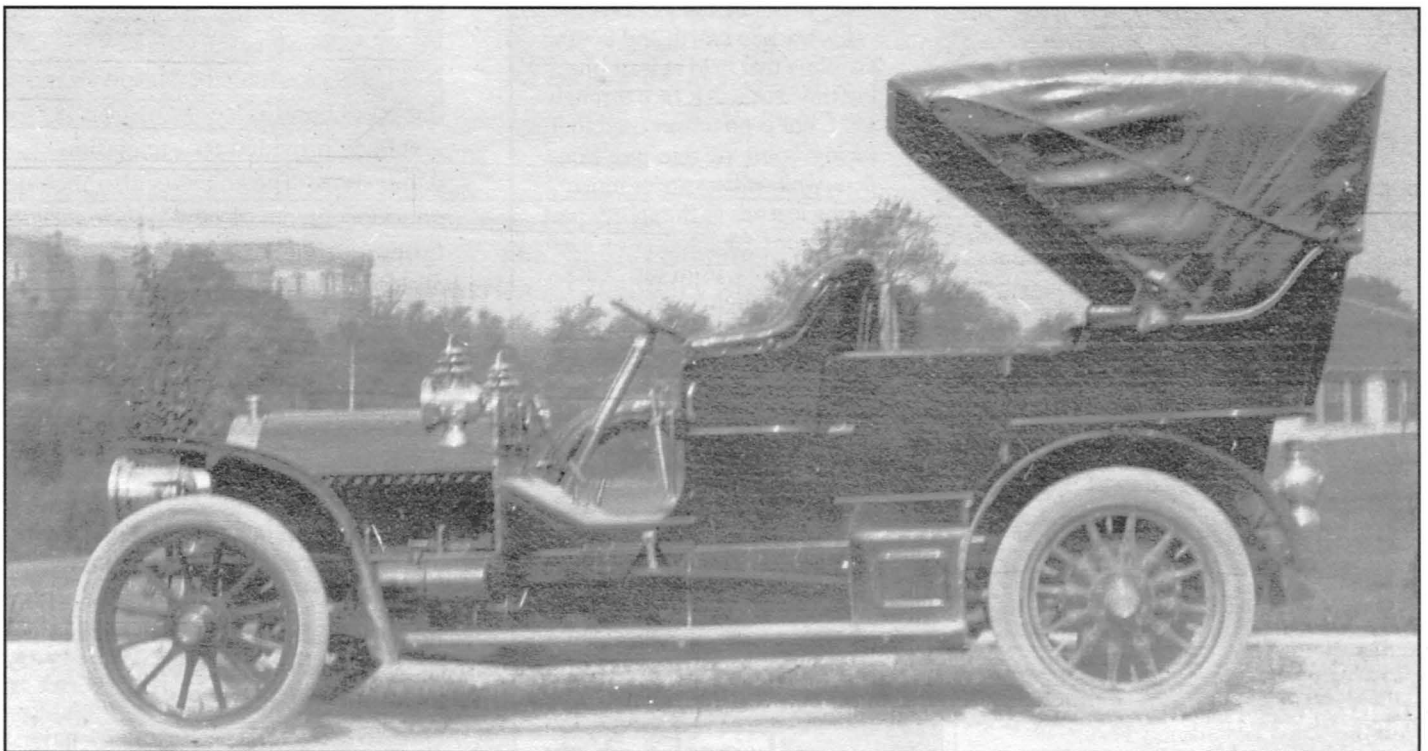
SAH Journal

The Society of Automotive Historians, Inc.
Issue 227
March-April 2007



FIRST CLASS
PRESORT
U.S. Postage
PAID
Hartford, CT
Permit #751

The Society of Automotive Historians, Inc.
37 Wyndwood Road
West Hartford, CT 06107



SPRING . . . EASTER . . . EASTER BONNETS. That's what came to mind when I saw this Brass Era specimen. It looks all ready to lead an Easter parade. Of course, sometimes it rains on your parade (see photo on page 14). Are the cars in the photos one and the same and can a member provide a year and make for this mystery car(s)? *Photos courtesy of Beverly Rae Kimes*