

SAH Journal

The Society of Automotive Historians, Inc.
Issue 229 July–August 2007



www.autohistory.org

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Registration for Annual Banquet
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Silent Auction Catalog
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Judging Cars (a Little) Differently

By Michael Bromley

Believe it or not, the academics have theorized about old-car lovers. Using Weberian analysis of the “zweckrationalitat” and “wertrationalitat” in order to discern rationality or passion in car collecting, a 1980 doctoral thesis by Dale Dannefer studied the “socialization” and “consciousness” of antique-car buffs. As the now Professor Dannefer states on his web page, his study proved that “vintage automobile enthusiasts” really don’t choose their passion, rather, their interest is “governed by social forces ranging from family composition to corporate advertising.”

Now, one of the nice things about being an historian is the privilege of recognizing structuralism without the obligatory tribute of assigning everything to it. That is, the historian may actually believe in choice.

My own entry into automotive history has its social constructions, certainly, but no theory can ever account for the strange impact and wonderful consequence of my fluke collision with Ken Purdy’s *The Kings of the Road*. So to uphold historical choice, and our common love for great cars, I should like to add free will to the ways that we presently judge automobiles, something our sociologist friend says comes to us from causes beyond our choosing and control.

Hopefully the summer arrived for you as free of these burdensome thoughts as it was for me as I headed off to my first meet of the season. Looking back now, I see that there was a sort of structuralism behind my wandering the automotive fields of Sully Plantation in Virginia: I didn’t know it at the time, but my lady, Terry, who insisted that we go, held an ulterior motive of finding a ‘52 pickup—any make—so long as it was painted that particular blue.

So there I am, amidst T’s and muscle cars, looking over a magnificent ‘49 Hudson Commodore, and I’m shaking my head and trading “oohs” with Terry and another amazed onlooker. Only, my “oohs” intermix with under-my-breath curses directed at Harry Truman. As my history crosses with the magnificent aesthetics before me, Truman’s “Regulation W” credit restrictions and continuing wartime wage and price controls and materials allocations morph this fabulous example of a post-war Hudson into not just a beautiful survivor but an enduring apparition of that glorious and doomed make. A brave survivor of the Great Depression, Hudson would soon enough be forced into consolidation and Detroit sameness, and the happy, confident moment of 1949 erased. Thus my historical sensitivity for this fine example of what could have been: an enduring, flexible and independent competition that is crucial for the good health of the American automobile.

Elsewhere came another historical crash in the form of a Corvair Monza. The owner eagerly talked air cooled, swing axles and Ralph Nader with me, and we both shook our heads at the car’s stolen potential. But I found myself thinking beyond Ralph and rear-engined imports. While the Corvair enthusiast opened the boot and revved up that gloriously simple engine, my mind wandered off into Chevrolet’s next most daring innovation, the “2300” aluminum Vega engine block, an aggressive design that was turned wretched in practice, in large part the result of

continued on page 7



Thomas S. Jakups, Editor

I want to thank *Michael Bromley* for contributing his thoughts on adding a historical context to car shows. Heaven knows it would provide a shot in the arm for most of them. Just imagine, next to a car's album of restoration photos a treatise on its role in automotive history—something to provoke some debate perhaps.

Help! My call for reviewers in *Journal* 228 did not exactly resonate among the membership. Most of the books I listed are still available for review. In addition I also have

Add to Your Summer Reading

German Military Vehicles of World War II, by Jean-Denis G.G. LePage; *Auto Mechanics: Technology and Expertise in 20th Century America*, by Kevin Borg; *The Silver Ghost: A Supernatural Car*, by Jonathan Harley, which is a personal recollection of the car restoration business by someone who has restored over 100 Rolls-Royce Silver Ghosts; *Crossing the Sands: The Sabara Desert Track to Timbuktu*, by Ariane Audouin-Dubreuil, in which the author writes about her father, Louis Audouin-Dubreuil, and his expeditions by Citroën autochenille across the Sahara and also in Africa and Asia; and *The Goodwood Phantom Drophead Coupé*, by Malcolm Tucker, which tells the story of the

creation and debut of the new Rolls-Royce convertible.

Remember, reviews should run 400 to 600 words with the specs of the book (first paragraph) following *Journal* style.

I do have a backlog of submitted book reviews that I intend to include in upcoming issues. I apologize to those members kind enough to send in reviews and I ask for their patience.

The *SAH Journal* is once again the recipient of a Golden Quill Award presented by the editors of *Old Cars Weekly*. I am proud to share this award with the members who have contributed their knowledge and expertise with us over the past six issues.

—Tom Jakups

SAH Journal

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Copy Deadline for *Journal* 230
August 31st



Michael L. Berger, President

During the first part of the 20th century, when comparisons were still being made between the advantages and disadvantages of horse-drawn vehicles vis-à-vis automobiles, it was noted that one of the advantages of a horse and buggy was that a well-trained horse could find its way home without assistance from the driver. Or, to put a more contemporary gloss on it, it was comparatively easy to multi-task when driving a horse and buggy. One simply tied up the reins and sat back and enjoyed the ride or engaged in some other activity (like spooning) while moving through the countryside, without much danger of doing harm to oneself, one's passenger(s) or others on the road.

Such multi-tasking was nearly impossible in most early automobiles. Pioneering gasoline and steam cars were complicated pieces of machinery that required constant mechanical attention, or at least monitoring, by the driver. The necessity of manipulating multiple pedals, shifting gears and steering a heavy piece of machinery required that one pay constant attention to the challenge of driving an automobile.

However, by the 1920s, driving had become much more manageable. Thanks to mechanical improvements, it was no longer a task that required the sustained coordination of eye, hand and ear. And, as if in response to that change, the first car radios made their appearance. Although little noted at the

The Invisible Passenger

time, this event fundamentally changed the nature of the driving experience. Available as an option by the late 1920s, the car radio introduced for the first time an "invisible passenger" capable of spontaneously broadcasting music, news and sports, any of which could divert one's attention from the road, and thus posing a potential threat to safety.

However, it is unlikely that car buyers who elected to purchase car radios over the next two decades saw it as a dangerous device. Quite the contrary, it was an attractive option that was often believed to be worth the extra cost, and thus, by 1949, half the cars sold in the United States were equipped with radios. Auto radios were later supplemented by tape decks and then CD players, broadening the range of words and music that could fill the interior (and sometimes exterior) of an automobile. While there was some fear that these devices might distract the driver and cause an accident, they were delivering essentially passive entertainment and, thus, required little attention from the driver other than changing stations or tracks, or inserting or removing a tape or CD.

Within the last decade, however, with the advent of the mobile/cell phone and the more complex handheld personal digital or data assistants (PDAs), we have entered a new era of communications technology, one that is interactive and requires an ability to multi-task that may, or may not, be beyond the ability of today's drivers to handle safely. Old Dobbin would safely find his way home irrespective of where our minds were or what our hands were doing; not so, the 21st century motor car.

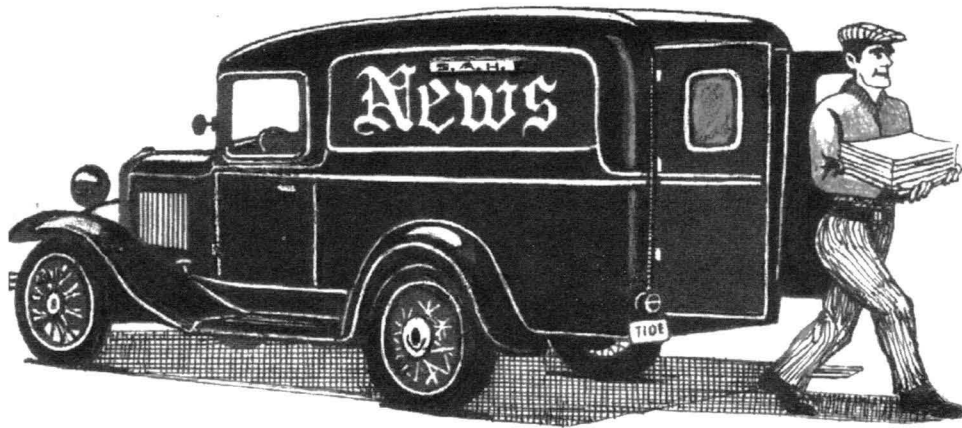
While not technically an automotive "option," mobile/cell phones have become so ubiquitous in cars that they might be viewed as such. It seems as if motorists have come to view the act of driving as an unrewarding waste of time, the use of

which could be better spent if one could also conduct business or communicate with friends and family on their mobile/cell phone or PDA.

Not surprisingly, the number of car accidents directly attributable to the use of mobile/cell phones has skyrocketed. While physically holding a phone is undoubtedly potentially more dangerous than the various "hands-free" alternatives, the fact remains that a person speaking on the phone is not as likely to be paying as much attention to the road as one who is not. A recent news item indicated that the invisible passenger may be on the verge of intruding on even more of the driver's senses. It has been reported that motorists have begun to use the multifunctional PDA for text messaging, using their knees for steering and, one has to assume, believing that visually seeing the road was unnecessary as their thumbs typed out reply messages. For many of us, the art of defensive driving has become more of a challenge than it was in the past, and is likely to become more so in the future.

As automotive historians, we should be concerned about these developments for two reasons. First, we probably have an obligation to see to it that as new forms of communication and entertainment are introduced into the car that the mode of transportation we cherish is responsible for fewer, not more, accidents. Second, the love of driving, which has been undermined over the years by the advent of technologies that separate man from his machine, seems to have been dealt another blow. The high-tech car of today has created a vacuum of sorts in the driver's seat, one that has both welcomed and encouraged the type of multi-tasking that the mobile/cell phone and PDA represent, and that presents a threat not just to safety, but to the passion for driving itself.

—Mike Berger



Call for Papers Seventh Biennial Auto History Conference April 2-5, 2008

The Society of Automotive Historians and the National Association of Automobile Museums are seeking proposals for papers to be presented at their seventh biennial automotive history conference to be held in Nashville, Tennessee, USA, from April 2nd to 5th, 2008. Entitled "The Search for Performance and Reliability: Competition and the Development of the Automobile," the conference will be a symposium exploring the enormous effect of competition between automakers on the rapid evolution of automotive design. Of interest to a wide range of people, from academic researchers to lay historians to museum professionals, it will be hosted by the Lane Museum.

Proposals are invited on topics related to all types of competition in which auto manufacturers engaged from the inception of the industry to the present, from racing and reliability runs to all manner of design innovations, production methodology, styling, and advertising. Other potential topics of interest could include directed marketing, price-based product lines and competition for control of the future of the self-propelled vehicle. Proposals unrelated to the conference theme will also be considered. Papers dealing with the interpretation of automotive history to the

general public, especially in museum settings, are particularly sought.

Proposals should include the title of the submission, names and affiliations of presenters, chairs, participants, etc., together with addresses, phone/fax numbers, e-mail addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a one-page abstract describing the content of the presentation. The deadline for proposals is October 30, 2007; notification of preliminary acceptance is anticipated by November 30th. Proposals should be submitted to *Joseph S. Freeman*, program chair, c/o The Racemaker Press 121 Mount Vernon Street, Boston, MA 02108 USA, +1(617)723-2661, (Fax) +1(617)723-2333, jfreeman@racemaker.com

Obituary

E. Ann Klein (1931-2007)

Elizabeth Ann Klein of Lancaster, Pennsylvania, passed away on March 31, 2007. Born May 20, 1931 in Lancaster, she was the widow of William Klein, Jr., whom she married in 1951. She worked for Klein's Chocolate Company, now part of M&M Mars, in Elizabethtown after her marriage.

She and her husband built up a large collection of old cars, many of them Rolls-Royces and Bentleys. In 1968, after experiencing difficulty in obtaining the correct tires for many of their cars, they established the Univer-

sal Tire Company. Universal acquired the assets of Lester Tire Company in 1982, and it continues to supply tires of many brands from their current location in Hershey, Pennsylvania.

In 1982, Ann was diagnosed with Amyotrophic Lateral Sclerosis, also known as Lou Gehrig's Disease. Although the life expectancy of an ALS patient is typically four to five years, Ann's determination helped her to defy the odds and live an active and productive life. A member of SAH since 1990, she was also a charter member of the Hershey Region AACA and served on the board of directors of the Lancaster YMCA.

She is survived by a sister and several nieces and nephews. Contributions in her memory may be sent to the Greater Philadelphia Chapter of the ALS Association, 321 Norristown Road, Ambler, PA 19002.

—Kit Foster

A Word from the Nominating Committee Chairman

I have been given the great honor of serving the Society in the capacity of Chairman of the Nominating Committee. I was mentored for this position by *Fred Roe*, whose automotive history experience goes back to Henry Ford's time. I first met Fred at the 1996 History Conference in Dearborn. His warm and pensive personality was always focused on the future of SAH. I perceived that here was a man who knew and loved automotive history and promoted SAH as a large part of that love. I did not know the half of it.

Over the years that Fred chaired the Nominating Committee he was always looking for qualified candidates. He looked for members who were already active in SAH and inquired of others as to who they might suggest. Then he became acquainted with these people and began to visualize the person in the position and the potential for performance. When a historian is writing a biography they begin to know and think as that per-

son. So it is with the Board members. We visualize them in meetings as they contribute to the knowledge and direction of leadership. We see their potential for committee assignments, their executive, archival and business expertise plus the time and ability to travel and serve. Always in our mind is "What is best for the Society?" We know each of the nominees personally because we have observed them in action.

Last year we abbreviated the format for candidate biographies. We attributed to all candidates the love of cars from an early age and actions related to the same. The new biographies distill our research into the heartfelt reasons for each nomination. "They bring to the Board _____."

A final thought: The Society of Automotive Historians is unique in that we study the history of those we have not known and do it with members we may not have met. We do meet through our publications, the internet, motor mail, and physically at SAH conferences and banquets, but not as the "whole group." We live in different countries, but share the common gene of self propulsion. So I hope this will give you a comfortable look at the procedures used in selecting good leadership for our Society.

—Leroy D. Cole

Recording SAH History

At the last SAH Board meeting [minutes in *Journal* 228] I brought up the idea that a historical organization should not neglect its own history. Some discussion centered around an oral history project, but I think that other means of recording the beginnings and development of SAH would also be welcomed.

This is an appeal to SAH members who may be interested in providing a history of the Society. Members who were present at the beginning are encouraged to record their memories. Newer members who may find this topic of interest and

have the knowledge and/or experience with the procedures and parameters of such a project are invited to submit proposals to Vice President *Darwyn Lumley*. Such proposals will be submitted to the officers and Board of Directors of SAH. A contact e-mail address is CARevent@aol.com.

—*Darwyn Lumley*

Just Out

Kevin Borg's long-awaited book on the auto repair industry has just been published by Johns Hopkins University Press. Titled *Auto Mechanics: Technology and Expertise in Twentieth-Century America*, it is a technocratic and social history of the American auto mechanic. Further information may be found at <http://www.press.jhu.edu>, where we're told a discount is available by quoting "Code NAF." A presenter at our first history conference in 1996, Kevin is now Professor of History at James Madison University.

We've been treated to glimpses of *Deborah Clarke's* book on women and the automobile at recent automotive history conferences. Deb advises us that the entire book, *Driving Women: Fiction and Automobile Culture in Twentieth-Century America*, is now available, also from Johns Hopkins Press, or at Amazon.com or BarnesandNoble.com. Deb is Associate Professor of English and Women's Studies at Pennsylvania State University.

Nearly Out

Bill Jepsen has completed work on his book about automobiles made in Iowa. *Iowa's Automobiles: An Entertaining and Enlightening History* will be published in the fall. It covers such well-known makes as Mason and as obscure as Colby, "over 100 fascinating stories in all," he tells us. Information on a pre-publication offer with a \$10 discount can be obtained from the author at 822 L Avenue, Boone, IA 50036 or email willin@galynx.com.

New Publisher

Former SAH president *Joe Freeman* has announced the establishment of Race-maker Press, a new publishing house for books on automotive history. Racemaker is a small private press with the mission of providing resources, management and publishing opportunities for works in the field of automotive history that might not otherwise be produced without such assistance. The Press currently has three books on sale and four others in the final stages of design and printing, to be available in the late summer and fall. They include volumes by members *Tom Saal, Gary Doyle, Tom Houtz* and *Beverly Rae Kimes* and *Jim Cox*. Manuscripts are welcome. Joe can be reached at 121 Mount Vernon Street, Boston MA 02108, e-mail jfreeman@racemaker.com. The web site for the Press is at www.racemaker.com.



121 Mount Vernon Street
Boston, MA 02108

Purveyor with Speedy Delivery

When SAHB member *Tony Beadle* was fired from his post as editor of *Triumph World* magazine after 12 years by the title's new owners he was faced with a rather unusual dilemma: his 1962 Triumph Courier van had the magazine's name sign-written on both sides as it had been used as a promotional vehicle for the publication.

Not wanting to sell the van that he bought as an uncompleted project in 2004 and finished off, all at his own expense, Tony decided his only option was to get the signwriting replaced. "As the magazine name had been hand-painted on the side panels



by a friend of mine, the easiest way to cover up the design was by getting a local sign manufacturing firm to produce two self-adhesive sheets cut to the correct shape with some new lettering," he explained.

As the photo shows, the van now bears the slogan "TONY BEADLE—Purveyor of Automotive Words & Photos" on each side. "I got the idea for the wording from a story I remembered about Jimmy Edwards, a famous British radio and TV comedian of the '60s and '70s," Tony revealed. "He apparently had a Mini van with the words something like 'Jas. Edwards & Sons—Purveyors of

Family Humour' displayed on either side, and I thought the phrase sounded appropriate for a classic vehicle like the Courier."

Tony is currently working for a number of different publishers on a freelance basis, but is keen to take on more assignments. His home address and telephone number are still as before, but he has a new e-mail address: tonybeadle@gmail.com

(Keen-eyed members familiar with Triumph models will have noticed that Tony's Courier sports a quad-headlight Vitesse bonnet instead of the usual Herald style of front end. That's because the van is a bit of a hybrid Triumph and also has a 2-liter, six-cylinder Vitesse engine and running gear—thus ensuring a rapid delivery service!)

Dodge Brothers Marker to Be Dedicated at Hamtramck

The centerpiece of the September 3, 2007 Labor Day Festival in Hamtramck,

Michigan, will be the dedication of a new marker honoring the Dodge Brothers and the former Dodge Main Plant. A parade of Dodge vehicles will follow.

One side of the large marker (52 in. x 42 in.) will be devoted to the contributions of John and Horace Dodge, while the other side will describe the history of Dodge Main where most of the vehicles were manufactured. The dedication will take place at 11:00 A.M., and the parade of Dodge vehicles will follow at 1:00 P.M.

Greg Kowalski, chair of the Hamtramck Historical Commission and editor of the local paper, has arranged to have all of the festivities filmed and recorded for possible distribution as a DVD. This would be a great documentary for those bringing their vehicles to the event.

There will be secure parking for the cars and plenty of parking for trailers.

In addition, Hamtramck is going to invite all past Dodge Main employees to attend and they will be offered rides in the parade. Questions regarding entering your vehicle in the parade, the parade route and the location of secure parking should be addressed to Greg Kowalski, e-mail gkowsk@ameritech.net, or phone (249)901-2570.

Vanderbilt Cup Races Celebrated

The Fourth Annual Centennial Celebration of the Vanderbilt Cup Races returns to the Nassau County Museum of Art in Roslyn, New York, on September 16, 2007

In the spirit of England's Goodwood Festival of Speed and the Pebble Beach Concours d'Elegance, this year's meeting will again feature timed exhibition runs for cars with a racing heritage and a concours of classic cars spanning 100 years of automotive evolution.

Sponsors, participants and spec
continued on page 10



Cars I Could've, Should've, Kept

Memoir of a Life Restoring Classic Sports Cars

Jackson Brooks

263 pages \$29.95 softcover
160 photos, index
ISBN 978-0-7864-2810-6 2007



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Judging continued from page 1

GM's legal and regulatory thrashings over the Corvair. I had to move on before this historical tragedy latched upon my mind its most vicious punishment in the Monza's scary 1975 reincarnation as an offspring of the Vega.

Before we headed out I insisted upon a last look at a trailer that held a 1918 Packard truck that was in beaten but entirely original condition. What a fantastic vehicle! Terry sighed and told me to go on over. (It just happened to be near a fine looking—and properly blue—Ford F1 pickup). The owner of the Packard and I circled the machine, shaking heads at its construction and trading stories about early trucks. He was unable to verify its original owner and use, but as a 1918, I assured him, it was wartime production meant for wartime use. Indeed, I said, this truck may well have been part of the very first long-distance overland hauls during the period that marked the automobile's first serious challenge to rail. Either way, I told him, this vehicle is beyond doubt the most historically significant of the entire field. He agreed, although without conviction. Then he ushered me over to look at some marks on the dashboard that he was certain proved its military vintage.

These were the vehicles that would have taken my kind of a prize. Instead, and following the standard AACA rules, all the vehicles were judged in particular classes and according to original content and quality of upkeep and restoration, or, as the AACA calls it, "authenticity and condition." A prize winner, such as the '67 Riviera, which another Riviera owner told me, "always wins," won because it showed more originality, upkeep and authenticity than the rest. Even at that ultimate annual automotive pilgrimage, the Pebble Beach Concours d'Elegance, these are the primary standards, although working condition and "some historic value" enter judgment as well, with that latter defined by the Concours as "perhaps in its day it served to debut new technolo-

gy or new styling trends or it has an amazing racing record." All of that however, must meet one final condition, a qualifier to define all other judgment: "And it will be rare—possibly a singular example of a special chassis bearing a respected coachbuilder's art."

That last criterion also sets a car's dollar value. Naturally, a common car will be worth less. In cars, as in all things where value is measured in dollars, scarcity is the defining quality. Condition, originality, authenticity, original ownership, participation in an event or race and so on all mark a car's uniqueness, and the more unique it is, or scarce, the greater its value. And it makes sense. Of course Carroll Shelby's own 1966 "Supersnake" is worth far more than any other Cobra. I get it. And I also get that an impeccable '36 Delage can walk away with Pebble Beach's "Best of the Best." But, truthfully, are those cars more historically important than that 1918 Packard 1-1/2 ton truck?

Auto shows are all about historical integrity within a particular vehicle. I study and write general social and political history, so the authenticity of a Riviera's wheels, or its carpet, says far less to me than that early '60s, Jack Kennedy-cool lifestyle (sadly demolished by the hippies) that Buick sought to reflect and harness as dollar bills in the car's name, its pillar-less top and its two long doors. I don't pretend that the values represented in the AACA rules and at Pebble Beach are any less important than anything I can imagine in an automobile. But I do believe that under current rules these contests miss an important measure of automotive worth.

What I had seen in my choice vehicles at the Sully show was a larger contingency—that is, historical alternative. The Hudson and the Corvair represented choices either not taken or poorly made, while that Packard truck marked a genuinely new historical course. Think how this might add to the fun of car meets and to automotive history in general! What if automobile

contests were to include a straight historical component, one the measure of which is built around historical moments, choices and outcomes, and not just around a well-kept car? Imagine that collectors are enticed to become true historians, rewarded for reaching out to a larger past and using their cars to build contextual history of automobiles generally, and not just single histories of their own cars? Imagine a category of show where a car is judged by its condition, aesthetics, rarity, authenticity—and by the owner's three-page historical summary, annotated and with full bibliography!

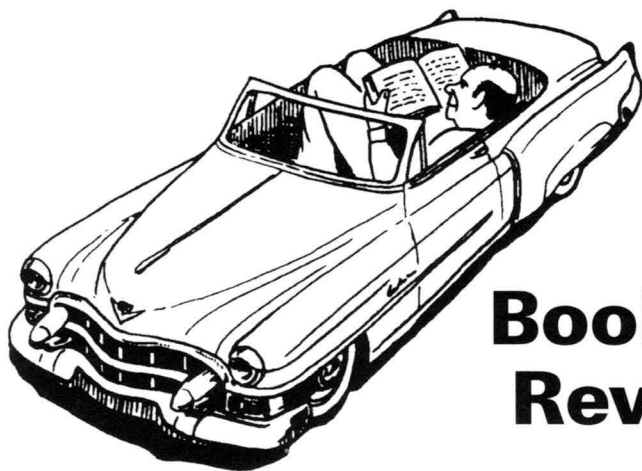
I'm not asking for an entirely new taxonomy of automobiles and their worth. I'm looking to add another category to it, one that will be more inclusive of general automotive history, especially of cars that would not otherwise be recognized at auto shows. This ought to be seen as an opportunity for the present standards, and not destructive of them; it could bring more, not less, value and participation. While explaining history might be seen as the role of museums, why should it not complement that mission to have history built and acted upon by individual owners? I would think this program would be downright invigorating to standing collections and to automotive history in general.

Certainly there will be differences of opinion on how to judge historical valuation. My suggestion is to place historical contingency as represented in a particular car as the primary criterion here. Measuring contingency mandates larger historical context. It requires a study of movements and larger outcomes, not just individual examples. It demands representation of lasting impact, not just passing styles. With it we can invigorate automotive history, add value and meaning to car meets and spread our mission. ■

Sources

"Rationality And Passion in Private Experience: Modern Consciousness And The Social World of Old-car

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Book Reviews

Delahaye Styling and Design, by Richard S. Adatto and Diana E. Meredith, photographs by Michael Furman, 2006. ISBN 1-85443-221-4. Hardbound. 312 pages, 259 illustrations, 177 in full color. Dalton Watson Fine Books, 1730 Christopher Drive, Deerfield, IL, 60015, (847)945 0568. www.daltonwatson.com \$95.

At \$95 a copy *Delahaye Styling and Design* might be another glitzy coffee table production, all presentation and little substance. It is not. Richard Adatto has spent years refining, developing and honing his appreciation for streamlined French coachwork of the '30s, '40s and '50s.

Richard Adatto is the "go-to-guy" when it comes to the voluptuous, sensuous, aerodynamic creations of the period and the grandes routières chassis on which they were typically constructed. His passion, enthusiasm and dedication, along with an abundance of dogged determination, has built a reliable historic record.

In *Delahaye Styling and Design*, Adatto expresses with co-author Diana E. Meredith the features, design elements, charm and innovation of the coachwork of Figoni and Falaschi, Saoutchik, Chapron, Franay and Guillore with insight and clarity.

Then there is the photography of Michael Furman. The car-shooting pros I know uniformly express quiet admiration for Furman's work. There is a paint-on-canvas quality to the photography and to its translation to

ink on paper that is more than just representational. Both the subject and the representation are eye candy.

In addition to histories of Delahaye, the important models of Delahaye's period as a grand routière and the principal French coachbuilders associated with the marque, the book recounts in detail the histories of 28 Delahayes. Each is accompanied by large photos, many of them period black and white shots which eloquently convey the milieu in which Delahaye was a star from the early '30s through the early '50s.

The photo selection is gifted. The book opens on pages 10 and 13 with dramatic black and white shots from concours d'elegance of the period: beautiful people, stylishly clad, in fashionable locations, in elegant avant garde automobiles. They visually set the tone for the book's presentation. Seeing these shots, it's impossible not to want more and the book gives plenty of it. In addition to period black and white photos and Michael Furman's studio shots there also are handsome reproductions of Delahaye advertising materials, coachbuilders' concept drawings and elegant line drawings to complement the photography.

It is a dramatic and informative visual symphony, but its text sets this book apart from "coffee table" material. There is scholarship, information, data and history in the text. It is comprehensive, informative, thorough and, best of all, entertaining.

As rich as the material is, however, some areas were shortchanged.

"Monsieur Charles" Weiffenbach was the soul of Delahaye for over 50 years; no one in the history of the automobile industry was at the head of an important manufacturer as long as Mr. Charles. But although there are several paragraphs on Émile Delahaye's background, there is only a phrase ("... born in Thann, Alsace in 1870 and another great product of the Arts et Métiers system . . .") on Mr. Charles' background. He deserves more.

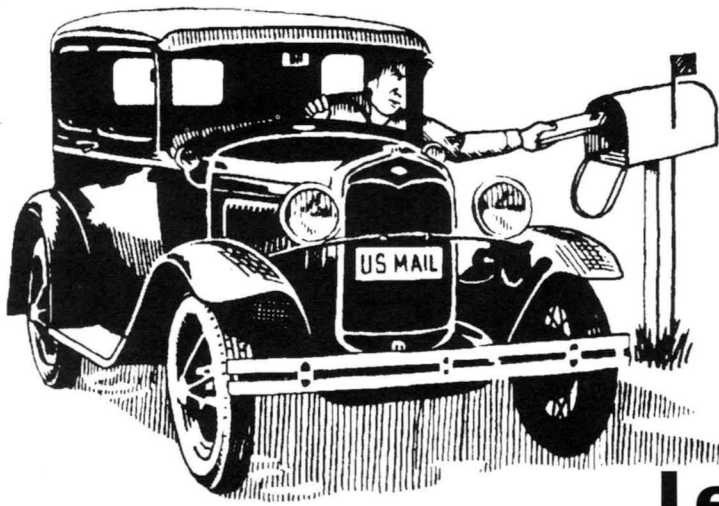
Delahaye built more than the 28 cars whose histories are elaborated in this book. Way more. Many of them received innovative, creative, streamlined, individual coachwork, but their histories are not covered, or even mentioned, in this book. A few more pages with a table of other Delahayes of the period would add negligible bulk but a wealth of content from the author's years of searching out these automobiles.

The 135 Specials were brilliant adaptations of production Delahayes into competitive racing cars but the styling and design of their coachwork is much more utilitarian than inspired. The model deserves individual treatment. It was out of place among the sensuous creations of the great French coachbuilders on Delahaye chassis.

The physical design of *Delahaye Styling and Design* is blessed by readers. A 9 1/2" x 12" portrait format book, its layout presents its beautiful graphics in dramatic size and detail. When placed on a reader's lap it doesn't turn inside out like a similarly sized landscape format book would. *Delahaye Styling and Design* deserves to be read; its physical layout lends itself to reading.

Delahaye Styling and Design was printed in the U.S. by Brilliant Studio in Glenmoore, Pennsylvania. The quality is tactile as well as visual. The cost/price penalty incurred by Dalton Watson in this decision is frightening

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Letters

No Such Paperwork to Be Found

In issue 228 [Letters] *Jeff Godshall* asks where would be the notifications to dealers that automobile companies had ceased production, since they are conspicuous by their absence among surviving factory literature. The exceptions occur with companies that remained in business with other vehicle lines.

I submit that in most cases, especially in the Depression years and before the rise of today's litigious society, a car company typically did go defunct with little or no warning to dealers. If it was out of money, it certainly would not be able to afford telegrams or other notification to dealers or the media. That seems incredible today, but companies also simply weren't as concerned about such niceties then.

However, often there should have been rumors of the impending demise that the dealer would hear, so he would not have been completely in the dark. Businesses usually struggle for some time before finally folding; typical evidence would be in delays in getting product, spares and support. This can happen even today, at least on a smaller scale. When compiling a resource guide for owners of Mitsubishi and Satoh agricultural tractors, I learned from a former dealer that Mitsubishi never gave him any formal notice that it intended to cease selling tractors under its own

name in the US in the early 1990s. The supply of new tractors and factory literature simply came to a halt. Fortunately, the spares continue even now, keeping that former dealer busy. (Cub Cadet later began selling rebadged Mitsubishis and still sells a couple of such models.)

In addition, I doubt that Yugo dealers got much if any notice that Zastava was unable to continue production of US-spec models, but a glance in the newspapers at events in the Balkans should have told the story.

The quick answer to Jeff's question, then, is that normally there is likely to be no such paperwork to find.

—*Edwin Krampitz, Jr.*

Communications Do Not Exist

Jeff Godshall writes in issue 228 [Letters] asking where is the correspondence or paper trail communicating to dealers the fact that the manufacturer they have been dealing with either has gone or is about to go out of business.

Well the answer is that those communications do not exist. In the last days and hours before the fateful decision is made all efforts of the people running that company will be directed at persuading staff, suppliers and customers that everything is fine, business is good and the company is in vibrant good health. Failure to do

so will precipitate the sticky end they are trying so hard to avoid.

Once the decision is made, usually by a bank, that facilities are withdrawn, it invariably means that a liquidator is appointed, at which point (and we are talking hours not days here) the guys at the plant have no jobs, everyone is out immediately. It is bad enough having to clear one's desk and tell your wife what has happened. Believe me no one is going to sit down and start writing to dealers; they will hear on the grapevine pretty soon. Bad news always travels much faster than good after all.

So there we have it, harsh commercial reality is no respecter of an historian looking for a paper trail decades later. Sorry Jeff.

—*Jonathan Radgick*

A Realistic Agenda

The idea of a Masters degree in automotive history is excellent, but it is way too ambitious. It is like the Wright brothers saying the first flight will be from Kitty Hawk to Dayton. I have been going to the local Voc-Tech high school for the last eight years, approximately once every other month, to teach automotive history to the auto tech students. Each session is two and one-half hours in length. I also have an assortment of vehicles for them to inspect and have other people assist with the sessions. We also have visited museums and done other activities outside of class. I also discuss career opportunities in the field of automotive history.

I find that the typical high school student thinks of a 1965 Mustang as being an antique car. On one occasion I had a 1931 Packard, dual-cowl phaeton to look at and the students were more interested in a Studebaker pickup truck I had brought. Even among the auto oriented students the interest in automotive history is not high.

My goal is (has been) to get one automotive history class instituted at the college level, as an accredited

course, and have the students produce a PowerPoint presentation as a project for final grade. Lectures would be given about various automotive history topics during the course of the semester and the students would be introduced to a variety of old cars and career opportunities.

The PowerPoint presentations could then be duplicated and presented to students at the high school level all over the country by members of local car clubs, AACA chapters for example. If we can muster a larger audience and an increased interest in old cars and automotive history, then the interested college(s) could work on expanding the available classes and curriculum. We need to expand the awareness of a program (and be able to document the benefits) before we can commit to higher goals.

—Robert Wilson

A Bachelor's Degree in Historic Automotive Restoration

I happened across the SAH website the other day, and my interest was piqued by the Jan–Feb 2007 article entitled “A Degree in Automotive History” [President’s Perspective]. As a 2007 graduate of McPherson College, with one of my two majors being Historic Automotive Restoration, I took notice of your mention of our school. I think your idea of what we offer at McPherson College may be a bit out of date.

The Auto Restoration department at McPherson has gone through some major restructuring in the past three years. We now exclusively offer a four-year Bachelor’s degree, with a choice of emphases in Business, Communications, Graphic Design, Restoration Technology or Automotive History. (Our two-year Associate’s program was discontinued in 2005.) A sampling of the required courses for the Historical Restoration Degree include the following:

Technology and Society: An introduction to the historical development of technology as part of society and culture, exploring the ways which society and culture constrain and stimulate technologies, and the ways in which technology then shapes society and culture.

History of the American Automobile: A study of the global development of the automobile from its precursors to concept cars of the future. Extra emphasis is given to the American automobile and its importance in American life, including attention to both the technical and corporate aspects of the topic as well as the automobile’s role in society and culture.

Global History of Transportation: A study of the development of transportation technology and its impact on civilization. The course examines the progression of systems, including road, rail, maritime and aviation transport.

Senior Thesis: A capstone experience in historical research, analysis and writing. The seminar offers students experience in seeking out and evaluating both primary and secondary sources of historical information. The seminar is designed to allow students the opportunity to become familiar with the practices and techniques of professional historians and researchers. It culminates with a 25+ page research paper.

While this degree is not exactly what you describe in your article, I think it is much closer than you may have originally thought. I invite you to check out our program further by visiting our website www.mcpherson.edu. Likewise you could contact me or *Luke Chennell*, one of our professors, for more information.

My email address is hudached@mcpherson.edu and phone number is (620)242–0428. Luke’s email is chennell@mcpherson.edu and phone number is (620)242–0562.

—Dan Hudachek
Director of Automotive
Restoration Development,
McPherson College

News continued from page 6

tators are invited to enjoy 145 acres of rolling woodlands with formal gardens and massive sculptures at the museum’s historic Frick Mansion on Northern Boulevard in Roslyn. Meet car collectors and watch sports cars from the past century show their agility on narrow winding roadways reminiscent of automobile racing in the early 20th Century.

In 1904, William K. Vanderbilt, Jr. challenged the European automakers to the very first international race in America. Beginning on the farm lanes of Nassau County, these competitions led to completion of America’s first motorway that reached from Queens to Ronkonkoma by 1910.

Mixed media essays on the Long Island Motor Parkway and these early races, an exhibition and sale of automotive art and memorabilia, plus an auction of classic cars are being planned. Families can experience automotive history and sports cars in action as well as the works of Pieter Breughel, The Younger, and a special exhibit of Latin American Art in the Frick Mansion.

The grounds will open at 8 A.M. on Sunday, Sept. 16th for registration of participants and an awards presentation will begin at 3:30 P.M.

Further information about this event may be obtained by calling (516)621–2745 or visiting the event’s website www.VanderbiltRaceCelebrations.com

Here’s a Can of Worms

Matt Sonfield sent the *Journal* a clipping from *Newsday*, the daily newspaper of Long Island, New York, which boasted of Long Island having America’s first station wagon in 1915. According to the article Joseph Cantrell and his brother, Albert, bought a Model T chassis and fitted it with a wooden car body to make a “depot wagon.”

What say you to this claim, members?

Reviews continued from page 8

to contemplate; the result is worth every penny.

While Delabaye Styling and Design is not going to find a place on every auto enthusiast's bookshelf, any one who deals with the great French coachbuilders, who aspires to understand their talent, vision and skill, who is mystified by the many variations of Delahayes or who just appreciates automotive scholarship expressed in sound, entertaining writing will find it to be \$95 very well spent.

Delabaye Styling and Design covers the Delahaye Types 135, 135 M, 135 MS, 135 S (Special), 165, 175, 175S, 235, 145 and 155.

—Rick Carey

Autorennsport in der DDR, by Horst Ihling, 2006. ISBN 3-7688-5788-3. Hardbound, 216 pages with text in German, 580 illustrations (50 photographs in color). Schneider Text, France. Available in bookshops or directly from the publisher. E-mail bookorder@schneider-text.com. 19.90 Euros (approx US \$27.00)

The author, Dipl. Ing. Horst Ihling, was in charge of media and the sports department of EMW/Wartburg for many years. He has, therefore, qualifications second to none to report on the history of motorsport in the German Democratic Republic. Ihling provides deep insights and detailed information on the astonishingly multiple aspects of motorsport in East Germany and the engagement of its cars in international competitions. The cars' development and their participation are very well documented by a wealth of hitherto unpublished period illustrations from the archives, making this book very attractive, even to someone who has not mastered the German language.

The early long-distance runs, races and records with Wartburg and Dixi automobiles from 1899 until 1928

fill the first chapter. Very interesting complementary information on the history of BMW follows with reports on the motorsport participation of the cars, then built in Eisenach, and the successful development of racing and sports cars based on BMW designs in the post-war years.

The next chapters include biographies of the racing drivers and details on the privately designed and built racing and sports cars in the 1950's. Then the governmentally promoted GDR-racing organizations of the period are dealt with. These organizations were responsible for some surprising developments and prototypes, such as two high performance V12 engined cars of three liter capacity, one of which was ordered by officials of the Soviet Union for the movie *Rivalen am Steuer* in 1956. More successful were the various 1.5-liter racing sports cars competing against the Porsches, with their sophisticated super streamlined bodies.

Finally there are comprehensive descriptions of the participation of IFA and Wartburg cars in national and international rallies, presentations of the formula racing cars, racing sports cars, buggies and even speed boats based on Wartburg engines until the end of the GDR in 1990.

The carefully printed and produced book is reasonably priced. It conveys surprising insights into aspects of motor racing history which were hardly ever noticed in the Western world or are already forgotten. Considering the fact that despite partial governmental support there was always a pronounced lack of funds and technically up-to-date equipment and machinery, it is astonishing how successful some of these racing and sports cars of the GDR were in international competition. A book that will complement and enrich any library of the motor-sport enthusiast and historian. Well recommended.

—Ferdinand Hediger

Judging continued from page 7

Collectors," by Dale Dannefer, *Social Problems*, Vol. 27, No. 4. (Apr., 1980), pp. 392-412

"Neither Socialization nor Recruitment: The Avocational Careers of Old-Car Enthusiasts," by Dale Dannefer, *Social Forces*, Vol. 60, No. 2, Special Issue. (Dec., 1981), pp. 395-413

Dale Dannefer homepage:

www.case.edu/artsci/soci/Dannefer/, accessed June, 2007

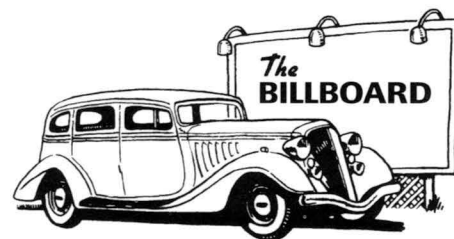
Judges Manual, AACA,

www.aaca.org/publications/manuals/judges/default.aspx, accessed June, 2007

"What Makes a Concours Car?"

Pebble Beach Concours D'Elegance

<http://www.pebblebeachconcours.net/pages/3542/index.htm>, accessed June, 2007



Good Homes Wanted Circumstances dictate downsizing archives. Runs of magazines: general, club, AACA, HCCA, VMCCA, etc. Marque clubs Abarth to Willys-Knight, with many Classics; Commercial: *Autoweek* to *SIA*. Call for specifics of what you're interested in and make an offer. I'm less interested in remuneration than finding good homes. **Beverly Rae Kimes (212)737-0016 or toyfolks@erols.com**

Material Wanted Desperately seeking material on C. W. Van Ranst. Anything related to him and his association with Harry Miller, Ralph De Palma, Tommy Milton, Frontenac and especially Packard. Particularly interested in personal impressions and chronicled family data. I would like to know if an archive of his papers exist. **Dave Edyvean, P.O. Box 363, Rotterdam Junction, NY 12150, dkvean@capital.net**

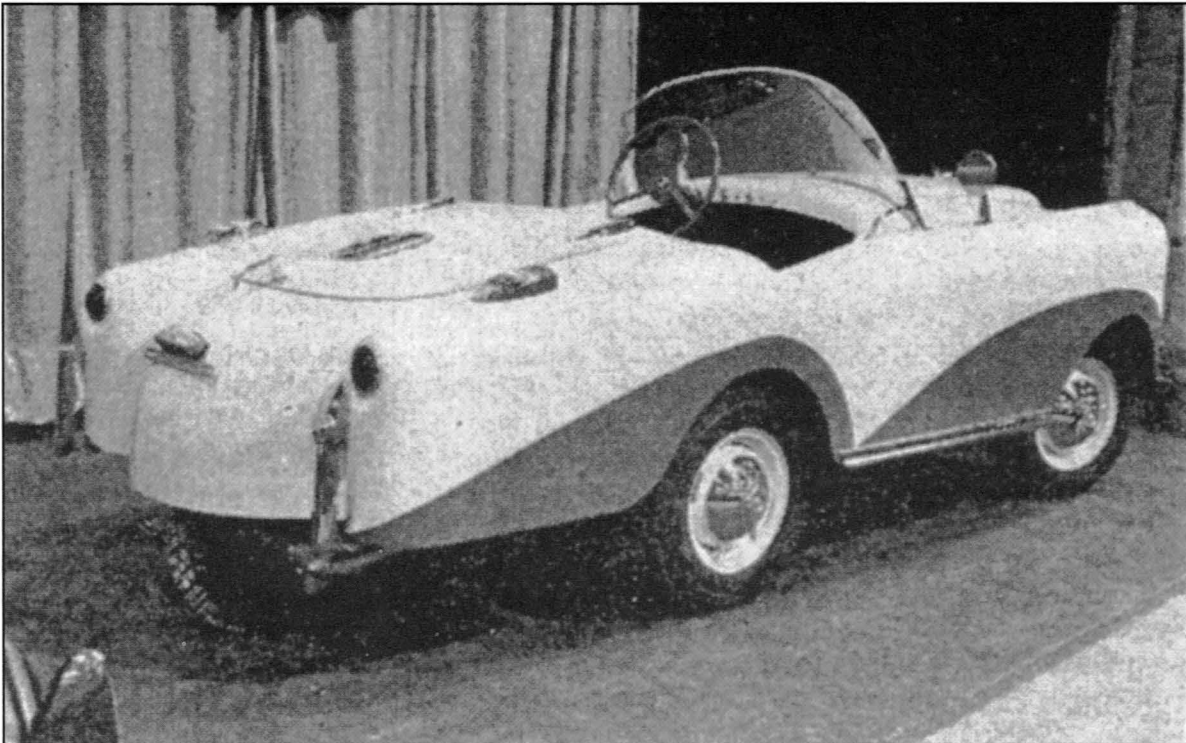
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FIVE WHEELS BETTER THAN FOUR? Can anyone identify this wonderful addition to the American automobile scene as photographed at the Los Angeles Automobile Show in 1955. This two-passenger sports car features five wheels. The drive wheel is located rear center. The other four wheels handle steering and braking. The car, manufactured by the American Buckboard Company, is powered by a 25-hp Indian Motorcycle engine. A little over 100 units were built in the first year. Sales petered out to 26 units in 1956. *Fred Summers collection*