

# SAH Journal



The Society of Automotive Historians, Inc.

Issue 254 *Electronic* January - February 2012



Z-line Style, Page 12.

## Inside

President's Message	3
Obituary	3
Awards Nominations	4
Letters	5
SAH News	5

Bugatti's 4WD Experiment	6
Fall Meeting Minutes	7
Book & Media Reviews	11
<i>The Bugattis of Jean de Dobbeleer</i>	
<i>Pebble Road Race DVD</i>	

## Date Reminders

### March 21, 2012

Automotive History Conference  
Hotel Reservation at group rate.

### April 1, 2012

Automotive History Conference  
Regular Registration.

Registration and reservations  
at [www.autohistory.org](http://www.autohistory.org) or see  
conference brochure.

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

Cover Vehicle: 1965 Mercury Monterey  
Breezeway sedan, illustration: Ford publicity.

# SAH Journal



The Society of Automotive Historians, Inc.

Issue 254 January - February 2012

## Officers

**J. Douglas Leighton** President  
**John Heitmann** Vice President  
**Robert R. Ebert** Secretary  
**Patrick D. Bisson** Treasurer

## Board of Directors

Through October 2012

**Thomas S. Jakups, Leslie Kendall,  
Steve Wilson**

Through October 2013

**Judith E. Endelman, Paul N. Lashbrook,  
Stanton A. Lyman,  
Susan S. Davis, ex-officio**

Through October 2014

**John A. Marino, Mark Patrick,  
James K. Wagner**

## SAH Journal

**Allan C. Y. Meyer, Editor, Adv. Mgr.**  
P.O. Box 1948  
Vashon, WA 98070-1948 USA  
journal@autohistory.org  
editor.a.meyer@gmail.com

Associate Editor

**Rubén L. Verdés**

## Publications Committee

**Thomas S. Jakups, Chair  
Christopher G. Foster  
D. David Duricy, Donald J. Keefe  
Steve Wilson, Rubén L. Verdés,  
Pat Chappell, Mark Patrick, Allan Meyer**

## SAH Journal (ISSN 1057-1973)

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

Subscription is by membership  
in the Society.

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

**Society of Automotive Historians, Inc.**  
**Cornerstone Registration Ltd.**  
**P.O. Box 1715**  
**Maple Grove, MN 55311-6715 USA**

©2012

**The Society of Automotive Historians, Inc.**

Find the Society of Automotive Historians  
on the web at [www.autohistory.org](http://www.autohistory.org).

**Copy Deadline for Journal 255  
March 31, 2012**

## SAH Annual Awards

### **Benz Award**, Chair: Don Keefe, [donaldjkeefe@aol.com](mailto:donaldjkeefe@aol.com)

The Carl Benz Award is presented each year for the best article published in the previous calendar year. SAH Awards of Distinction are awarded for exemplary articles not receiving the Benz Award.

2011 Terry V. Boyce, "1951 Buick XP-300: Mr. Chayne Builds His Dream Car," in *Collectible Automobile*  
2010 John L. Baeke, M.D., "The Lebarons: Heir Apparent to the Throne," in *The Reunion*  
2009 Jim Chase, "Packard and Winton: The Transcontinental Rivalry," in *The Packard Cormorant*

### **Bradley Award**, Chair: Judith Endelman, [endelman@thehenryford.org](mailto:endelman@thehenryford.org)

The James J. Bradley Distinguished Service Award is presented to deserving archives and libraries for exemplary efforts in preserving motor vehicle resource materials.

2011 Jaguar Daimler Heritage Trust, Coventry, UK  
2010 Automotive Research Library of the Horseless Carriage Foundation, La Mesa, California, USA  
2009 Gilmore Car Museum, Hickory Corners, Michigan, USA

### **Brigham Award**, Chair: Jack Juratovic, 712 Novak Lane, Big Rapids MI 49307

The Brigham Award is presented for magazines published in the previous calendar year.

2011 *The Packard Cormorant*, published by Packard Automobile Classics, Stuart Blond, Editor.  
2010 *Antique Automobile*, published by Antique Automobile Club of America. Editor-in-chief/design director West Peterson  
2009 *Collectible Automobile*, published by Publications International, Ltd. John Biel, editor-in-chief

### **Cugnot Award, English**, Chair: Doug Leighton, [jleight@huron.uwo.ca](mailto:jleight@huron.uwo.ca)

The Nicholas-Joseph Cugnot Award is presented each year for the best book published in the previous calendar year. SAH Awards of Distinction are awarded for exemplary books not receiving the Cugnot Award.

2011 Joel E. Finn, *Caribbean Capers: The Cuban Grand Prix Road Races of 1957, 1958, and 1960*  
2010 Charles K. Hyde, *Storied Independent Automakers: Nash, Hudson and American Motors*  
2009 Karl Ludvigsen, *Ferdinand Porsche, Genesis of Genius: Road, Racing and Aviation Innovation, 1900-1933*

### **Cugnot Award, Non-English**, Chair: Bill Kreiner, [bill.kreiner@gmail.com](mailto:bill.kreiner@gmail.com)

The Nicholas-Joseph Cugnot Award, Non-English, is presented each year for the best book published in a language other than English the previous calendar year. SAH Awards of Distinction are awarded for exemplary books not receiving the Cugnot Award.

2011 Claude Rouxel and Laurent Friry, *Gotha de l'Automobile Française*  
2010 Sébastien Faurès Fustel de Coulanges, *Fiat en Grand Prix, 1920-1930*  
Hans-Jürgen Schneider and Halwart Schrader, *Legende: BMW 02*  
2009 Manuel Lage, *1,000,000: Un Millón de Camiones y Buses Españoles*

### **Friend of Automotive History**, Chair: Darwyn Lumley, [DLumley942@aol.com](mailto:DLumley942@aol.com)

Recognition to an individual who has made a particular personal contribution to automotive history.

2011 Kit Foster  
2010 Miles C. Collier  
2009 C. Marshall Naul

### **Ingersoll Award**, Chair: Thomas Jakups, [tjakups@mac.com](mailto:tjakups@mac.com)

The E. P. Ingersoll Award is given for the best presentation of automotive history in other than print media.

2011 Racemaker Press, O'Keefe Winners Database, published online.  
2010 Mark Theobald, [Coachbuilt.com](http://Coachbuilt.com)  
2009 Michael Hamm, producer, director/writer; Kerrie Long, producer "The Greatest Auto Race on Earth"

### **Scharchburg Award**, Chair: John Heitmann, [John.Heitmann@notes.udayton.edu](mailto:John.Heitmann@notes.udayton.edu)

Presented to an undergraduate or graduate level student for the best research paper in the field of automotive history.

2011 Andrew Jennings Mabon, "The Automobile, the Interstate, and Suburbanites"  
2009 Ted R. Mitchell, "Sit-Down Women: Gender and the 1936-7 General Motors Strike in Flint, Michigan"  
2008 Peter S. Cajka, "Consumers, Cadillacs, and Civil Rights: The Social and Cultural Impact of the Automobile in *Ebony*, 1945-1965"

**A complete history of award winners may be found at: [www.autohistory.org/awards.html](http://www.autohistory.org/awards.html)**



## President's Message

The first few months of the new year are an exciting time for those of us involved in automotive history. The great auto shows follow one after another, with their new product launches and 21st century versions of "dream cars." Detroit has just concluded and Chicago and Toronto are in full swing. This year's exhibitions demonstrate the remarkable rise of Kia and Hyundai and the equally remarkable corporate rebound of General Motors. For those of us with fond memories of the sports car culture of the 1950s, the Toronto show features a tribute to Triumph.

I hope that members will not object to a personal note in this column related to that Triumph retro-display. When I first began to teach, I acquired a much-used 1962 TR4. Parked outside my parents' house, it attracted the attention of an older neighbor who was a veteran of the western front in World War I. Peering at the nameplate, he exclaimed "It's a Triumph," and then went on to say that he had been a motorcycle dispatch rider for most of the war. He had ridden Triumphs almost exclusively, destroying over half a dozen of them because of the slippery nature of high-crowned French roads. My TR4 opened old memories for my neighbor and taught me a great deal about front-line conditions in France through the words of an eyewitness.

I suspect that many of us could share similar stories from different contexts. Automobiles carry all sorts of associations, and the stories attached to them often catch our interest as much as the cars themselves. The current season of auto shows can recreate for some of us the excitement of the great post-World War II auto extravaganzas or of the annual fall introductions of new models. For automotive historians, cars can become gateways to understanding parts of the past.

The SAH has other reasons for excitement this year. We are looking forward to our ninth biennial conference in Philadelphia in April, our first after our former partnership with the National Association of Automotive Museums. We owe *Arthur Jones* and his team of organizers much thanks for all their hard work. Let me urge all of us to translate our excitement about automotive history and about the SAH into support for the Philadelphia conference. —*Douglas Leighton*

## Obituary

### Tony Beadle 1943 – 2012

Tony was a motoring enthusiast from an early age. He worked as a draughtsman and project engineer but his automotive interests soon came to the fore and he travelled widely in pursuit of what was to soon become his work, commencing initially with freelance writing on motoring topics in 1971. Although perhaps best known as the original and then long-time editor of *Triumph World*, his scope was broad and diverse.

Tony's interests embraced topics such as the three-wheeled, micro and electric vehicles, American cars from the independent makers, UK drag racing, the cars built in his home area (the west London fringe), 'Bedmobile' motor caravans, and, at the time of his passing he was unravelling the motoring activities of two quite separate individuals with the surname Morriss who were active in the pioneer days of motoring; one of whom was motor engineer to King Edward VII, and the other who tried to revive British steam car manufacture in 1907-8.

SAH members are invited to join  
**the Classic Car Club of America  
(CCCA)**

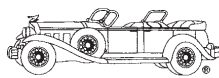
founded in 1952 to promote the  
preservation and restoration of  
distinctive motorcars built between  
1925 and 1948.

The club publishes its *Bulletin* eight  
times a year and the quarterly *Classic  
Car* magazine.

The club maintains a museum and  
research library on the grounds of  
the Gilmore Car Museum in Hickory  
Corners, Michigan.

For membership details contact the club

CLASSIC CAR CLUB OF AMERICA



at either of the addresses below.  
1645 Des Plaines River Road, Suite 7  
Des Plaines, IL 60018-2206  
(847) 390-0443  
[www.ClassicCarClub.org](http://www.ClassicCarClub.org)

Tony was a member of many motoring clubs and of the Guild of Motoring Writers, while his membership of the Federation of British Historic Vehicle Clubs, where he served on the Board from 2003 to 2007, typified his attitude of not just belonging to organizations but also being active within them. The very successful "Drive It Day" which takes place each April under the auspices of the Federation – designed to encourage as many owners of older vehicles as possible to exercise them on the roads for the enlightenment of the general public – was instigated by Tony.

He joined the SAH 20 years ago, becoming both *Newsletter* editor and Secretary of the UK Chapter in 1998, positions which he held for four years. He was also one of those responsible for the UK Chapter becoming the Society of Automotive Historians in Britain in 2000. He returned to the *Newsletter* editor's seat at the beginning of 2008, renamed the quarterly publication the *SAHB Times*, and over the course of producing the next 16 issues took it from a slim almost solo effort to one that with its innovative ideas drew contributions from a wide range of the membership, and required double the number of pages of his original version.

Tony was one of the "good guys" and his presence will be greatly missed, not only by the SAHB membership but also in the wider motoring world. He leaves a wife, son and daughter-in-law, to whom we extend our sympathies.

—*Via SAH in Britain*

## HORSELESS CARRIAGE GAZETTE

As you might expect from a club publication, the *Horseless Carriage Gazette* is chock full of exciting four-color photographs showing brass-era automobiles in action. First-generation cars don't get out often but, when they do, it is a real privilege to be along for the ride.

History buffs will enjoy a feature or two in each *Horseless Carriage Gazette* about marques both popular and obscure. In addition, more than 240 black & white images from the pre-1916 era were used as illustrations in the six 2007 issues.

Membership is \$45 (\$55 outside of the USA).

There is no better place to connect with nearly 5,000 enthusiasts who appreciate pioneer vehicles than in the Horseless Carriage Club. We'll be honored if you decide to join.

Horseless Carriage Club  
5709 Oak Ave  
Temple City, CA 91780-2431  
(888) 832-2374 or [www.hcca.org](http://www.hcca.org)

## Richard Scharchburg Student Paper Award, 2012

In order to encourage research and writing effort among university students in the area of automotive history, the Society confers its annual award for the best student paper in the auto history field. The award is named for *Richard Scharchburg*, the late Professor of History at Kettering University, eminent automotive historian, and past president of the Society of Automotive Historians. Persons submitting papers must be enrolled at educational institutions (upper-class undergraduate or graduate level) at the time of submission. This competition is international in scope, but papers must be in the English language. Papers already published or scheduled for publication will not be accepted.

Manuscripts should not exceed 10,000 words, and should be double-spaced. An abstract is requested. Judging criteria include clear statement of purpose and testable hypothesis, accuracy and thoroughness of research, originality of the research, documentation, quality and extent of bibliographic resources, and writing style. Diagrams, graphs, or photographs may be included. Submissions are to be electronic, in Word 1997-2003 format or pdf files only, to the e-mail address below.

Possible subjects include but are not limited to historical aspects of automobile companies and their leaders, regulation of the auto industry, financial and economic aspects of the industry, the social effects of the automobile, highway development, environmental matters, and automotive marketing, design, engineering and safety.

A cover letter should be included stating the student's address, school, program, advisor, and stage in studies. The student should indicate how the paper submitted will relate to his or her professional future. Submissions must e-mail dated by June 11, 2012. All papers submitted will be acknowledged.

Upon recommendation of the judges, the winning paper will be considered for publication in the Society's *Automotive History Review*. The award consists of a plaque and a cash prize of \$500.00. —*John A. Heitmann*

Submissions should be sent to:  
John A. Heitmann, Ph.D,  
Chair, Student Awards Committee  
Department of History  
University of Dayton  
300 College Park  
Dayton, OH 45469-1540  
Tel: 937-229-2803  
Fax: 937-229-2816  
e-mail: jheitmann1@udayton.edu

## Have You Thanked a Librarian Lately?

You can-- with a nomination for the James J. Bradley Distinguished Service Award!

Every year, the Society of Automotive Historians honors the work of libraries and archives whose mission is to preserve motor vehicle resource materials.

The nomination is due August 1, 2012. The award will be presented at the SAH annual banquet at the Hershey Country Club on October 12, 2012 during the AACA Eastern Fall Meet at Hershey, PA. To nominate a deserving library or archives, go to [www.autohistory.org](http://www.autohistory.org), or email me at: [Judith.Endelman@gmail.com](mailto:Judith.Endelman@gmail.com).

Complete the Bradley Award nomination form and email it to me at the address above. Don't worry if you can't fill out all of the form, do as much as you can.

The 2011 winner was the Jaguar Daimler Heritage Trust in Coventry, England. A list of previous Bradley Award winners is at [www.autohistory.org](http://www.autohistory.org).

Bradley Award committee members include *Ed Garten*, *Mark Patrick*, and *Jim Wagner*. Email any questions about the award to: [Judith.Endelman@gmail.com](mailto:Judith.Endelman@gmail.com).  
—*Judith E. Endelman*, Chair



### **O'Keefe Winners Database: 1895-2010** by James O'Keefe

This fully searchable comprehensive digital database, contains over 22,000 auto races, with 250,000 pieces of data, from all over the world,

updated through the end of the 2010 season. The O'Keefe Winners Database enables quick research, with guided instructions for answers to simple or complex queries. Download the software at [www.Racemaker.com](http://www.Racemaker.com), or purchase the CD to install on your computer (both Mac and PC compatible software).  
\$45

Buy both The Winners Book and O'Keefe Winners Database and SAVE!  
\$85.00 complete package offer (plus s+h).

### **The Winners Book: A Comprehensive Listing of Motor Racing Events 1895-2009** by James O'Keefe

This book documents every major motor racing event held anywhere in the world! Includes the dates,

locations, winning times, distances, winners, cars and championship status for each event, providing an invaluable source of historical information on automotive competition.

561 pages. Hard-bound with dust jacket. Indexed with Bibliography.  
\$65 (plus shipping and handling).

Available now at  
[www.racemaker.com](http://www.racemaker.com) or  
call 617-723-6533





## Letters

**From Michael Bromley**

I thought the readers might like to know that *Beverly Rae Kimes* was cited in a *Harvard Law Review* article: "An Equilibrium Adjustment Theory of the Fourth Amendment," by Orin S. Kerr (Vol. 125, pg. 476, Dec. 2011).

The article reviews Fourth Amendment case law and the challenges to it posed by new technologies. Automobiles are discussed regarding *Carroll v. United States (1925)*, delivered by Taft, of course, with which the Supreme Court created the "automobile exception" or "Carroll doctrine" that allows vehicle searches upon probable cause.

The citation is for her *Pioneers, Engineers and Scoundrels* book, which is now part of the record on Fourth Amendment law.

**From Gregg D. Merksamer**

Given my interest in exotic, custom-built "head of state" automobiles, I was certainly fortunate to be up watching CNN when the first North Korean TV footage of Kim Jong Il's funeral hit the airwaves around 1:30

AM Wednesday, December 28th. It was a real surprise to see a mid-1970s Lincoln stretch limousine serving as his hearse, with the sarcophagus carried on the roof in a massive bed of white chrysanthemums. The car was preceded by two other well-maintained but similarly ancient Continentals respectively topped with a giant smiling portrait of the "Dear Leader" and a similarly outsized wreath. How these classic American cars wound up serving a xenophobic government we are still technically at war with had to be an interesting story.

James Cobb, *The New York Times* automotive editor who hired me to write the paper's 2008 stories on the new White House limousines, must have agreed, as he'd phoned me by breakfast time to ask what information I could offer on these cars to his colleagues on the international desk. Several quotes from an e-mail I sent him on this topic wound up featured in a story authored by J. David Goodman on page A-5 of the December 29th issue. If you are intrigued, an online version of this article may be viewed at:  
<http://thelede.blogs.nytimes.com/2011/12/28/at-funeral-of-kim-jong-il-u-s-made-limos-stand-out/?ref=asia>.

**From Helen V. Hutchings**

In *Louis Fourie's* review of the Bob Lutz book, *Car Guys vs. Bean Counters*, the writer is correct when he wrote in his seventh paragraph that Lutz is retired from GM. Officially retired, yes, in May 2010.

I can tell you that in early September, 2011 it was officially announced that Lutz was back working at GM, only now officially as a consultant.

---

## SAH News

### Rubén L. Verdés to be Journal Assistant Editor

*Rubén Verdés* has come on board as Assistant Editor of the *SAH Journal*. Rubén is currently the editor of the Rolls Royce Owner's Club's regional magazine for Florida, *The Florida Lady*. He has also contributed to the RROC national magazine *The Flying Lady*.

Rubén will take over as Editor of the *SAH Journal* after a transition period this spring. We are looking forward to his efforts for the *Journal*.

The SAH has a great opportunity in 2012 to fully embrace the potential of our redesigned internet presence. We can feature timely, in-depth SAH news and announcements on [www.autohistory.org](http://www.autohistory.org).

Then the *Journal* can summarize those business items, allowing concentration on more research-based content within its pages.

—A. Meyer



Above: "This handout picture taken by North Korea's official Korean Central News Agency (KCNA) on December 28, 2011, shows Kim Jong Un, center right and Jang Song-Thaek, center, beside the convoy carrying the body of Kim's father and late leader Kim Jong Il at Kumsusan Memorial Palace in Pyongyang."

## Bugatti's 4WD Experiment

In 1932, Bugatti decided to build a four-wheel-drive car, the Type 53, and he commissioned Italian Antonio Pichetto to design it. This car was unique in that it was not only the first and only four wheel drive car Bugatti would produce, it was the only one with independent front suspension.

The engine was the 4.9 liter DOHC straight eight used in the T50 and the T54 Grand Prix car. The massive gear-box split power to two drivelines located on the left side of the chassis inside the frame, and they delivered power to front and rear differentials. Special cast alloy wheels were used, and the unusual front nose was required to house a special oversized radiator.

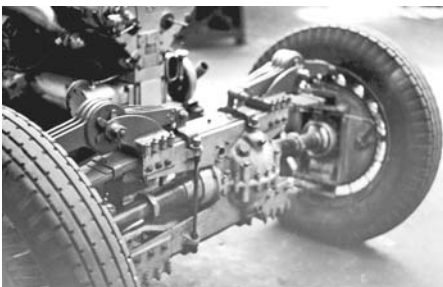
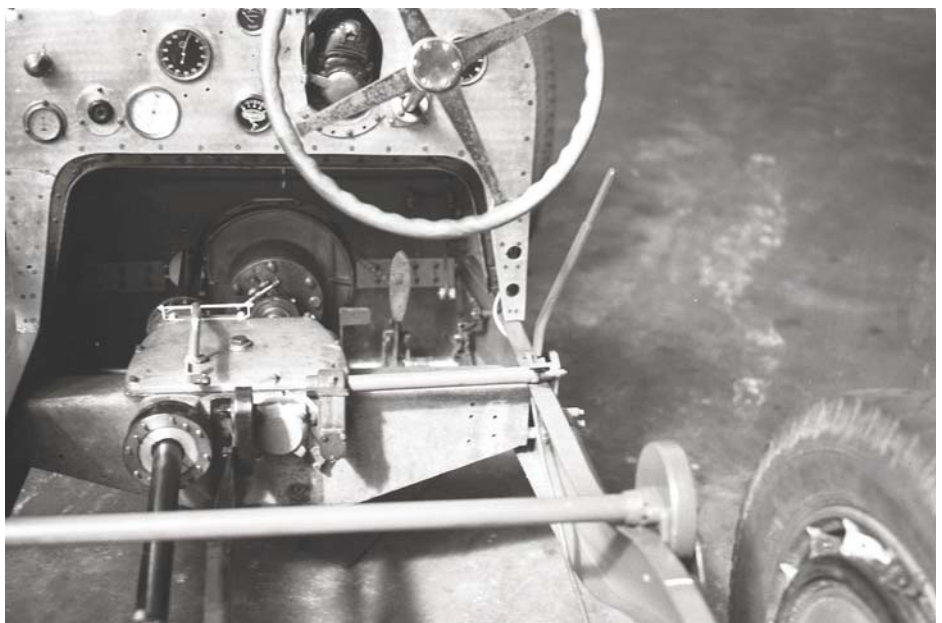
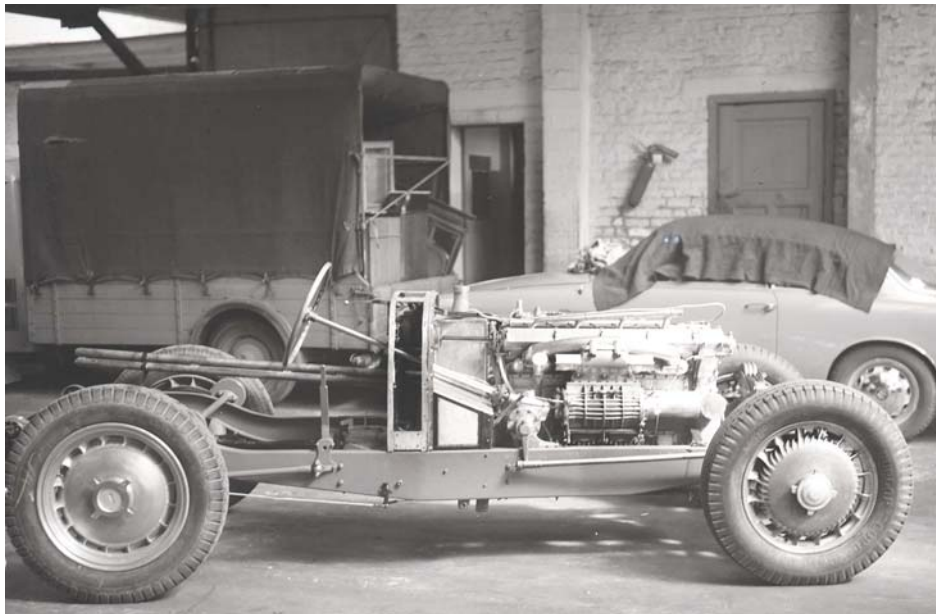
Only two cars were built and they were raced primarily in hillclimbs with some success even though they were a reputed brute to drive. After winning the 6.3 kilometer La Turbie hillclimb, René Dreyfus remarked that he was very tired with shoulders that were nearly broken, his arms were limp from fatigue, and that he was very tense.

The T53 was raced only once on a circuit. Albert Divo drove one in the Monaco Grand Prix and the car retired early before Divo could suffer the full effects of the T53's punishing characteristics.

After its limited success, the Type 53 was retired. Bugatti never again used four-wheel-drive.

We believe that the car pictured here is not one of the original two factory cars, but a third car assembled from pieces by De Dobbeleer in 1960-1962.

—Charles Fawcett





# SAH Business

## Society of Automotive Historians Board of Directors Meeting October 6, 2011

Location: Hershey Country Club,  
Hershey, Pennsylvania

Present: *Susan Davis*, President; *Douglas Leighton*, Vice President; *Patrick Bisson*, Treasurer; *Robert Ebert*, Secretary; *John Heitmann*, *Thomas Jakups*, *Leslie Kendall*, *Paul Lashbrook*, *Stanton Lyman*, *John Marino*, *Mark Patrick*, *James Wagner*, *Steve Wilson*, *Woody Woodhouse*.

Guests: *Leroy Cole*, *Kit Foster*, *Louis Fourie*, *Arthur Jones*, *Don Keefe*, *John Jendza*.

Excused: *Judith Endelman*

Note: These minutes contain only the summaries of the committee and officers reports. The full committee reports that have been submitted are filed with the minutes and are available upon written request to the Secretary of the Society.

President Davis called the meeting to order at 6:42 pm (EST).

Board members and guests introduced themselves.

Secretary Ebert declared that the required quorum of seven directors was present.

Minutes of the April 11, 2011 meeting were presented and discussed. Secretary Ebert pointed out that a contradiction exists in the minutes of the April 11, 2011 meeting. While early in the meeting a motion was made, seconded, and approved to have the Vice President of the Society serve as the chapter liaison person, later in the meeting Thomas Jakups was appointed to the position of Chapter Liaison.

After discussion, by unanimous consent it was agreed that Thomas Jakups would serve as the Chapter Liaison. Upon motion made by Thomas Jakups and duly seconded, the

minutes of the April 11, 2011 meeting were accepted as corrected without dissent to state that Thomas Jakups has been appointed Chapter Liaison.

President Davis asked if there were any questions on the President's Report as distributed. There were no questions raised.

The Nominating Committee Report was made by Leroy Cole with the following election results.:

Douglas Leighton – President  
John Heitmann – Vice President  
Patrick Bisson – Treasurer  
Robert Ebert – Secretary  
For the Directors Term ending in October 2014:  
John Marino  
Mark Patrick  
James Wagner

Leroy Cole stated the ballots had been turned over to the Secretary for review and disposal. Leroy Cole stated that he served as Chair of the Nominating Committee in place of *Darwyn Lumley* who asked to be excused for health reasons.

Some discussion was held regarding the cost of printing and mailing the

ballots. Leroy Cole pointed out that according to the Bylaws, we must conduct the elections in this manner.

President Davis asked if, in the future, we want to have just enough nominees for the positions that are to be filled or if we want to have more than sufficient nominees with some of them not being elected. Leroy Cole noted that it is not easy to find people to be on the Board who understand the responsibilities. Paul Lashbrook said that the process seemed to work well this year. Arthur Jones noted that there if there never is a choice, those voting may feel frustrated. Kit Foster noted that there is a rational reason for having more than enough nominees because if a vacancy would occur on the Board, those not elected in the initial election are asked to serve as interims to fill the vacancy until the next election.

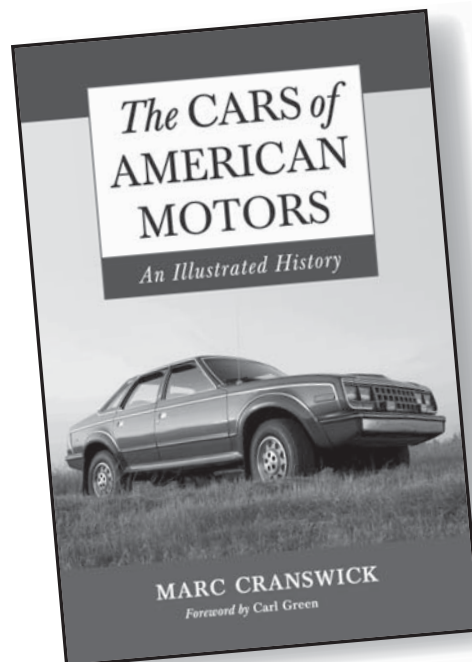
### Treasurer's Report:

Pat Bisson reporting.

The complete report was published in *Journal* issue 253.

The SAH incurred an overall deficit in the fiscal year ending September 30, 2011 of \$4,905.85.

The deficit is due principally to a



This history examines AMC's cars from 1954 through the company's absorption by Chrysler in 1987. In addition to the Rambler line, AMX/Javelin, Hornet, Matador and others, it covers the Gremlin, Pacer and Eagle vehicles in particular detail. The text explores AMC's 1980s involvement with Renault and the design legacy of that joint venture, which includes the Hummer. The evolution of Jeep is covered from the 1960s through the 2000s.

364pp. \$38 softcover (7 × 10)  
222 photos (27 in color), appendices,  
notes, bibliography, index  
ISBN 978-0-7864-4672-8 2012  
Ebook ISBN 978-0-7864-8570-3



McFarland

To order, go to [www.mcfarlandpub.com](http://www.mcfarlandpub.com), or call toll-free 800-253-2187.

## SAH Business

decline in dues income. The banquet shows a deficit but that is because the banquet straddles a fiscal year and, in fact, ordinarily operates at a surplus. The \$1500 for the Automotive History Conference is seed money for the planning. The Conference is expected to be revenue neutral.

The *Membership Directory* went a little over budget due to mailing costs and data preparation being more expensive than anticipated. There was not an issue of the *Automotive History Review* sent out in 2011. Kit Foster observed that had there been, the budget deficit would have been \$8,000.

More was paid out to Adago for web-site development than originally planned. Paul Lashbrook moved and Doug Leighton seconded that the Treasurer's Report be filed for audit. Motion passed without dissent.

The proposed budget for the 2012 fiscal year was presented. If all current members renew, that will yield only \$27,000. However, Cornerstone will be sending out reminder notices and there will be some new members, so dues income of \$30,000 is being budgeted.

There will be a silent auction this year with budgeted income of \$3500.

Treasurer Bisson noted that *Allan Meyer* as editor of the *SAH Journal* has reduced expenses for the *Journal*. With budgeting for two issues of the *AHR* and \$1000 for travel expenses and the remainder of expenses for web-site development to Adago, a deficit of \$4400 is being projected.

Treasurer Bisson reported that Kit Foster discussed availability of the SAH Britain (SAHB) publications for all SAH members with *Peter Card*. Following are his recommendations: At this time, Treasurer Bisson recommended that the current issue of *Aspects of Motoring History* be made available as a merchandise purchase on the SAH website. Cornerstone will accept orders and transmit to Treasurer Pat Bisson for fulfillment, unless directed otherwise. The same would apply to the *SAHB Times*, if desired. The current issue of *Aspects of Motoring History* is 80 pages. Cost to publish is approximately \$16. Proposed selling price to U.S. SAH members is \$20. Treasurer Bisson believes this publication is annual but has no information regarding *SAHB Times*. The same would apply to the *SAHB Times* if desired.

Because of delays in publications, an important membership benefit, Treasurer Bisson recommended that there be no Bi-Annual Fundraising Campaign in 2012. He noted as did Don Keefe that comments have been received from members because publications are not up-to-date. Tom Jakups stated that the publications and website need to be up to speed before we attempt to raise more money.

Extensive discussion was held on the matter of whether SAH officers and representatives should be reimbursed when representing SAH at international meetings such as with the SAHB and the annual Paris meeting. Treasurer Bisson moved and Tom Jakups seconded that anyone requesting money for travel submit a request to the president and that an electronic

meeting of the Board be conducted by the Secretary to determine if travel funds should be disbursed. Motion passed without dissent.

Treasurer Bisson noted that the SAH Vanguard funds have not been doing very much lately due to market conditions. Paul Lashbrook moved and Stanton Lyman seconded that the Budget of the Society of Automotive Historians for the 2012 Fiscal Year, October 1, 2011 to September 30, 2012, be accepted as presented. Motion passed without dissent. By unanimous consent, the Board extended its appreciation to Treasurer Pat Bisson for the work he has been doing on the SAH finances and budget.

### Membership Contractor Report:

Treasurer Pat Bisson reporting. Cornerstone is ready to handle all membership renewals, send out membership cards with expiration dates. Discussion followed on whether SAH should move to a rolling membership renewal basis. Cornerstone advises that most clubs are on a rolling basis and it involves minimal work on Cornerstone's part to make the conversion for SAH. Paul Lashbrook moved and Leslie Kendall seconded that the Society of Automotive Historians adopt a rolling membership renewal basis and that the Bylaws be amended accordingly. Motion passed without dissent.

### Academic Committee Report:


John Heitmann reporting. Plans are being made to organize a session of the SAH for the American History Association meetings in 2013. Archives Committee: Kit Foster. Materials related to the archives will be submitted to Dave Duricy for the website.

Awards: See appropriate Awards Committee Reports

Awards will be presented at the Annual Meeting and Banquet on Friday, October 7, 2011.

### Publications Committee:


Tom Jakups reporting. Allan Meyer reports that three persons have expressed an interest in taking over as editor of the *SAH Journal*.



**Join the Buick Club of America**  
and 9000 other members worldwide who love old Buicks.

72 BCA chapters - one may be near you!

With BCA membership, you'll receive our outstanding monthly magazine, *The Buick Bugle* — 48 pages, 36 in full color, free monthly classified ads for members  
Pete Phillips, Editor (S.A.H. member)



\$40/year national dues, foreign higher  
www.buickclub.org  
(614) 472-3939 for information  
Buick Club of America  
PO Box 360775  
Columbus, OH 43236-0775



It is being stressed with candidates that there is a vital need to have six issues per year. The Publications Committee is requesting resumes and then will act on Allan Meyer's recommendations. John Heitmann expressed concern that the content of the *Journal* has been more of the nature of a newsletter rather than new material. Also, he stated there should be more oversight of book reviews regarding how they should be stated. Discussion occurred regarding publication of the minutes in the *Journal*. Secretary Ebert stated that consideration should be given to publishing the minutes on the website and not in the *Journal*.

*Automotive History Review* No. 53 will comprise the transactions of the eighth biennial Automotive History Conference held in 2010 at the Tupelo Automobile Museum in Mississippi. Selected papers will be printed in full, and the balance included as abstracts. Publication has been repeatedly delayed, most recently due to disruptions caused in the northeastern US by Tropical Storm Irene, travels of the editor, in part in aid of the SAH abroad, and difficulty in obtaining suitable illustrations for some of the articles planned. This may force substitution of alternate papers instead.

Tom Jakups and Pat Bisson discussed problems with development of the SAH website. Cornerstone and Adago are having difficulties with the interfaces between the two systems. Lengthy discussion followed with many members of the Board engaged in that discussion. Following is a summary of the concerns and actions recommended:

There is profound concern that Adago has not met deadlines with respect to development of the website. The website is considered a vital means of communications with SAH members and the public at large. Cornerstone is ready to function from their end and some discussion occurred regarding whether to investigate turning the development of the SAH website over to Cornerstone.

The consensus of the Board is that serious discussions be entered into with *David Duricy* and Adago that website development and links to Cornerstone must proceed immediately with results to be evident within two weeks of this meeting, i.e. by October 20, 2011. Tom Jakups said he believes he has enough information to move forward on the matter.

David Duricy has set up a Facebook site for the SAH. Mark Patrick stated that the content on the SAH Facebook site is good. President Davis stated that the Facebook site needs to be managed carefully. Tom Jakups and President Davis will continue to work on the SAH Facebook issue with David Duricy. Should it be desirable, Mark Patrick offered to take over the Facebook responsibilities. Don Keefe noted that SAH has another Facebook page other than the one created by David Duricy and that Mark Patrick will be made Associate Manager of that Facebook site.

#### **International Motor Sports History Section:**

*Pat Yongue* reporting.

The IMS Section awaits website design and will begin the composition of by-laws.

#### **Silent Auction:**

Leroy Cole reporting.

There are approximately 500 items available for the auction including a significant amount of the material from the *Taylor Vinson* collection. A catalog of the auction items will be out by the end of the year. Kit Foster noted that the material in this year's silent auction is just the tip of the iceberg with respect to material available from the Taylor Vinson collec-

tion. There are about 30 containers of literature being stored by Kit Foster, much of it material that is not really desirable from the 1970s.

#### **SAH Automotive History Conference Report:**

Arthur Jones reporting.

The 2012 Conference is April 12-14 in Philadelphia.

Deadline for submission of papers is October 31, 2011. Dr. Mira Wilkins will be the speaker at the concluding dinner.

#### **Chapter and Section Reports:**

Tom Jakups reporting.

Detailed reports on the SAHB Chapter, the Pioneer Chapter, the Wisconsin Chapter, the Hoosier Heritage Chapter, the Henry Leland Chapter, and the Southern California Chapter were received. The SAHB and Wisconsin Chapters are quite active and vibrant. The Leland Chapter has had a resurgence thanks to the efforts of Leroy Cole and John Jendza. The other chapters are not really active at the present time. As liaison, Tom Jakups will be contacting the chapters to find out how they might be assisted.

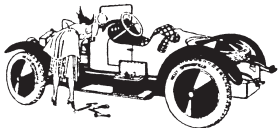
It was noted that according to the Bylaws, members of SAH chapters must also be members of SAH. Some members of the Wisconsin Chapter are not members of SAH. The Secretary of the SAH is supposed to check the membership of chapters against the membership list of the SAH. Tom Jakups and Bob Ebert will be in contact to examine the membership lists of the chapters.

SAHB chair Peter Card and past chair *Malcolm Jeal* met with Kit Foster at Malcolm's home in Wiltshire, UK, on

**WANTED:  
AUTOMOBILE LITERATURE 1900-1975**

I buy sales brochures, repair & owner's manuals, books, showroom items, artwork, models & toys, posters or any items pertaining to automobiles, trucks or motorcycles...  
I travel to purchase collections.

**Walter Miller**  
6710 Brooklawn Pkwy.  
Syracuse, NY 13211 USA  
315-432-8282 fax 315-432-8256  
e-mail: info@autolit.com



# SAH Business

September 17, 2011. SAHB has taken an initiative to print extra copies of the latest *Aspects*, aided in part by a grant from the *Michael Sedgwick* Memorial Trust, to make them available to SAH members outside of Britain. SAHB will hold its Fall Seminar and Annual Meeting on October 15-16, at the Henry Royce Memorial Foundation at Paulerspury, Northamptonshire.

Kit Foster reported that the SAHB asked “what does SAH want from SAHB?” President Davis responded that we desire to treat them as an example of a premier chapter and, therefore, it is important that SAH officer representatives be in contact with them and attend the Paris meetings.

### Hershey Banquet Report:

John Marino reporting. The banquet will be in the Hershey Country Club ballroom this year to

accommodate the presentation on the New York to Paris Race of 1908. The negotiated price for the menu was close to last year's. John Marino thanked Pat Bisson for his help with the financial side of planning the banquet.

At the time of the meeting there were 77 paid reservations for the banquet. John Marino expressed concern that the job of Banquet Coordinator had resulted in “mission creep” because of added duties related to arrangements, speakers, etc. He is willing to handle the food arrangements, but there is a need for another person to take on the role of events coordinator. By consensus it was agreed that this would be a task for the next president – Doug Leighton – to address.

### Hershey Tent Report:

Paul Lashbrook reporting. The SAH Hershey Hospitality Tent will feature a book signing by seven SAH members who are book authors on Friday, October 7, 2011 from noon to 2:00 pm. All SAH Board members are asked to assist in the logistics for this event. This event is a tremendous opportunity to acquaint the public with SAH. Paul Lashbrook noted the tent was really busy on Thursday. The author/book-signing event was publicized in 16 publications including *Old Cars Weekly*.

### By-Laws Committee Report:

Paul Lashbrook reporting. A draft of the revised Bylaws was sent electronically to the Board. President Davis noted that there is a need to attach the so-called “Taylor Vinson”

amendments of April 2009 to the revised Bylaws draft. She also asked that the length of the Bylaws be shortened if possible.

The major changes to the Bylaws noted by Paul Lashbrook were a clean up of the provisions on a section-by-section basis; development of a section on electronic meetings; and providing for the president of any SAH chapter being an ex-officio member of the Board.

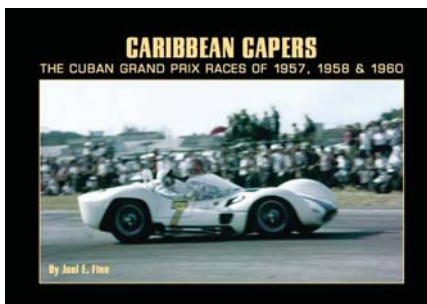
Paul Lashbrook noted that the issue of the rolling membership renewals is an area where further revisions are needed.

A brief discussion occurred on the subject of whether there should be term limits for members of the SAH Board. Paul Lashbrook moved and Woody Woodhouse seconded that the subject of term limits for Society of Automotive Historians Board members be tabled until such time as it needs to be revisited. The question being called, a vote was taken and the motion passed with 10 affirmative votes.

Necessary revisions to the draft of the Bylaws will be made and submitted for final approval at the April 2012 Board meeting in Philadelphia.

There being no further business to come before the Board, the meeting was adjourned by President Davis at 10:02 pm.

Respectfully Submitted,  
Robert R. Ebert, Secretary



### ***Caribbean Capers: The Cuban Grand Prix Races of 1957, 1958 & 1960.***

by noted automotive historian Joel E. Finn. **Just released:** A first-hand account of the dramatic story of Cuba's major sports car races, with all the international political intrigue and competitive action that characterized Havana, the “sin city” of the fifties. Rare official records, over 500 historic images of the cars, drivers and events, many never-before published. 366 pages, large-scale hard-bound. **\$199.95 plus s&h.**

SEE US AT FALL HERSHEY OCTOBER 4-8!  
Space # RWB1  
Located in the Red Field, near the entrance to the  
Chocolate Field at Hershey Park.

Racemaker Press  
39 Church Street  
Boston, MA 02116



Available now at  
**www.racemaker.com**  
or **617-723-6533**

**RICHARD P. SARCHBURG ARCHIVES**

PRESERVING AUTOMOTIVE HISTORY FOR THE FUTURE



ENTRUST YOUR COLLECTIONS TO AN INSTITUTION THAT WILL PROTECT THEM FOR YEARS TO COME AND SHARE THEM WITH HISTORIANS AND RESEARCHERS ALWAYS. COLLECTIONS PRESERVED AS THEY WERE FORMULATED!  
NO COLLECTION TOO BIG OR TOO SMALL.  
ALL DONATIONS ARE TAX DEDUCTIBLE.

CONTACT US TODAY

DAVID C. WHITE, ARCHIVIST  
RICHARD P. SARCHBURG ARCHIVES KETTERING UNIVERSITY 1700 W. THIRD AVE. FLINT, MI 48504  
810.762.9661 DWHITE@KETTERING.EDU



## Book & Media Reviews

### Two From Kellogg Auto Archives

#### *The Bugattis of Jean De Dobbeleer*

Author: Charles Fawcett

192 pages, 9" x 12" hardbound (landscape format)

372 b/w photographs

ISBN 978 0 9840128 0 0

\$85, kelloggautoarchives.com

Kellogg Auto Archives LLC,

11721 Whittier Blvd #427,

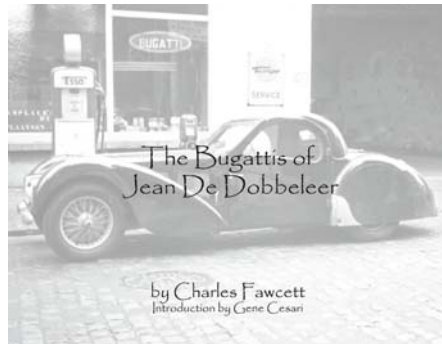
Whittier, CA 90601, 562-693-0950

(Pacific Time Zone)

Barn-find cars have provided subject matter for any number of books, not to mention that they have brought substantial dollars when eventually sold. But what to do with a barn find of automotive information especially when it consists mainly of period photos with no labels identifying what has been photographed? A late-2011-published book from Kellogg Auto Archives LLC (KAA) is a worthy answer.

KAA exists due to one man's lifelong fascination with practically all facets of auto history and lore, including cars themselves. After Ron Kellogg retired he was able to indulge this interest full-time. He set about organizing the literature, correspondence, film footage, and photos that he had already acquired while continuing to acquire still more and eventually protecting all by forming Kellogg Auto Archives LLC.

A chance meeting between Kellogg and Charles Fawcett has resulted in one of the purest and exemplary examples of a means of sharing historical photos with a broader audience. Although Fawcett has never previously compiled or authored a book, like Kellogg he has pursued his automotive interests for years. Kellogg and Fawcett discovered they shared a fascination with Bugatti, prompting Kellogg to show Fawcett a file containing over 400 black and white photos and negatives. As Fawcett relates in the Forward (sic), "I couldn't stop thinking about the significance of the photos... of Bugattis and other marques from



the estate of Lyman E. Greenlee, a resident of Anderson, Indiana. Most of his cars had come through the dealership of Jean De Dobbeleer in Brussels, Belgium."

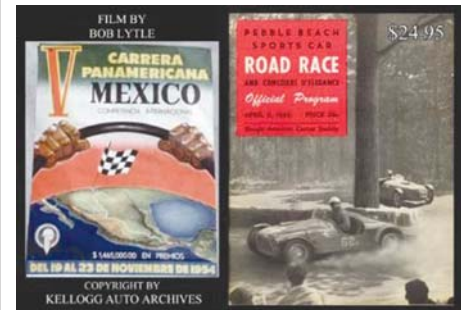
The photos in the file had been taken during the mid-to-late 1950s at Dobbeleer's facility. They are presented on 192 pages bound between hard covers in *The Bugattis of Jean De Dobbeleer* by Charles Fawcett. During the course of assembling the book, Fawcett reached out to other Bugatti enthusiasts for assistance identifying cars. Each of those helpers is properly thanked and credited in the Acknowledgements.

Although the book certainly cannot be described as "text dense," the first dozen pages present a tidy summary and provide background. The photos have been organized into groups such as touring cars, or racing machines, engine compartment details, etc. Where appropriate, individual photos are specifically identified, but many have no caption or identification yet are proof of that adage that one photo can and does speak words. The result is a book that is, as said at the outset, one of the purest and exemplary examples of making history available to a wider audience.

Regarding that parenthetical "sic" three paragraphs back, consider that auto-folk understand the importance of assembling or reassembling an engine, transmission, etc, correctly. Similarly there are rights and wrongs with book writing and publishing that sometimes get overlooked or simply weren't understood in the first place. One common mistake concerns the spelling of "foreword," those words that precede

the main text. Other publishing protocols or niceties concern the differences between preface, introduction, prologue and foreword. A foreword usually is indicative of it having been written by someone other than the author, editor or publisher. The words of those individuals would be presented under the heading introduction or preface. One other fine point; an introduction is usually considered part of the text, therefore is on a numbered page whereas a prologue or preface would be on the roman numeral pages if such are part of the finished book.

—Helen V. Hutchings



#### *Pebble Road Race and Carrera Panamericana*

Filmed by Bob Lytle,

DVD, 19 minutes, full color, no sound

\$24.95, www.kelloggautoarchives.com

Kellogg Auto Archives LLC,

11721 Whittier Blvd #427,

Whittier, CA 90601, 562-693-0950

(Pacific Time Zone)

Another KAA-produced item merits mention. For those with interest in the mid-50s road races at Pebble/Monterey or the Carrera Panamericana, original film footage from both is available on one DVD. There's no sound, just the color footage of each event shot by Bob Lytle, a well-known and -liked photographer of the era who was himself a sportscar owner and racer. The viewer gains a sense and perspective unmatched by the most careful words on a page or by any still photograph. Just shy of 20 minutes of viewing brings to life once again Phil Hill and Ritchie Ginther running in the Carrera plus Hill and many others running through the forests on the Monterey Peninsula.

—Helen V. Hutchings

# Editorial

The “Z-line” informally refers to a car styling feature where the rear window or windshield are placed at an acute angle to both the car’s roof and the belt line. This would apply to closed, all-weather bodywork with substantial structure and glass windows. This was largely an English and American idea which also translated to France and Japan in production cars. For example:

1931 Springfield Rolls Royce, number S132PR, bodied by Brewster for the 1931 New York Salon at a cost of approximately \$20,000. The car, known informally as the “wind-blown coupe,” was built for Tommy Manville. The car demonstrated numerous stylistic and practical innovations aside from the Z-line, such as a hood extending directly to the base of the windshield, spare wheel fully concealed in the rear of the body, dropped body sills carried outboard of the chassis, and a lack of ornamentation.

1937 Rolls Royce Phantom III, number 3AX79, body by Mulliner, design



1960 Lincoln Continental Mark V, **above**, interior view. Benefits of the Z-line reverse angle profile include shade for the rear passengers, the retractable glass, and no space for clutter behind the seatback, which would reflect on the inside window surface. The window stays free of snow, but rain tends to splash up from the rear deck.



Mercury introduced a tribute to previous Z-line models with the 1983 Cougar, **top**. Though the rear glass was not reverse-angled, the formal roofline appealed to buyers, in contrast to the contemporaneous fastback Thunderbirds. The style continued for 1987-88, **above**.



1958-1960 Lincoln Continental Mark III, **above**, through Mark V, **below**. These unibody models were assembled in a newly-built plant in Wixom, Michigan. The cars were vast in size and costly for Ford, as they were introduced during a recession year. The overall styling of the cars did not help matters as the angled quad headlamps and concave front fenders among other details inspired criticism and almost continuous exterior sheet metal changes, especially at the front. The reverse angle rear window featured a power retractable center pane. The convertible version not only preserved the Z-line of the hardtops, the entire rear window assembly disappeared under the decklid when the roof was lowered. The lower level Lincoln Capri and Landau models shared the body structure with the Continentals but featured conventional lines with wrap-around rear glass. The preceding 1956-1957 Continental Mark II and the succeeding 1961-1969 models are considered high points of automotive design. The 1958-1960 model range is colloquially called the “forgotten Marks.”



Mercury Monterey “Breezeway” series, **below**. The Mercury division had previously used retractable rear glass on sedan models such as the Turnpike Cruiser, but the feature returned in 1963 in full Z-line style with the roof profile matching the reverse angle of the rear glass. The Z-line survived into the 1965 update of the model line, in contrast to fastback models like the Marauder. By the mid-1960s the Z-line style was beginning to look like a quaint relic of 1950s futurism. For 1967 the Breezeway used a conventional forward angled roof line with a nearly pointless marginally retractable rear glass.





credited to Geoffrey de Havilland. The car features a reverse-angle split and swept-back windshield, sloping fast-back profile and skirted rear wheels. After the war the car was in the possession of General Montgomery.

1953 Packard Balboa, this show car fully developed the concepts of the Z-line. A canopy top overhang keeps the "picture window" glass clear of rain and snow, shades rear passengers. Reverse-angle rear glass was intended to roll down for ventilation. In practice, the glass was not retractable, but the idea survived on later cars.

1954 Rolls Royce Silver Wraith, number LCLW14, body by Vignale. Observed in profile, or from the rear, the car shows an understated fluid line, slightly biased to the rear, with a delicately handled reverse-angle rear window and slim elliptical taillamps. There can hardly be a plausible excuse for the front of the car, which defies description in the lack of continuity, proportion and detailing.



1955 Packard Predictor, above, built at Ghia to Packard designs for the 1956 Chicago Auto Show, with numerous features, but notably the reverse-angle rear glass which did retract. The car demonstrated a reaction to the bulbous "bathtub" styling of the 1940s, with crisp straight through lines and flat-appearing surfaces. Tailfins were a period touch which designer Dick Teague was not happy about. The need to roll down the rear window meant that the glass would have to clear the rear



1959-1968 Ford Anglia 105E, above. These charming models brought Z-line style to potentially a million car buyers. The full model line included a station wagon and light delivery vans without the reverse-angle rear window. Ford Dagenham was so exuberant about the new car's styling that they produced a die-cut folder, top, and accompanying catalog in the shape of the car's rear roofline. The rear glass was fixed rather than retractable.



Ford Consul 315 or "Classic," above. Effectively a larger companion model to the Anglia, the Classic was delayed entering the market until 1961. Offered in two- and four-door forms, both with a fixed rear glass, the cars sold just over 111,000 units. The fastback Consul Capri sold just over 19,000 units.



Reliant Regal, above. Manufactured for approximately 20 years beginning in 1953, the lightweight three-wheelers had conventional inline four-cylinder engines with rear wheel drive. Rules governing vehicle weight caused Reliant to continuously explore alternative materials such as aluminum body panels, replaced later with fiberglass, and alloys for engine construction. Like most very small cars, the Regal's reverse-angle rear window provided rear headroom and a more conventional "three-box" shape.



AC Invacar, above and top, shown in 1995 on the street in Oxford, England. These lightweight fiberglass-bodied "invalid carriages" featured sliding doors on both sides and a variety of rear-mounted power units including a Steyr air-cooled flat-twin. The government-sponsored manufacture of these cars provided financial stability to AC for part of its long and colorful history. All Invacars were government-owned and, in 2003, recalled and scrapped when the program switched to conventional cars with special controls.



1961-1966 Bond 250 Mark G, above. One of the most mechanically unusual post-war British passenger cars. An air-cooled Villiers 2-cycle 250cc engine with a Siba Dynastart unit was cantilevered ahead of the single driven front wheel and the entire powertrain pivoted with the steering 90 degrees in each direction. The car could theoretically turn around in its own length, but had provision for reverse. Overall length of 132 inches, with a 66 inch wheelbase and a noticeable front overhang. Recommended cruising speed was 35 to 45 mph. Body construction of aluminum with a fiberglass roof. The reverse-angle rear window was incidental in order to provide more headroom for the rear passengers, there was no external trunk lid. The makers, Sharp's Commercials Limited, claimed the Bond minicar was the cheapest car in Britain, due to low fuel consumption, lower taxes and low parts prices.

**books4cars.com**  
**Automotive Books & Manuals**  
 4850 37th Ave S Seattle Wa 98118  
 Tel: 206.721.3077 Free: 888.380.9277  
 www.books4cars.com



# Editorial

wheel wells, which resulted in a long rear deck when viewed in profile. A far cry from the traditional long-hood and short, upright cabin of pre-war prestige cars.

By the late 1950s many designers in the US and Europe, especially at Ford, were proposing dozens of Z-line cars, large and small, with reverse-angled rear windows, some retractable but most fixed, flat rear decks, and almost no tailfins. Most of these cars remained single examples for show.

Ten years later, the Z-line was looking like the same sort of stylistic fad as tailfins. Advances in automotive air conditioning and climate control made the retractable rear window superfluous as well. Yet, the idea surfaces occasionally in newer cars such as the 1992 Honda Civic del Sol, though the car is not quite a Z-line example because it has forward angled buttresses which conceal the lines. Numerous mid-engined sports cars like the Maserati Bora and Matra-Simca Bagheera conceal their reverse-angle rear window glass completely within the bodywork.

Car designers are always looking for something that feels new, so the Z-line may yet reappear. —A. Meyer



The Canadian Military Pattern trucks, number 13 cab design, above. These versatile vehicles featured a reverse-angle windshield to minimize sun reflections in the flat glass which would be observable by air. Primarily built by Ford and Chevrolet, the vehicles were made in dozens of configurations, and like all military vehicles, could be built in several nations simultaneously. This Ford CMP Blitz truck is shown at the Barossa Air Show in South Australia, photo by GTHO.



2004 Citroën C4 coupe, above. The car pays tribute to the Ami 6 with a very slightly reverse-angle rear window. Interestingly, the fixed-hub steering wheel with controls is reminiscent of Ford's Teletouch system on the Edsel.



Mazda Carol 360 and 600 series, above and top. Circa 1962-1970. Restricted to 118 inches length by law, creating a four-door sedan would be challenging without a reverse-angle rear profile. The Carol 360's 358cc 4-cylinder OHV rear engine was one of the smallest production fours.



Toyota Will Vi, above. Produced circa 2000-2001, the Vi reflected a Japanese trend toward retro-themed cars such as the Nissan Pao, Figaro, Be-1 and S-Cargo among others throughout the 1990s. Images by Tennen-Gas and Kuha455405.



Citroën C 60 prototype, below, and right. The production Ami 6 used coil spring suspension similar to the 2CV while the C 60 proposed hydropneumatic suspension.



1961-1969 Citroën Ami 6 sedan, left. The Ami 6 was an attempt to bridge a gap in the Citroën model range between the 2CV and D series in the 1960s. Chief designer Flaminio Bertoni struggled mightily with management's decree that the car had to be a "three box" sedan with a distinct trunk, yet limited in overall length. Another challenge was to minimize total weight of the car which would only have an air-cooled 602cc flat twin for power. The notably thin unstressed body panels have numerous contours and folds to help maintain the shape, topped off with a fiberglass roof panel. Roof overhang necessitates limit straps for the trunk lid.





Send form to:  
**The Society of Automotive Historians**  
 Cornerstone Registration, Ltd.  
 P. O. Box 1715  
 Maple Grove, MN 55311 - 6715  
 Tel.: (763) 420-7829 E-mail: sah@cornerstonereg.com

## Membership Form

**REGULAR MEMBERSHIP**  
 1 year: \$40 • 2 year: \$80

**STUDENT MEMBERSHIP**  
 1 year: \$20 • 2 year: \$40

Date \_\_\_\_\_  
Month/Day/Year

Name \_\_\_\_\_  
Last Name First Name Middle Initial

Address \_\_\_\_\_  
City State Zip Code Country

Email: \_\_\_\_\_

Telephone: \_\_\_\_\_  
Home Phone Work Phone

Fax: \_\_\_\_\_ Cell: \_\_\_\_\_

Check Enclosed Check#: \_\_\_\_\_ Amount: \$ \_\_\_\_\_ Date: \_\_\_\_\_

OR (check one):  MasterCard  VISA

Credit Card # \_\_\_\_\_ Expiration Date \_\_\_\_\_  
Month/Year

Signature \_\_\_\_\_ Security Code (3-digit on back) \_\_\_\_\_

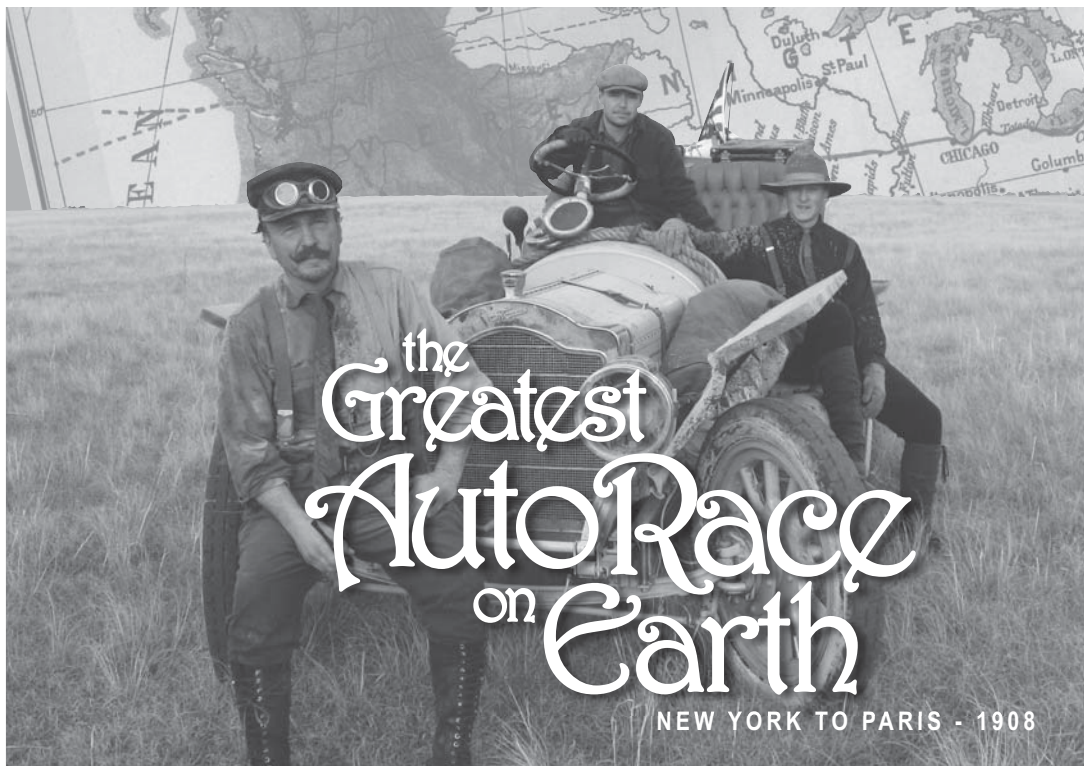
Please share your automotive interests: \_\_\_\_\_

### BENEFITS INCLUDE:

- Six issues of **SAH Journal**
- Biennially printed **Membership Roster**
- Access soon to Members'-Only sections of website
- Two issues peer-reviewed **Automotive History Review**
- Advance notice of all SAH-related conferences, events, etc.

If paying by check, please make check payable to:

**Society of Automotive Historians or SAH**



**E**ight years in the making, **The Greatest Auto Race on Earth** is now available on DVD, telling the story of the 1908 New York to Paris auto race.

Through never before seen photos and exact running replicas of the Thomas Flyer, German Protos, and Zust, the story of these brave men and their machines is told as they travelled 22,000 miles in 169 days.

With stunning cinematography and cutting edge computer graphics, we look at the hardships and accomplishments of such heroes as George Schuster, Lt. Hans Koeppen, and the popular Italian, Antonio Scarfoglio. Mastered to HD, this 95 minute program has already garnered numerous awards.

Use PayPal and order online at [www.thegreatestautorace.com](http://www.thegreatestautorace.com) or send your name and address with a cheque or Money Order for \$35.44 (\$29.99 + \$5.45 S/H) to **The 1908 Great Auto Race Film Company Ltd.**, #202, 10816A-82 Ave., Edmonton, Alberta. Canada. T6E 2B3



First Class  
Presort  
U.S. Postage  
**PAID**  
Permit #1  
Whittier, CA

The Society of Automotive Historians, Inc.  
Cornerstone Registration, Ltd.  
P.O. Box 1715  
Maple Grove, MN 55311-6715



*The Lincoln Continental Landau in Sapphire Metallic*



*The Lincoln Continental Convertible in Cherokee Red*

**1960 Lincoln Continental Mark V.** These illustrations from period advertising show off the car's Z-line roof with retractable rear window. The convertible maintained the Z-line profile as well. A common practice at the time was to shamelessly stretch the proportions of the car to make it look longer, lower and more sleek. In this case the cars were nearly in proportion, due to the 227-inch (576.5 cm) overall length.