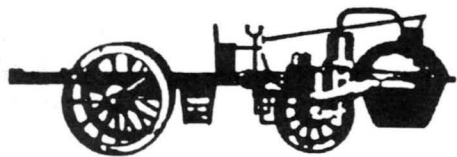


# SAH Journal

The Society of Automotive Historians, Inc.  
Issue 232  
January–February 2008



[www.autohistory.org](http://www.autohistory.org)

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Deadline is April 15th

## An English Engineer Looks at the American Car

By Arthur Jones

**A**n English engineer, newly arrived in America in 1921, took the opportunity to write to the *Journal of the Society Automotive Engineers* giving his assessment of the difference between the American car and those of his country:

"If an American has a car it must be a real car, or at least look like one, and be of such a size that the human figure does not noticeably overlap the edges. Builders of the smaller (European) cars, in their advertisements, fill their cars with pygmies to enhance the impression of reality. To agree with the illustration of my car, I should not be more than four feet tall. The American buying public is assumed to have formed its standards. It expects, or so the buyers assume, the same main features in a \$1,000 as in an \$8,000 car.

"In England, there is no accepted standard of design. The only two standards of practice are speed and economy. Until recently there were many single-cylindered cars. Now these have disappeared, but an engine can have two, three, four, five, six or eight cylinders; it can be air or water-cooled, horizontal, vertical, Vee or radial. The transmission can provide two, three or four speeds, or as in a number of small cars, drive by friction disc and gears, or chains to the rear axle. The actual size and shape of the cars vary enormously. The three-wheeled vehicles generally have the single wheel behind, but at least one has two wheels on one side and one on the other.

"External appearance is uncontrolled and varies from the extremely dignified to the extremely weird, and from the utmost symmetry to an indescribable lopsidedness. Among the miniature cars some most beautiful proportions are to be found, while many bodies fitted on large cars would attract jeering crowds in the United States. The reverse is equally true. Bear in mind that anyone may ride in the most peculiar or tiniest of these cars without loss of dignity, and it will be possible to see how free and untrammelled the scope of automotive design is in England."

The author of these remarks was Maurice Olley, recently arrived in the United States as Chief Engineer for Rolls-Royce of America in Springfield, Massachusetts. Born in 1889 and educated at the University of Manchester and the Birmingham Technical College, he found employment in the machine tool industry before joining Rolls-Royce in 1912. He assisted in the development of the Eagle V-12 aircraft engine and was sent to the United States to supervise its production in American plants. After the closure of Rolls-Royce in 1930 he was employed at Cadillac where his understanding of the principles of vehicle dynamics led to the development of independent front suspension and influenced the entire industry. He was later brought to Chevrolet Research and Development by General Manager Edward Cole where he was responsible for chassis design of the first Corvette. Olley's tongue-in-cheek comments demonstrate how well he understood the qualities of

*continued on page 11*



Thomas S. Jakups, Editor

# The Fountain of Youth

## *Mechanix Illustrated.*

In these magazines the cars of the '50s and '60s, now considered *antiques* by the iPod generation, were new, complete with up-to-date technology and bold styling. And because they were new, none had yet achieved iconic status. You could read a comparison of a Ford and Chevy from 1957 that focused on power, head and hip room and cornering ability without a mention of collectible value.

"Collectible value" is the bane of the old-car hobby today. In a parallel to the Big Three auto manufacturers squeezing out the independents, today's fixation on muscle cars, two-door body styles and specific marques is compressing the hobby and making it more commercial and sterile.

Today's collector hobby magazines, and I subscribe to a slew of them, do a good job of showcasing cars, providing excellent restoration advice and keeping me informed of goings on in the hobby. For all the

information they provide, however, they don't have the juice of the magazines that covered the cars when new. It's like the difference between sitting behind the wheel of a restored "repro-mobile" and an all original survivor. Everything is correct in both cars, but the original allows you to sit back, close your eyes, take a deep breath and imagine yourself back in the day.

You get the cars, Uncle Tom McCahill, J.C. Whitney, industry forecasts, "first reports," products with outrageous claims. Mix in the ads for correspondence courses to teach you to be an auto mechanic (or TV repairman) and even the cigarette ads and you get to experience past decades all over again. Reliving days gone by is more fun than poring over price guides.

Check out the vendors at a car show. Who has the most people milling around? Usually the guy selling old-car magazines, the fountain of youth—for cars and hobbyists.

—Tom Jakups

**W**hen Ken Burns' documentary *The War* came out this past fall he was justly praised for using contemporary accounts of the people who fought the battles and manned the homefront during World War II rather than historians' interpretations. These firsthand stories were riveting and poignant.

I've been taking my own trip back in time this winter, spending afternoons in the basement where I had squirreled away old issues of such favorites as *Motor Trend*, *Car Life* and

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Through October 2009

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Through October 2010

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Richard B. Brigham  
Issues 1–29 Sept. 1969–(undated) 1973

C. 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 G. Foster  
118–157 Jan./Feb. 1989–July/Aug. 1995

Samuel V. Fiorani  
158–194 Sept./Oct. 1995–Sept./Oct. 2001

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**Copy Deadline for Journal 233  
February 29th**



**Darwyn H. Lumley, President**

**W**e get queries. On a regular basis people seeking authoritative auto-related information find SAH on-line and ask questions. *Dave Duricy*, our webmaster, filters the requests and sends some of them on to whomever is President. In turn, the President attempts to contact appropriate SAH members.

You may ask, "How are the appropriate SAH members selected?" That is a fair question, and the answer is straightforward. First, the SAH *Membership Directory* is consulted as one reference. Secondly, the essence of a query is sent to SAH members who have signed up for SAH MotorMail.

In regard to the use of the SAH *Membership Directory* you can see it does make a difference what you list as your interests on the annual membership form. If you move, or your e-mail address changes, make certain that all information is up to date.

However, despite the good work of *Kit Foster* in producing the *Membership Directory*, information does change more quickly than it can be put into print. That is where MotorMail has a distinct advantage, as long as members update any e-mail address changes. Most importantly, in addition to disbursing questions from nonmembers, MotorMail exists to be used by SAH members in contacting one another.

As is explained on [autohistory.org](http://autohistory.org):

## MotorMail—Check It Out

"Members may subscribe to MotorMail, the SAH online mailing list. MotorMail is a useful forum for discussion of general automotive history, research assistance and professional camaraderie."

Remember, MotorMail is for SAH members only. To join, members should write to the webmaster with their membership number for subscription information. To contact Dave Duricy, Webmaster, go to [autohistory.org](http://autohistory.org) and find "Send SAH E-Mail." and follow the prompts and directions.

Webmaster Dave says, "I have been pleased that members use MotorMail to aid in their research. MotorMail seems to be especially useful to international members who are trying to reach U.S. archives and other resources."

One recent international inquiry came from an independent television producer located in the U.K. The question of importance was a route taken by a pioneer lady motorist from London to Liverpool and back in February 1905. The television program may appear on BBC. If you are interested in this topic, you can contact Kai Tabacek at [www.pierproductionsltd.co.uk](http://www.pierproductionsltd.co.uk).

An additional request for information came from another television project. This one from Georgia (USA) Public Television, concerned the 1909 *New York Herald-Atlanta Journal* Good Roads Tour. The contact here is Michael Britt at [mbritt@gpb.org](mailto:mbritt@gpb.org).

An offer to provide information came from SAH member *Jon Hardgrove*. He manufactures and sells carburetor repair kits and has a website with free access. Mr. Hardgrove believes he has the most complete library of original carburetor manufacturer's literature in existence. The database was started in 1967 and consists of over 100,000 records. For SAH members who are looking for a research topic or verification of information, here is a ready-made data

base. Mr. Hardgrove is also seeking information about pre-1916 vehicles, and he would appreciate data from original sources. The website is [www.thecarburetorshop.com](http://www.thecarburetorshop.com).

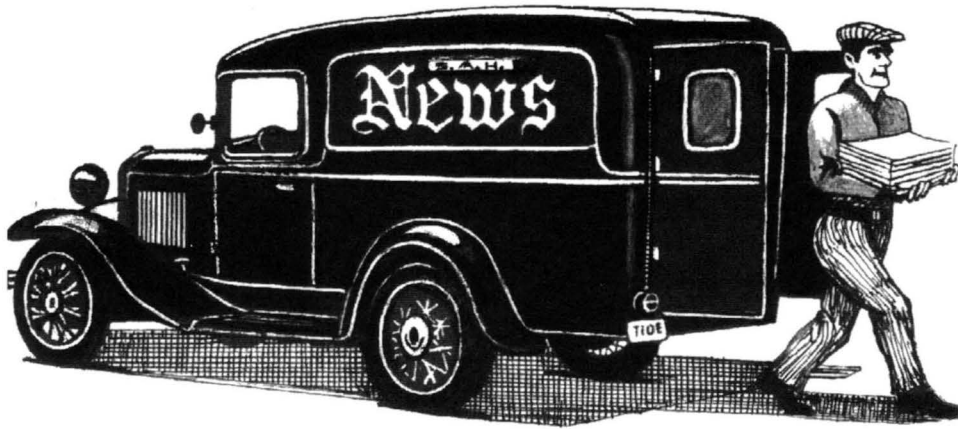
Seeking information about Delco batteries for 1960–69 Chevys, with particular interest in Corvair applications, is new member *Kent Sullivan*. He has a considerable amount of information, gained from visiting the Sloan/Longway Archives, the Kettering Archives, the National Automotive History Collection at the Detroit Public Library, and via various e-mail connections. He can be reached at [www.corvairkid.com/batteries.htm](http://www.corvairkid.com/batteries.htm).

SAH Board member *Michael Bromley* ([ml\\_bromley@verizon.net](mailto:ml_bromley@verizon.net)), is looking for "an easy reference source, published or web for historical market share." He is aware of the Bradley/Langworth production tables but needs more specific information about differing regional and national markets.

The last example, to be cited here, is also from a new member. *Bill Kreiner* ([bill.kreiner@gmail.com](mailto:bill.kreiner@gmail.com)) was seeking Morris and Hillman information. He received good data, some which came from Australia. He also sought out information about wartime car production and received helpful e-mail responses. In fact, in regard to MotorMail he rates it highly and believes it to be a very good way of networking.

MotorMail is a membership benefit, and it requires no action on your part once you are a registered user. The inquiries and discussion may not always be relevant to your research area, but may prove to be of interest nevertheless. A quick scan can help you decide if you wish to respond or provide information. Remember as is stated on [autohistory.org](http://autohistory.org), "MotorMail is a useful forum for discussion of general automotive history, research assistance and professional camaraderie."

—Darwyn Lumley



## SAH Board Meeting Minutes Hershey, Pennsylvania October 11, 2007

Present: President Michael Berger, Vice President Darwyn Lumley, Secretary Susan Davis, Treasurer Kit Foster, Immediate Past President Joseph Freeman, Directors Robert Ebert, Stanton Lyman, Joseph Malaney, Paul Lashbrook, Steve Wilson, Michael Bromley, John Marino, Douglas Leighton, Arthur Jones. Guests: Don Keefe, Taylor Vinson, Leroy Cole

### Preliminaries

**Call to Order** President Mike Berger called the meeting to order at 7:09 P.M.

**Approval of the March 31, 2007 Board minutes** *Arthur Jones moved to approve the minutes as vetted. Seconded by Douglas Leighton. Passed unanimously.*

**President's Remarks** Mike Berger reported that Tom Jakups was unable to be with us because his mother is very ill. He planned to step down as editor of the *Journal* by this time next year and would like to advertise for an assistant for the transition. Darwyn Lumley reported that a committee of the incoming officers (Lumley, Davis, Jones, Foster) met to discuss succession and transition of the tasks that Kit Foster has managed over the last several years. Lumley reported that the group would have a resolution for the April meeting, including Publications Manager.

### I. Reports

#### A. Report on the Board of

**Directors Election** Leroy Cole reported that the results of the election had been submitted to Secretary Davis, who validated that Cole's count was correct. The report was accepted as presented. *Joe Freeman moved to accept the proposal of the Nominating Committee to appoint Michael Bromley to fill the vacancy held by Arthur Jones as Jones moves into the Secretary's position. Seconded by Stanton Lyman. Passed unanimously.*

**B. Treasurer's Report** With the proposed budget at \$54,000, the cost to serve each member has risen to \$60. Kit Foster noted that we are still running a deficit. Accrual items are U.K. dues at \$6,400 and Silent Auction proceeds at about \$5,000. Actual cash flow is (\$7,153.48)—a cash basis number, not an accrual number. Joe Freeman suggested that we go on an accrual accounting basis. SAH has variable multi-year expenses and certain one-time expenses that otherwise don't show up. Susan Davis suggested we wait till the next treasurer. Foster responded that these figures were meant to illuminate April 2008 discussion of dues increase. Davis suggested an annual appeal to subsidize a lower membership level. Freeman added that price sensitivity is pretty strong for the membership. *Davis moved to file for audit; seconded by Paul Lashbrook. Passed unanimously.*

The proposed budget shows a deficit for the second year in a row. The cash flow deficit would need to be covered from the Vanguard Fund.

The deficit is less than the deficit budget passed last year. *Bob Ebert moved to pass the budget. Seconded by Davis. No vote. Davis moved to authorize Foster as Treasurer to withdraw \$10,000 from Vanguard for operations. Seconded by Joe Malaney. Passed, with Mike Bromley and John Marino voting no. No abstentions.*

### C. Membership Report

Kit Foster noted that the record shows no significant increase in membership over the past five years, SAH's biggest problem. The membership roundup by Arthur Jones and Stanton Lyman to bring lapsed members back has been working. Of the 420 lapsed members, 59 have renewed so far. They keep dribbling in. Membership renewals go in waves.

### D. Annual Meeting & Banquet

John Marino reported that making arrangements has been a learning curve. Kit Foster has helped and reports that 69 are registered. Board meeting arrangements were easier than those for the Annual Meeting. Marino thanked Foster for helping out so much.

**E. History Tent** The location is GBF 32-34 near pole 110 in a yellow and white-striped tent. Paul Lashbrook seconded John Marino's thanks to Kit Foster for details. Joe Freeman suggested we market our location better, perhaps with a balloon with our logo on it. Lashbrook plans improvements. To help with the budget, he will donate food again next year. Marino and Lashbrook will donate a quiet generator for power next year, with a goal to have a flat-screened TV for videos and tapes on automotive history, including racing, museum promo tapes—to create more energy.

### II. Action Items

**A. Election of Person to Fill Open Position on Board Created by Arthur Jones' Election as Secretary** Michael Bromley has been approved to fill out Arthur Jones' term. Jones had moved to a position as Secretary, leaving his Board position vacant.

**B. Approval of Amendment to By-Laws Providing for a Cate-**

**gory of Student Membership** Mike Berger presented the following wording for the student category of membership: *Student Member. A student member is a person who is currently enrolled full-time in a program of studies at a school, college or university, and who, therefore, pays annual dues but at a reduced rate.* Deliberately not included is requirement to prove the student category. This By-Law addition simply creates the category of student membership and leaves the level of school open deliberately. *Darwyn Lumley moved approval of the by-law change providing for a category of student membership. Seconded by Joe Freeman. Passed unanimously.* Taylor Vinson will send the master copy of the By-Laws to Lumley.

**C. Approval of Payment of New "Storage" Rate to the AACA Library & Research Center for the Dunwoodie Collection, or Consideration of Other Options** Kit Foster reported that the AACA will be raising the housing fee on the Dunwoodie archive collection to \$1,065, effective in 2008, to be billed in December 2007. AACA trustees wanted more money. This raises the question about the disposition of archives, the options being 1. to move to a cheaper place or 2. to donate the archives to the host. Stanton Lyman raised the question, "What is the advantage that SAH remain the owner?" Arthur Jones suggested that the larger question is whether we want to own archives at all. Bob Ebert asked what we would do if we had the opportunity to acquire another archive. Should they be in a central location? Susan Davis pointed out that accumulating them costs by the linear foot. The question of having room for real artifacts and of scanning archive material came up. Davis suggested this was too big a question to be decided by this group, that it needs to be put out to a committee. No action.

### III. Old Business

**A. Discussion of How Best to Apply the Money Generated by the Fundraising Campaign** There



**The SAH Board of Directors: (seated) Officers Treasurer Kit Foster, Secretary Arthur Jones, President Darwyn Lumley, Vice President Susan Davis; (standing) Directors Stanton Lyman, Douglas Leighton, Judith Endelman, Robert Ebert, ex officio Michael Berger, Joseph Malaney, John Marino, Steve Wilson and Paul Lashbrook. Missing from photo is Director Michael Bromley. Photo courtesy Bobbie'dine Rodda**

appears to be consensus on having an index of our *Automotive History Review* on line as a good use of the funds. Michael Bromley noted per Taylor Vinson, *Review*, and Tom Jakups, *Journal*, that five to six years worth of issues are already digitized. It was suggested that we go from here forward, do the indexing, then work slowly backward to create searchable databases. Bromley was willing to oversee this project. In a discussion of having summer interns do the scanning, Bromley noted that the issue is the database, that the scanning needs to be handled professionally. He also noted that certain things can be done without budgeting, at J-Store for example, and would recommend a specific proposal, agreeing in principle to underwriting the cost to put the index on line and a portion of the *Review* as well. He will craft a statement to be circulated to the Board, then to be published in the *Journal* for general review.

**B. Storage of History Tent Materials** Kirk Gibson, a friend of SAH and Stanton Lyman, has offered to store materials at his location near

Hershey, to save Kit Foster from having to cart them down from New England every year. Gibson has agreed to deliver everything, then to pick it up at the end of the weekend. All he wants in return is to have parking next to the tent. We need to make sure Gibson gets a sticker. Foster is delighted and is ready to begin and have Gibson start immediately. *Paul Lashbrook moved that we accept Gibson's offer to store the tent materials. Seconded by Lyman. Passed unanimously.*

**C. Collection Disposition Guidelines** Joe Freeman noted that the subject is complex and there is not a single answer. At some point, the SAH put together a general statement. Michael Berger is circulating a list of books, archives and artifacts that Tom Brownell is investigating giving to the Society. Leroy Cole offered to take a look and discuss options with Brownell back in Michigan, including putting this collection in SAH's Silent Auction. Susan Davis noted the need for a policy. SAH should help direct collections to the right location for those who need assistance, perhaps widows. Cole vol-

unteered to work on something for the April meeting. *Doug Leighton moved to authorize Cole to look at Brownell's collection about disposition of his collection and that we accept his offer to bring a policy to the April meeting. Seconded by Stanton Lyman. Passed unanimously.*

#### **D. Establishment of a System for Collecting and Preserving SAH History from Long-time Members**

Darwyn Lumley has drawn a blank in an inquiry in the *Journal*. Kit Foster noted that Beverly Rae Kimes has collected some association history. Fred Roe has a lot to offer. Taylor Vinson offered that this could be extracted from minutes. Arthur Jones recommended we still need to find one or two people to carry this forward. There was no specific interest at this time. Celebration of the Society's 40th anniversary could be accomplished by having something in each *Journal* during the year. Jones suggested we keep this in front of us and continue to look for someone to take this idea and run with it. Michael Bromley asked Foster to talk to Kimes. Another suggestion was to create a set of questions to ask other founders.

#### **E. Possible Planned Giving Program**

Given the clear complexities of what to do with things people give us, John Marino suggested this might be fraught with difficulty. Planned giving should be mentioned when doing the Annual Appeal. Susan Davis suggested that it be mentioned in all our publications, with a spot on the website. Types of planned giving include bequests, IRAs, securities, etc. Some of our awards could be endowed. Mike Berger asked Marino to write an article for the *Journal*. He will.

#### **F. Reinventing the Public Relations Committee**

It was noted that Matt Sonfield headed such a committee once. Kit Foster did it when Keith Marvin was President. SAH needs someone to be in charge of getting the word out. Arthur Jones suggested this task be addressed by the

incoming administration, perhaps in the office of corresponding secretary.

#### **IV. Other Reports**

#### **A. SAH Journal**

Tom Jakups has announced that he is stepping down as editor after six years, and would like to work with the Publications Committee to find an assistant editor to transition to editor. Darwyn Lumley noted that Kit Foster has agreed to head that committee as one of the hats he will keep. *Foster moved that Jakups be commended for his service and that we accept with regret his resignation and thank him for his commendable work over these last six years. Seconded by Doug Leighton. Passed unanimously.*

#### **B. Automotive History Review**

Taylor Vinson announced that non-US postage has doubled, the big surprise in his expense report: there is no longer anything but airmail and there is only one foreign zone. Issue #48, appearing this November, has tales from five continents, including an article on automobiles in French Indo-china and a student's contribution, "Muscle Cars Down Under." Also in the issue are articles on motor pacing for bicycle racing in Australia, an Argentinian car and the history of the self-starter in North America. For European coverage there is a summary of the Yugoslav auto industry. Vinson's hardest job this issue is conforming the footnotes to a common style—he prefers footnotes on each page, rather than at the end of the article. Kit Foster stated a preference for no footnotes [references instead being included in the text]. With 41 pages, Vinson needs to go to 44, so he will be adding an automotive crossword puzzle and a planned giving piece to fill the remaining three pages. [The "Self Starter" article did not appear in issue, #48, obviating the reference to tales from five continents. This also kept the issue at 40 pages. Ed.]

#### **C. European Meeting and Related Events**

SAH's annual European Dinner will be held in Paris February 7, 2008. Taylor Vinson is putting together a tour to a carriage

and auto museum and to an archive. There will be further information in *Journal* 231.

#### **D. Membership Committee**

Arthur Jones & Stanton Lyman reported that they are finishing their efforts to increase membership. As noted above, they have renewed 59 of 420 expired memberships to date. Placing brochures in archives has been moderately successful. The last initiative is to place advertisements in publications. Their research for a 1/4-page black & white ad in various publications shows an enormous spread of costs. Targeted mailing has been significantly more successful in the past. Club publications seem affordable. Commercial publications, with the possible exception of *Vintage Motorsport*, seem out of our league. Classic Car Club talks about exchanging ads per Joe Malaney. Don Keefe offered a direct ad trade-out with *Smoke Signals* Pontiac-Oakland Club. There was consensus to pursue Joe Freeman's suggestion to trade-out with the Classic Car Club, and also to pursue AACA for a trade-out. All who raised their hands that contacting car clubs would be a good idea were asked to please research that club and send that information to Jones. *Freeman moved to authorize spending \$500 on this campaign. Seconded by Stanton Lyman. Passed unanimously.*

#### **E. Silent Auction**

Leroy Cole reported gross sales of \$4,966.96 this year. The Board applauded their thanks to Leroy and Cora Cole.

#### **F. Centennial Certificate Program**

Sinclair Powell: Nothing new to report, Board will return to this in the spring.

#### **G. SAH/NAAM Conference in April 2008**

Joe Freeman announced that he was having a meeting Friday morning. Key problem is getting papers. He is now out soliciting papers and is looking for short and interesting, factual presentations for Nashville. Theme is "The Search for Performance and Reliability." Susan Lane promises that we will have ple-

nary sessions, to make it a collective conference.

**H. Participation in January 2008 AHA Annual Meeting** Michael Bromley reported that the conference is to be in Washington, D.C., in January. SAH will present on two days, Saturday and Sunday, January 5th and 6th. SAH's theme attempts to build on the popular peoples' car, taking off on the centennial of the Model T. There will be a museum-type display and he can use anything multimedia. The University of Maryland has submitted something.

**I. Model T Centennial Conference, July 17–19, 2008** Mike Berger has received abstracts of 18 possible papers. He will be meeting with Judy Endelman to discuss the conference tomorrow. SAH is one of four sponsors with *Technology and Culture Magazine*, History of Technology Society, Henry Ford Museum and Motor City Heritage Trust. Berger recognized David Lewis' name, but few other SAH members.

**J. Velocity: Automobilia, Toy and Literature Fair in Hopkins, Minnesota** Kit Foster reported that our name is on this event as a co-sponsor. It doesn't cost us any money. We are to have a table. Stan Lyman noted that this was the perfect opportunity to make up a portable sign.

**K. Motor Racing Association** Joe Freeman reported that he still has work to do on this.

#### **V. Awards (Brief Announcements of Recipients)**

**A. Brigham** Leroy Cole reported for Jack Juratovic: *Hemmings Classic Car*, published by Hemmings Motor News, Richard Lentinello, editor-in-chief; *Charge Utile* (French), published by Histoire & Collections, redacteur en chef Jean-Francois Colombet.

**B. Cugnot, English** Doug Leighton announced that *Billy, Alfred and General Motors: The Story of Two Unique Men, a Legendary Company, and a Remarkable Time in American*

*History*, by William Pelfrey published by American Management Association. Awards of Distinction for English books were two, one by Harry Niemann and titled *Bela Barényi, Pioneer of Passive Safety at Mercedes-Benz* and *Karl Maybach: His Engines and Automobiles*, both published by the Mercedes-Benz Classique Library.

**C. Cugnot, Non-English** Taylor Vinson announced *BMW (Ost), EMW, Wartburg: Autorennsport in der DDR*, by Horst Ihling, published by Schneider Text. The Award of Distinction for non-English books was won by *Alle Autos der 60er Jahre*, by Roger Gloor, published by Motorbuch Verlag.

**D. Benz** Don Keefe announced "Breaking the Mold: NASCAR at Road America, 1956," by Greg Fielden, published in *Collectible Automobile*. An Award of Distinction was won by "Standing the Test of Time: The Continuing Story of the Packard Proving Grounds," by Gary Witzenburg, also in *Collectible Automobile*.

**E. Bradley** Mike Berger reported for Jim Wren: National Automotive History Collection, Detroit Public Library.

**F. Ingersoll** Michael Bromley and Arthur Jones: No award.

**G. Friend of Automotive History** Darwyn Lumley announced Malcolm Jeal.

**H. Student paper** Bob Ebert announced "Making Room for the Automobile: The Development of the Garage in Rural Belgian Flanders," by Els De Vos, Catholic University of Leuven, Belgium.

**I. Award created for Cugnot** Paul Lashbrook reported he has bought a case of Cugnot models, and he will provide two a year for five years. Taylor Vinson offered to take the appropriate ones to Paris. These have been donated by Lashbrook and the Board commended him for his generosity.

#### **VI. New Business/ Assignment of Tasks**

**A. Proposed International Motor Sports Section Award** Joe Freeman: No action

**B. Updating Website and**

**Enhancement of Award Descriptions** Michael Bromley still needs to finish this assignment.

**C. Guidelines for Posting Items on MotorMail** No action

**D. Publicizing Information on New Members** No action

**E. Discussion of Possibly Underwriting the Cost of the Travel and Lodging of Award Winners** No action

The meeting was adjourned at 10:58 P.M.

Respectfully submitted,  
Susan S. Davis  
Secretary, SAH

### **Paris Dinner Update**

As noted in the November/December *Journal*, SAH's 13th annual gathering will be held at the Automobile Club de France (ACF) on Thursday, February 7, 2008.

The inclusive price of the cocktails and dinner is 96 euros (\$141) per person. Members coming from the U.S. should send a check to my order, to 1314 Trinity Drive, Alexandria, VA 22314-4726.

Members coming from outside the U.S. should make reservations with, and arrange payment to, *Laurent Friry*. His e-mail address is [Laurent.Friry@ericsson.com](mailto:Laurent.Friry@ericsson.com), and home address, 22 rue d'Antony, F-91370 Verrierès le Buisson, France. Sorry, but Laurent asks that you not send Eurocheques because of the fees involved in cashing them.

The Club, 6 Place de la Concorde, is easily reached from the Concorde Metro stop. We'll meet for drinks at 6:30 P.M., with dinner following at 7:45. Jacket and tie for men. The dinner will be distinguished by the fact that more Awards will be presented in Paris than at Hershey:

As noted before, we are also planning a day trip to the Chateau de Compiègne on Saturday, February 9th, about 45 minutes by train from Paris, to visit the Musée National de la Voiture et du Tourisme with its 75

*continued on page 10*



# National Association of Automobile Museums and the Society of Automotive Historians 2008 Annual Conference



April 2 - April 5, 2008  
Lane Motor Museum  
Nashville, Tennessee



The 2008 NAAM/SAH Conference promises to be an excellent networking and professional development opportunity. Two days of seminars cover a wide variety of museum topics, coupled with a full slate of presentations by the Society of Automotive Historians. Activities will include an opportunity to explore "Music City" and visit local car collections. The conference highlight will be the annual NAAM banquet with a keynote speaker and NAAMY Awards presentations. The Conference Hotel will be the Nashville Airport Marriott. The room rate will be \$129.00 per double or king room.

### Nashville - Music Calls Us Home

Nashville has been moving to a rhythm all its own - for more than 200 years.

From the time Nashville was founded more than two centuries ago, music has been as essential part of the economic, cultural, and personal lives of the people who call Nashville home. And for almost as long as Nashville has been living, breathing, writing and singing and playing music, we've been welcoming visitors to enjoy it with us.



Many movies have been made about Nashville. Enough books about Music City have been written to fill a bookcase. And, of course, scores of songs are dedicated to the city of music. But, while music is the lifeblood of Nashville, visitors will also find here a city of culture and history, of haute cuisine, of pro sports, outstanding academics, natural beauty and pure Southern charm.



Nashville is a place where the past and the future peacefully coexist and build, one on the other, to create a destination that appeals to the interests of every visitor. This city is alive. You can feel its pulse when you walk down its sidewalks. And, fortunately, you can also hear it almost anywhere you go.

### Lane Motor Museum

Unique cars from A to Z! Cars that fold in half, drive in the water, lift themselves for a tire change, or open at the top with an airplane-style hatch—these are just a few of the unusual vehicles that call Lane Motor Museum in Nashville home.

Lane Motor Museum was founded in 2002 by Jeff and Susan Lane, and the Museum unveiled its collection to the public in October of 2003. As director, Jeff Lane continues to search out cars for the collection that are technically significant or uniquely different. Susan Lane serves as curator.



Visitors to Lane Motor Museum will view a

collection of approximately 150 individual vehicles from Asia, Europe, North and South America, dating from 1924 to 2003. Unlike many car museums, Lane Motor Museum maintains the majority of its exhibition cars in running condition.

The collection features: the largest Czechoslovakian collection outside Europe, microcars, amphibious vehicles, competition cars, alternative fuel vehicles, prototype and one-of-a-kind vehicles, military vehicles, and motorcycles.

### Nashville Airport Marriott

Located conveniently between downtown Nashville and the Nashville International Airport, the Nashville Marriott adorns 17 acres of beautifully landscaped hills. We offer 398 guest rooms including six executive suites and two spacious parlors.

Complimentary parking and complimentary airport transportation is provided. Continental breakfast will be provided each morning, and you may pick up a complimentary morning newspaper.

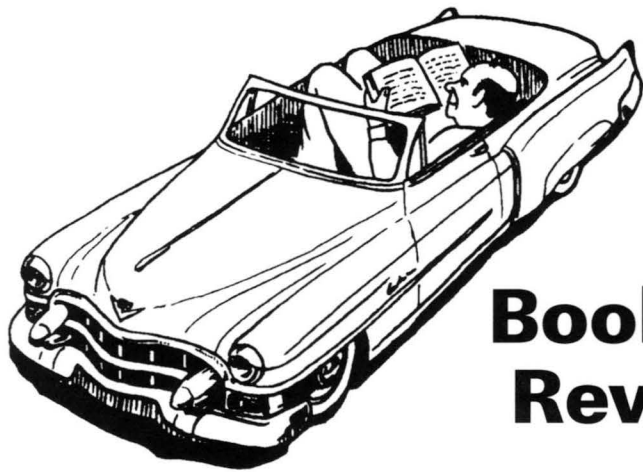


Feel free to take a calming dip in our heated indoor pool, enjoy our first rate fitness club, sip on Starbucks, or unwind in one of our two restaurants, the 2 Rivers Grille or Albert's Lounge.

The room rate for the conference will be \$129.00 per double or king room.

**Photo credits:**  
Above left: Nashville Skyline - Gary Layda  
Bottom left: Historic Ryman Auditorium - Donnie Beauchamp  
Center: Lane Motor Museum  
Above right: Guest Room - Nashville Airport Marriott





## Book Reviews

**Motorcycle**, by Mick Walker, 2006, ISBN-13:978-0-8018-8530-3. Hardcover, 224 pages, over 370 photographs. The John Hopkins University Press, 2715 North Charles Street, Baltimore, Maryland, 21218-4363, www.press.jhu.edu, \$35.00

This book is more at home on the coffee table than on a historian's bookshelf. It is a "picture book" with a great many excellent photographs but little in-depth information. The author has been able to draw on the photo archives of Morton's Media Group Ltd. who have "... millions of motorcycle and related images, many of which have never seen the light of day since they were filed away in the dark-room almost 100 years ago." These photos alone make the book worth its price.

The survey format promotes reading each section of interest, but not the whole book in a single sitting. The thumbnail histories are well-written high-level overviews, typically two pages per topic, supported by a number of relevant and well produced photos (both modern and period). The book does have a reasonably good glossary and an excellent index covering four full pages.

Your reviewer wonders in what order this book was written or whether the text was just gathered from the author's "over 100 books." It has an odd organization that overlaps a general chronological flow. For example, "Racing Improves the Breed" is inserted between "The Pioneers" and "The 1920s and 1930s" yet skips WWI (pho-

tos only) and covers only a short period after WWII. Also, "The 1920s and 1930s" is but a scant two pages—one-third text and two-thirds photos. As a motorcycle historian, your reviewer would suggest that "Racing Improves the Breed" should begin at Brooklands and continue to today and that the 1920s and 1930s were the halcyon days of motorcycle development.

There are interesting, but short, sections on motorcycle technical development—front forks, foot-change gearbox, sidecars, disc brakes, rear suspension, turbo charging, aerodynamics, but generally they are covered only superficially and often with no historical perspective. For example the foot-change gearbox topic is not preceded by any mention of hand-change gearboxes which were prevalent until the '30s.

Motorcycle history and development has been the subject of a num-

ber of excellent books. This one adds little information, but enough previously unseen period photographs to whet the reader's appetite. Your reviewer would have embraced it more fully if the book had been composed entirely of archive photos illustrating the first seventy years of motorcycle development from the Michaux-Perreaux steam motorcycle of 1869 to WWII. Anyone interested in motorcycle history may also be interested in the Teacher Resource Guide at [http://www.omart.org/pdfs/AOM\\_Teacher\\_Resource\\_Guide3.pdf](http://www.omart.org/pdfs/AOM_Teacher_Resource_Guide3.pdf).

For serious historians, *Motorcycle* will not replace the best book on the history of the motorcycle: *Motorcycles, a Technical History*, F.F. Caunter, 1970, ISBN 11 2900020 8, Softbound, 115 pages, 76 illustrations, 24 diagrams, 54 photographs, Science Museum, Her Majesty's Stationery Office, London, (out-of-print).

And the best book on the evolution of the motorcycle is *The Art of the Motorcycle*, Thomas Krens and Matthew Drutt, 2001, ISBN 0-8109-6912-2, Hardcover, 447 pages, Approx. 500 photographs, Guggenheim Museum Publications, 1071 Fifth Avenue, New York, NY 10128, \$37.50.

Interestingly, the cover blurb of *Motorcycle* credits the author as being "involved in the Art of the Motorcycle Exhibit"—but his name is not listed in the team as published in the Guggenheim book.

—David Reilly



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## News continued from page 7

horse-drawn vehicles of the 18th and 19th centuries and its collection of over 30 automobiles. The Chateau also houses a museum of the Second Empire and is set in a beautiful park. Further information is available at [www.chateau-compiegne.fr](http://www.chateau-compiegne.fr). Train tickets will be the responsibility of the individual traveler; we would gather at the Gare du Nord at 10:00 A.M. Unfortunately, the Kellner Archives housed in the Chateau are not open on Saturdays.

—Taylor Vinson

## Hello, Nashville

The Society of Automotive Historians and the National Association of Auto Museums (NAAM) will sponsor a seventh in their successful series of joint automotive history conferences at the Lane Motor Museum in Nashville, Tennessee, from April 2nd through 5th, 2008. *Susan Lane* will be the general chairperson of the conference. *Joe Freeman* will serve as the program chairperson for SAH.

With the conference theme being "Competition and the Development of the Automobile, the Search for Performance and Reliability," sessions will focus on how the industry developed its products, tested them through various forms of competition and advertised them, all with an eye toward producing better, more marketable vehicles. The gathering will also include workshops for museum professionals, as well as local tours of the Nashville area.

The conference will begin with a reception at the Lane Motor Museum on the evening of Wednesday, April 2nd. Conference sessions are planned for Thursday, April 3rd and Saturday, April 5th. Friday, the 4th will be reserved for tours to local points of interest, a private automobile collection, civil war heritage sites and a local brewery.

Following the reception on Wednesday evening there will be a dinner featuring speaker *Bill Warner*,

founder and chief executive of the world-renowned Amelia Island Concours d'Elegance. On Saturday evening the conference will conclude with a banquet honoring keynote speaker Sam Posey, noted racing driver, television commentator and author of the book *The Mudge Pond Express*.

A mailing with complete information and registration details will be sent to all members shortly. It will provide the cost of the conference, which includes registration, refreshments, tours and meals, for SAH and NAAM members, as well as for non-members. Also included will be the registration fee (including meals) for a spouse. There will be an "Early Bird Discount" for those who make their reservations before a certain date. Checks should be made out to National Association of Auto Museums and sent to Joan Williams, c/o Lane Motor Museum, 702 Murfreesboro Pike, Nashville, TN 37210. Visa, MasterCard and American Express payments are welcome.

Accommodations will be the responsibility of the individual attendees and should be arranged directly with Nashville Airport Marriott, (800) 228-9290 or (615) 889-9300. Cost of the rooms is \$129 a night. Participants should be sure to mention the code NAANAAA for the conference when booking their reservations.

Inquiries may be directed to Joan Williams, marketing director at the Lane Museum, (615) 742-7445, Ext. 104, [williams@lanemotormuseum.org](mailto:williams@lanemotormuseum.org), or to Joe Freeman, (617) 723-2661 or [jfreeman@racemaker.com](mailto:jfreeman@racemaker.com).

—Joe Freeman

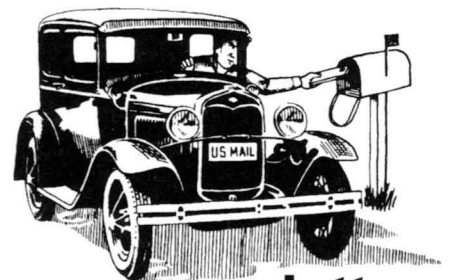
## Members' Generosity Continues

*Mike Berger*, immediate Past President of the Society, wants the membership to know that contributions to the 2006 fundraising appeal continue to be received. An additional \$1,520 was donated in calendar year 2007. Thanks to the following for their contributions last year: *David G. Doernberg*, *David Edyvean*, *John J. Hogan*, *Charles J.*

*Lynch*, *Jack C. Miller*, the Pebble Beach Concours d'Elegance, *William G. Pelfrey*, *William B. Ruger, Jr.*, *Bill Sanders*, *William C. (Bill) Warner*, *Jack E. Wilkening*, and *Patricia Lee Youngue*. As you can see from the minutes of the October 2007 Hershey Board meeting, printed elsewhere in this issue, the SAH officers and directors have begun the process of applying these contributions, and those recognized earlier, to initiatives designed to enhance the value of membership in the Society. We appreciate the generosity of those of you who have made this possible.

## SAH Awards Reminder

April 15th is the deadline for nominations for books, magazines, articles, organizations and people worthy of being honored in 2008. You will find the chairman and address for each award in *Journal* 231. The deadline for the Student Writing Award is June 1st.



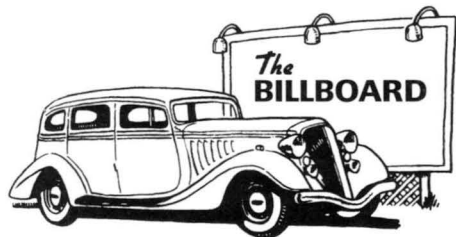
## Letters

### More on the Cavalier

Regarding *Philip Campbell's* export article in *SAH Journal* #230, I would like to offer the following information. The Toyota Cavalier was indeed built in the U.S.—Lordstown, Ohio, to be specific. They were all right-hand drive (RHD) and all had the 2.4 L twin cam engine that was also used in some Chevrolet Cavaliers and Pontiac Sunfires. Besides the obvious changes for RHD, the Toyota Cavaliers also had design, detail and feature differences versus the Chevrolet Cavalier. All these vehicles were built on the same assembly line.

—John Sawruk, P.E.  
GM Pontiac Historian

**Engineer continued from page 1** the American car that led to its wide influence and dominance of international markets: the adoption of standardization to engineered systems and a commitment to design based on anthropometric considerations. ■



**Literature Wanted** I am researching Delco batteries for 1960–69 Chevs, with special interest in Corvair applications. I am seeking Delco literature that was sent to dealers for the 1965 and 1966 model years. The brochures were typically 6–12 pages. Some were about the full line of batteries, some on just the heavy-duty batteries and some focused just on fleet sales. An example of one of the Delco catalog numbers for another year's brochure is DR9615. Since we're talking model years here, anything dated August, 1964–July, 1966 is of interest. Of course, if there was an actual original Delco battery of type 554/555 from 1965 or 1966 still around, that would be the holy grail. I'm not ever expecting to find that though since the 1965 battery was one year only, and the 1966 battery was, too (changes to the case design). **Kent Sullivan 6407 126th Ave. NE, Kirkland, WA 98033 425-889-2110 kentsu@corvairkid.com**

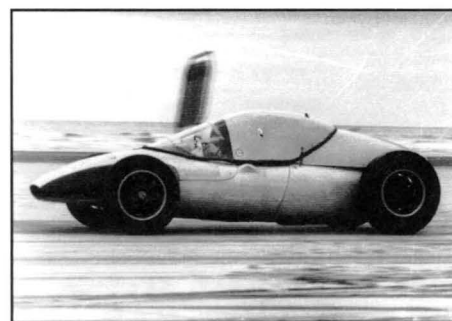
**Information Wanted** Does anyone know whether Shackleton's automobile, an Arrol-Johnston, the first car on the Antarctic continent in 1905–7, is extant, and if true where is it displayed? **G.M.Naul, 209 Glen Street, Chestertown, MD 21620 (fenolix@dmv.com)**

**Information Wanted** To help round off research project. Any Information, images or catalogs relating to the fol-

lowing E. J. Pennington offerings: 1900 Anglo-American Rapid Vehicle Co., 1902 Tractobile (also known as "Automobile Horse"), 1904 Cleveland Motor Co. 300hp 25-foot-long road vehicle, 1904 Motor Propelled Baby Carriage, 1904 Pennington's Cleveland Automobile Show exhibit **Nigel Mills nmills@prime-function.co.uk**

**Information Wanted** On behalf of the Cooper Car Club I'm trying to find out more about an Australian National Land Speed Record set c.1960 and can find no list of past records on the Australian Land Speed website. The extent of present knowledge is this: Austin Miller set a national land speed record on Bakers Beach, Tasmania, in a Cooper T51 F2-20-59. The car started life as an unsuspecting single seat racing car in Australia owned by Stan Jones and the engine was the usual 4-cylinder Coventry Climax FPF. Miller installed a Corvette V-8 engine and created an enclosed cockpit and rear

bodywork for the record attempt, after which the car was returned to standard specification and Bib Stillwell raced it for a number of years. Miller's record stood until 17th July 1964 when Donald Campbell surpassed it on his way to the new world land speed record set at 403 mph on dry salt Lake Eyre in southern Australia. I don't know what date Miller set his record or what speed he achieved. Any further information, or a steer to where I may find that, will be gratefully received. Below is a photo of Miller at speed on the beach. **Peter Jackson peter@jaxontrax.freeserve.co.uk**



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**WOOF ME A TAXI** Move-a-Pet of Richmond, Surrey, UK used this Renault Trafic van converted by KL Automotive Products, Ltd. Their press release said it would carry 64 cats and three dogs, the KL high-performance ventilation and extraction fans in the roof keeping things hospitable inside. The registration and telephone numbers date the photo between 1983 and 1990.  
*Kit Foster collection*