

SAH Journal



Ford



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Billboard

SAH Inserts: The last *SAH Journal* mailing contained three issues, each with an insert of the new *Advertising Rates and Specs*. Three inserts were included to inspire each member to share two of the sheets with entities that may consider advertising in the *SAH Journal*, and keep one for future reference or use. And, by all means, please consider supporting the *SAH Journal* by placing an advertisement yourself. *Thank you!* ED.

Hershey 2014: The SAH and the Hershey Hospitality Committee are pleased to invite all members and friends to enjoy the hospitality in the Society's big tent at the Fall Meet of the Antique Automobile Club of America in Hershey, Pennsylvania, on Wednesday, October 8th, at 8:00 A.M., through Friday, October 10th at 4:00 P.M. The tent will be located in the Orange Field at BB 17-19. There will be an Authors' Book Signing event on Friday in the tent. This will be an opportunity to meet some of your favorite authors and artists and have them sign your purchases.

Awards: Each year, the Society recognizes significant contributions to the publishing, documentation, and preservation of the worldwide history of the motor vehicle. Awards are given for publishing in print (books, articles and magazines) and non-print media (film, video, audio, websites, etc.).

In addition, awards are made for papers authored by undergraduate and graduate-level students at educational institutions. Service awards are presented for the pres-

ervation of archives and for exemplary service to the cause of automotive history. Nominations are received in the spring of each year and awards are presented at the Society's annual meeting, held during October. For details and deadlines, please go to the website, autohistory.org, and click on the "Awards" tab.

Ingersoll Award Call for Nominations: The Ingersoll Award Committee is looking for additional submissions. The Ingersoll Award is presented to non-print media. If you would like to make a submission, please contact *Tom Jakups* at tjakups@ymail.com.

Bradley Award Call for Nominations: The James J. Bradley Distinguished Service Award given each year by the Society of Automotive Historians honors the work of libraries and archives whose mission is to preserve motor vehicle resource materials. Recent recipients of the award include the **Revs Institute for Automotive Research**, the **International Motor Racing Research Library**, and the **Jaguar Daimler Heritage Trust**. Nominations are due August 1, 2014. The award will be presented at the SAH annual banquet at the Hershey Country Club on October 2014 during the AACA Eastern Fall Meet at Hershey, PA. To nominate a deserving library or archives contact *Ed Garten*, Committee Chair eddiegarten@gmail.com who will provide you with the nomination form. Bradley Award committee members include *Ed Garten*, *Mark Patrick*, and *Jim Wagner*.

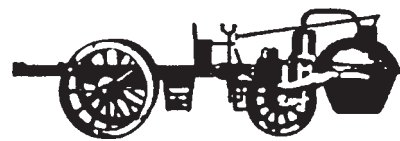
Cover: 1909 Ford Model T with "wings" on the script Ford name. Owner: John Forster. Back Cover: The Ford Piquette plant as it appears today and a complete look at the car on our cover, which is on display there.

SAH Journal

SOCIETY OF AUTOMOTIVE HISTORIANS

ISSUE 267

MARCH/APRIL 2014



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President's Perspective



Reality Check. Upon hearing of my election to the SAH President's office, one of my tennis friends remarked that it was a fitting office for me at this stage of my life. The implication was that I am just to "preside." Don't I wish that his perception was true! It seems that in reality the past several months have really kept me hopping. First there are the routine emails that I receive almost every day. Questions out of the blue appear in my mailbox, including "is there such a thing as a 1964-1/2 Mustang, or do VIN numbers only signify 1965 models?" Or a query pops up out of nowhere from a *New York Daily News* reporter concerning the history of auto dealer relations with manufacturers. And then there are the humbling questions that I have no clue about, such as "Can you give me specific information about the Alter car?" These messages go on and on, and I try to connect these folks with an appropriate expert who will provide a good answer. But this is only the tip of the iceberg, so to speak. I receive questions concerning how to get into the website, how to renew memberships, complaints about the lack of timely publications, and other issues that deal with my de-confusing matters. And there are far more weighty issues related to the website or publications that I tend to get involved in, although often only tangentially. So much for just "presiding."

For many SAH members history is a hobby, and as you know, hobbies can be quite generational. Witness the decline of the once popular hobby of stamp collecting. And thus car collecting, hot rodding, and other auto-related organizations work hard to recruit young members, and so should we. It is rare to meet members under 50, and in particular women members under 50 who are not being

dragged along by their husbands. Recently, but following a long standing trend, the prices of collector cars have soared to the point where younger enthusiasts with families simply cannot get into automobiles of the past. So a major issue is recruiting new members, retaining the ones we have, and getting the products out to you. Put another way, it is a matter of change or die.

Over the course of the last few months member *Louis Fourie* has done a yeoman-like work in upgrading our website. Starting with little background knowledge in website development but plenty of energy and enthusiasm, Louis has injected plenty of new material into a very crucial component of our operation. The website is our portal into the world, and our best single opportunity to connect with existing members and win new friends. Its health should be one of our highest priorities for the immediate future. That said, Louis minimally needs technical assistance. Our site remains stodgy, difficult to access, content lacking and with little visual flash. We need to make a quantum leap or two in this area, so that our site is one that enthusiasts want to go to for information and "edutainment." This is really asking a lot, given our limited financial resources and all volunteer status. If you are an IT person with expertise in website design, please step up now. A second and equal priority is getting our publications out in a timely way, with excellent content so that you will look forward to receiving your *Journal* and *Review* issues. *Rubén Verdés* and *Kit Foster* are responsible for these materials, but in essence you are ultimately responsible for them as well. What do I mean? Contributions are needed! Letters to the editor are welcome, with news about your work, controversies over details, topics that need to be further studied, etc. Longer manuscripts need to be submitted to the *Review* for consideration. Is history really history unless it is published!

By now the SAH Biennial History Conference held at Stanford University is history, and I hope to have seen some of you there. Thanks to the efforts of *Arthur Jones* we had a remarkable slate of speakers. We are the only international (although more international members are always wanted) organization that centers on automobile history, and despite our challenges, we need to focus our calling. But in the end our potential can only be reached if we have a far fuller engagement of the membership. We need you! If you have any questions concerning the SAH or want to become active in the Society, send me an email at jheitmann1@udayton.edu.

—John A. Heitmann

Billboard *continued from page 2*

Revs Announcement: Beginning March 25th, **The Revs Institute for Automotive Research, Inc.** in Naples, Florida will open its automobile collection to the public on a limited schedule, by reservation only. The Collier Collection consists of over one hundred significant automobiles built between 1896 and 1995. Based on its extensive library, outstanding periodical collections that date from the 1890s and its extensive photograph and manuscript collections on all things automotive, the Naples, Florida automotive research institute has become a major resource for historians, researchers, writers and academics.

Since the Collier Automotive Museum was closed in 1994, the Collection's focus has been on developing a new ethic and philosophy toward the preservation of important historic automobiles. By creating educational programs targeted at curators, major collectors and opinion leaders, Revs was instrumental in shaping the accepted new paradigm that stresses preserving rather than restoring important collectible cars.

In 2011, The Revs Program at Stanford was founded. The Stanford Revs Digital Library website at revslib.stanford.edu is growing to become a complete digital automotive museum accessible to researchers, scholars and interested lay people around the world.

The Revs Institute for Automotive Research, Inc., a nonprofit 501(c)(3) organization, occupies a purpose built facility in Naples, Florida. It provides researchers with resources to support studies leading to a greater level of understanding of the automobile, not only as a technologic object, but as an agent for social and economic change.

The preceding is an excerpt of Revs' March 18th press release. The SAH is grateful to Revs for its co-sponsorship of its Tenth Biennial Automotive History Conference: Evolution of Automotive Technology, in Palo Alto, California, home of Stanford.

For more information on Revs and The Collier Collection, visit the Revs website at: revsinstitute.org

SAH EUROPEAN MEETING XIX

WELL ATTENDED ON EVE OF RÉTROMOBILE

The Society's 19th annual European Winter Meeting and dinner, held February 4th at the Automobile Club de France in Paris, welcomed 43 members and guests from nine countries. *Kit Foster*, the American member of the organizing committee, greeted the attendees, followed by *Malcolm Jeal*, the U.K. organizer, who gave a brief history of the event and of the Automobile Club, the world's oldest motoring organization. *Laurent Friry*, the French member of the organizing triumvirate, concluded the opening *en Français*.



automobileclubdefrance.fr

Home of the Automobile Club de France: Place de la Concorde.

Following dinner, awards were presented for two books, one in English and the other in the Italian language. The Nicolas-Joseph Cugnot Award, for the best book in the field of automotive history, was awarded to *Talbot-Lago Grand Sport: The Car from Paris*, by *Peter Larsen* with *Ben Erickson*, published by Dalton Watson. This study of

Talbot-Lago provides careful documentation of each of the Grand Sport models produced and acquaints the reader with the history of the company which produced them. Authors Larsen and Erickson accepted their awards in person; *Glynn Morris*, owner of Dalton Watson was present, but had accepted the publisher's award at the annual Society meeting at Hershey in October.

The Society's book competition includes awards specifically for works in languages other than English. This year an Award of Distinction was given to *La Ferrari secondo Forghieri dal 1947 a Oggi*, by Mauro Forghieri and Daniele Buzzonetti, published by Giorgio Nada Editore. It is the story of the professional career of Mauro Forghieri, whose father was a Ferrari mechanic from the prewar beginnings of the Scuderia Ferrari and who was educated as an engineer, recruited by Ferrari in 1960 and rose to become Direttore Sportive with responsibility for the design of the competition cars. Sr. Forghieri accepted the award on behalf of himself, his co-author and publisher Giorgio Nada.

Held in the ACF's Salon Bugatti, overlooking the Place de la Concorde, the dinner preceded Rétromobile, the largest indoor European old-car event, which opened the

following day. Now in its 39th year, Rétromobile has evolved into a five-day show. Excellent attendance this year at the SAH dinner validates the organizers' decision to hold it on the Tuesday evening, which frees participants to attend the auctions held on the first four evenings of Rétromobile. The 20th SAH European Meeting will take place on Tuesday, February 3, 2015.

—Kit Foster



Ben Erickson, left, receives Cugnot Award for *Talbot-Lago Grand Sport: The Car from Paris* from Kit Foster. Co-author Peter Larsen, right, looks on.

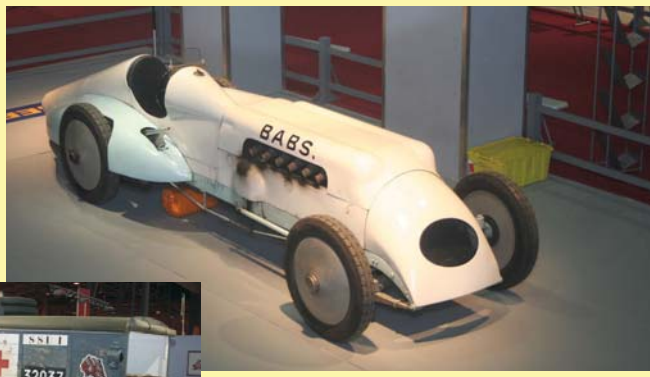


Author Mauro Forghieri accepts Award of Distinction for his Italian language book *La Ferrari secondo Forghieri dal 1947 a Oggi* from Kit Foster.



The "White Tiger," a modified Rolls-Royce Phantom II limousine (chassis 86XJ), was used as a hunting car by the Maharajah of Newa. Its history can be found in RM's May 2010 Monaco auction catalogue. Since then, its new paint and missing front bumper are what meet the eye. The rear of the Maharaja of Kolhapur's Phantom III (chassis 3BU134) appears to the left.

Right: Piloted by J.G. Parry-Thomas to a fatal wreck in Wales in 1926, "Babs," a 27-liter aero-engined Leyland, was later exhumed and restored. It was on display at Rétromobile 39.



Left: Rétromobile observed the centenary of World War I with a display of period vehicles, including this Model T Ford ambulance. Many in this style were bodied by Parisian coachbuilder Kellner.



The Brooke Swan Car, background, and its "offspring" Cygnet highlighted "The Cars of the Maharajahs" at Rétromobile 39 in Paris.

RÉTROMOBILE TURNS 39

Rétromobile, Europe's premier indoor old-car event, opened for its 39th season at Paris Expo, Porte de Versailles, on February 5th. Moved to Hall 1 at Expo's spacious grounds, the show was nearly 25 percent larger than in recent years, when a tortuous slalom between two separate buildings hampered the ambience. The added space was shared between exhibit space and wider corridors, the latter reducing visitor congestion.

Every Rétromobile has a theme, usually many themes. This year's primary highlight was *Les Voitures des Maharajahs* (The Cars of the Maharajahs) featuring a dozen luxury vehicles from the colonial days of the Indian subcontinent, brought together for the first time in Europe under one roof. Most prominent was the "Brooke Swan car," built in 1910 by Scotsman Robert Nicholl

Mathewson, a resident of Calcutta. It caused chaos in the streets on its first outing and was sold to the Maharajah of Nabha, who had an electric-powered "Cygnet" companion car constructed in 1920. The Swan and Cygnet were on display courtesy of their current stewards at the Louwman Museum in the Netherlands. Other royal cars included the "White Tiger," a Rolls-Royce Phantom II originally an open tourer, then a limousine, then converted by the Maharajah of Rewa into a four-door cabriolet for hunting purposes, and a Figoni et Falaschi Delahaye 135 once in the stable of the Maharajah of Nawanager.

Taking pride of place at front and center were two land speed record cars. "Babs," J.G. Parry-Thomas's 27-liter aero-engined Leyland that set a land speed record on the Pendine Sands in Wales in 1926, was buried

after a fatal crash at the same site in 1927, then exhumed in the 1960s and restored. Babs arrived at Rétromobile following display at the Welsh National Museum in Cardiff. Next to it was the 350-hp, 18.3-liter Sunbeam that became Sir Malcolm Campbell's fourth Blue Bird, and set records in both 1924 and 1925 at Pendine. It is now in the collection of Britain's National Motor Museum. Both cars were periodically moved outside and started up to shock and awe the crowds.



Visit Rétromobile at: en.retromobile.com

This year also marks the centenary of the outbreak of what is still called *La Grande Guerre* (The Great War) in Europe. A centerpiece display had examples of the major motorized military machinery from the period, including a Renault tank, several heavy trucks, a Model T Ford ambulance and one of the many *Taxis du Marne* that were pressed into service to move forces to the front. Recent Rétromobiles have taken special care to highlight more recent events, under the banner of "Youngtimers" ("oldtimers" being the European sobriquet for what we unceremoniously call "old cars"). This year's Youngtimers display honored the 30th anniversary of the first Paris-Dakar Rally.

As usual there were dealers in vintage parts, literature and "villages" of both *artistes* and *artisans*. Major European manufacturers were out in force, the larger ones hosting marque clubs on their expansive stands, and there were auctions galore. The Paris house Artcurial held two on-site sales, while Bonhams repeated their previous spectacles at the Grand Palais. New on the block this year was RM Auctions, opening the season with their first Paris sale at Place Vauban, Les Invalides. Rétromobile's 40th show will take place February 4 to 8, 2015, an ideal companion to the Society's annual European Meeting.

—Kit Foster



Sir Malcolm Campbell's fourth Blue Bird speed record car, an 18.5-liter Sunbeam, was on display and fired up regularly.



Circa 1905-06: "Home of the Celebrated Ford Automobiles" and what looks like a trio of Model Ks leading a parade of Model Ns.

chaffinsgarage.com/piquette.htm

VISITING THE BIRTHPLACE OF THE MODEL T

If you're a wine enthusiast, a *Piquette* may not be your top choice. If you're an automotive history enthusiast, *Piquette* is the name of the street and the factory where *the car that put the world on wheels* was created and first produced: the Model T. The Piquette Plant was the first plant that was built for and owned by the Ford Motor Company, and its second factory. This three-story mill-style structure located at 461 Piquette Avenue, on the northwest corner of Piquette and Beaubien in Detroit, was designed by Field, Hinchman, and Smith in 1904. Luckily for us today it survives as the Model T Automotive Heritage Complex, Inc. T-Plex, as it's called, was established in April 2000, dedicated to preserving the Piquette Avenue Plant as a museum and attraction to showcase those early days of Ford.

I visited Piquette this past January 15th as an excursion on the first day of the North American International Auto Show's "Industry Preview"—and it wasn't even my idea; that came from *Bill Rothermel* who suggested we run over to snatch the opportunity to tour the plant ahead of our scheduled activities. What's worse, Bill was stranded at the airport awaiting a connecting flight that was delayed by weather and couldn't make it, so after he laid all the groundwork, I received all the benefit. The museum was very enjoyable and the tour was just great, so I am confident that I'll go back when I visit next year's auto show, and hopefully that will be Bill's chance go as well.

Our docent for the tour was Mr. Thomas Genova, and the tour was joined by a young father and his son. Mr. Genova has

been in this role for five years, overlapping an eleven year association with The Henry Ford that began in 2002 after a 30-year career at the Ford Motor Company, working mostly in the Detroit-area Ford Customer Service Division, in various training, publication and dealer communication positions. His enthusiasm was contagious all the way through—we were in good hands. Here are some Piquette basics:

- * The plant is 56 feet wide and 402 feet long;
- * The Models B, C, E, K, N, R, S and T were manufactured at Piquette;
- * The first Model T was completed on September 27, 1908;
- * Ford was at Piquette for only six years—after completing nearly 12,000 Model Ts, production moved to a new plant at Highland Park;
- * Cars produced at Piquette were hand-built, as materials were delivered to each car's assembly station—the mass-production assembly line was first employed at Highland Park;
- * The building subsequently changed hands as follows: Studebaker (1910-1936), The Minnesota Mining and Manufacturing Company (1936-1968), Cadillac Overall Company (1968-1989), Heritage Investment Company (1989-2000), Model T Automotive Heritage Complex (2000-).

Our tour started with a video presentation. The first stop thereafter was Henry Ford's office, which was faithfully recreated recently using as reference a surviving photograph. Next was C. Harold Wills' office. He was Ford's chief engineer whose numerous contributions also included the



Henry Ford's office at Piquette, on its way to being completely restored as guided by the inset period photograph of him.



C. Harold Wills.

The City of Detroit, Michigan, 1701-1922, Vol. 3, by Burton, Stocking and Miller, p. 339



On exhibit at the Piquette T-Plex Museum

The women of the Winding and Insulating Dept. assembling magnetos.

Ford logo script. Across from Ford's office was the domain of Edward "Spyder" Huff, Ford's somewhat eccentric, yet gifted friend who developed the Model T ignition system, including the flywheel magneto. In an enlightened move, recognizing their natural focus and dexterity, women were employed to assemble the magnetos in the Winding and Insulating Department, which was located near Huff's office, and away from the working men. As traditional as the building appears, various "modern" features were employed; for example, the columns were fitted with metal capitals that were shaped to frustrate the progress of flames in the event of a fire.



The capitals of these columns and their beveled edges are designed to frustrate the progress of flames in the event of a fire.

The museum's approach is not completely Ford-centric. There are approximately 60 cars on display, and many are not Fords. Collectively, they tell the story of Ford's time at Piquette and some of the competition they faced. With the exception of just a few cars, all the cars at Piquette are on loan and most remain at Piquette year-round, with the occasional car going out to a show from time to time. There is a good amount of automobilia on display as well. Of all Fords on display, one flashy red 1909 Model T (Michigan registration number 10011) owned by Ford and Lincoln collector John Forster is impossible to overlook, so it appears on our front and back covers. Its carmine red color is correct—with the



Edward "Spyder" Huff.

On exhibit at the Piquette T-Plex Museum



1925 White Snowmobile, created by Virgil D. White, built around the Model T. Perhaps the boy is thinking it looks a lot like this vehicle (below) he has seen before on television.



© 1970 Rankin/Bass. Santa Claus is Comin' to Town

well known lore attributed to Henry Ford's quote: "any customer can have a car painted any color that he wants so long as it is black" it is interesting to note that early Model Ts made at Piquette were painted green, red and gray and in June 1909, just Brewster Green was favored. The "so long as it is black" policy was implemented in 1914, four years after the move from Piquette to Highland Park. This car also displays the long strokes extending on either side of the Ford name pressed on the radiator (appearing like "wings" of a mustache), a feature that was only employed at Piquette (and not exclusive



Left: a 1906 Ford Model N Prototype Engine. Right: a 1908 prototype engine based on the N engine but with a removable cylinder head, paving the way to the Model T. Note the 2x4s in both photos marking out the footprint of the 3rd floor experimental room at Piquette.



1916 Studebaker 50 hp touring car manufactured at Piquette.



Mrs. Ford and the driver is believed to be Mrs. C. Harold Wills.

On exhibit at the Piquette T-Plex Museum

to the Model T), which was followed by the Ford script that survives to this day, also produced at Piquette. The radiator's dimensions remained the same until September 1916.

A secret experimental room was created in the back corner of the third floor of the Piquette Plant. Ford had it constructed to carry out design and development of a new car, what would become the Model T. Today, the footprint of the room is marked by skeletal walls made of 2 x 4 studs, with period drafting and machining equipment inside the perimeter. The eye immediately turns to two experimental prototype engines from 1906 and 1908. (No picture of the

engineer who worked on the project: the headlight design configuration took the form of a number "100" to mark the anniversary.

Mr. Genova kindly offers to address SAH members' inquiries—he can be reached at tgenova@gmail.com. He is quick to note that he does "not consider himself an 'official authority' on the subject, just an enthusiast who has read books about the 'T' and early

of Guest Services at Piquette (and of great help to the author) at patricia.linklater@tplex.org to inquire about all things related to the museum. Like the SAH, T-Plex is a 501(c)(3) organization, and is supported mainly by memberships, contributions and premises use for events—such as weddings!

—R. Verdés



The script that followed the "winged" Ford. Ford cars." That said, he has been very helpful to this writer and mentioned some of the books he has read (and that have informed this article):

* **Henry's Wonderful Model T, 1908-1927**, by *Floyd Clymer* (1955/ ASIN: B00005W0LH);

* **The Legendary Model-T Ford: The Ultimate History of America's First Great Automobile**, by *Tom Collins* (2007/ ISBN: 978-0896895607);

* **Ford Model T: The Car That Put the World on Wheels**, by *Lindsay Brooke* (2008/ ISBN: 978-0760327289);

* **Pate's Early Ford Automobile Encyclopedia: The Ford Cars – 1903 to 1909**, by *Carlton O. Pate III* (2008/ ISBN: 978-0892791002)

For more on the Piquette Plant, visit the current T-Plex website at tplex.org. A new website is under development, with a new address: fordpiquetteavenueplant.org. You can contact Patricia Linklater, Director



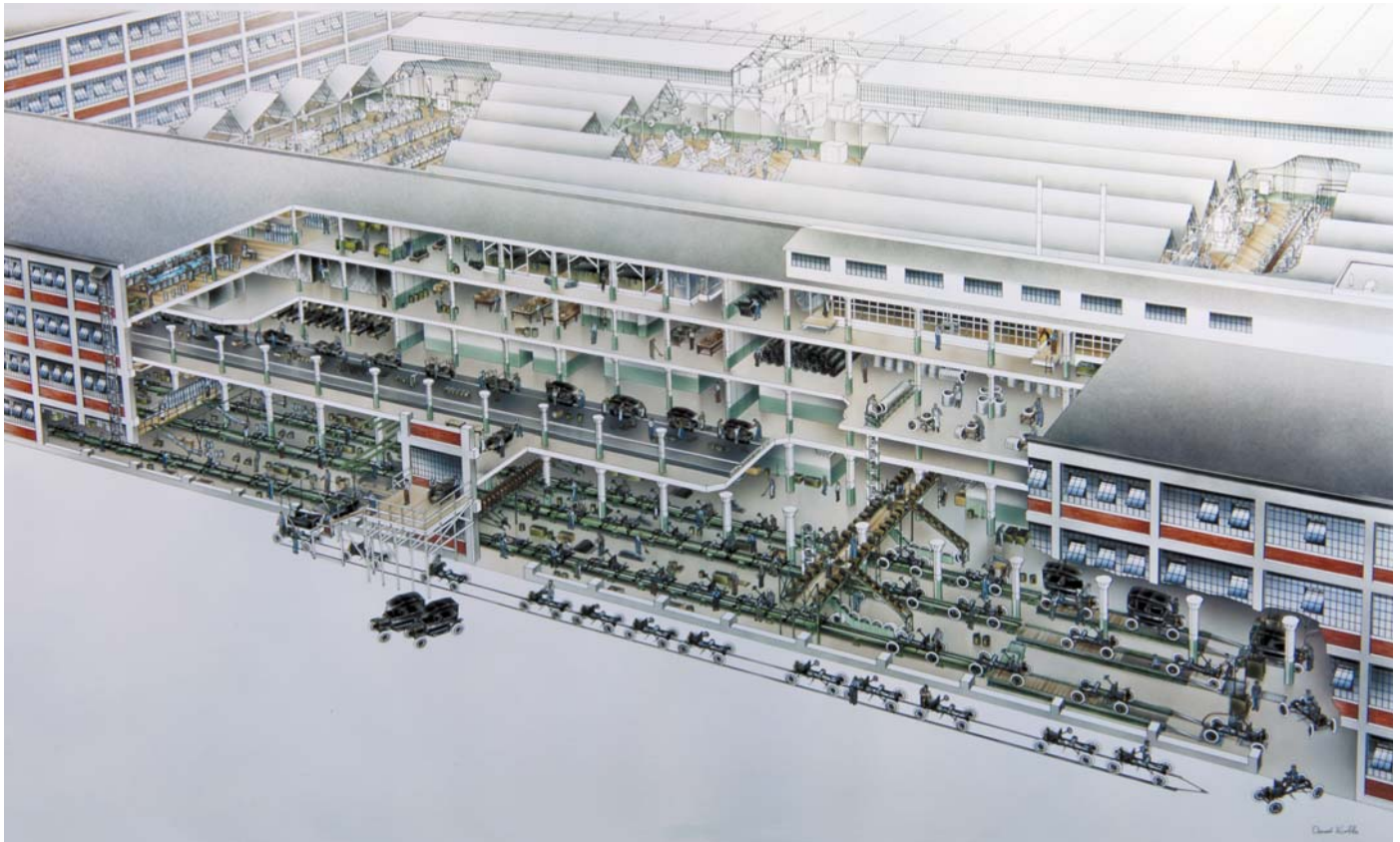
Above: 2004 Ford GT CP-15, donated by the Ford Motor Company. Below: a visiting Ford engineer said the headlight design was inspired to recognize Piquette's 100th anniversary.



Our docent, Tom Genova, with a Model A, which came long after Ford outgrew Piquette.

whole room here—that is left for you to see for yourself when you visit Piquette.)

The last stop on the tour was at the 2004 Ford GT on display. There was a big celebration at Piquette in 2004 to mark its centennial with Edsel B. Ford II there to address an audience in the hundreds. This "CP-15" (confirmation prototype #15) was donated by the Ford Motor Company. And in a "tour exclusive" Mr. Genova shared a comment that was made to him from a Ford



After Piquette, Ford production moved to a new plant at Highland Park where a revolution in production was realized with the assembly line. In that context, Helen V Hutchings brought the above drawing of Highland Park to light. It was created by cutaway artist extraordinaire David Kimble, who kindly

granted our use of the image. Automotive enthusiasts will recognize his work on automobile cutaways, appearing in magazines and posters, but his work has not been limited to automobiles and automotive themes—other examples have even included the starship Enterprise from the Star Trek television series.

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Book Reviews

I Invented the Modern Age: The Rise of Henry Ford

by *Richard Snow*

Scribner division of Simon & Schuster
(May-2013)/ www.simonandschuster.com
384 pages, 6" x 9.25" hardcover
22 b/w illustrations, index and bibliography
Price: \$28
ISBN-10: 1451645570
ISBN-13: 978-1451645576

The Green Vision of Henry Ford and George Washington Carver: Two Col- laborators in the Cause of Clean Industry

by *Quentin R. Skrabec, Jr.*

McFarland Publishers (May-2013)
McFarlandpub.com/ 800-253-2187
219 pages, 7" x 10" softcover
21 b/w illustrations, index and bibliography
Price: \$45
ISBN-10: 078646982X
ISBN-13: 978-0786469826

The Quotable Henry Ford

by *Michele Albion*

University Press of Florida (Mar-2013)
upf.com/ 800-226-3822
288 pages, 5" x 7" hardcover
22 b/w illustrations, and bibliography
Price: \$25
ISBN-10: 0813044057
ISBN-13: 978-0813044057

As if proof were needed of the ongoing fascination writers (and readers) have with Henry Ford, who truly was a multi-faceted man, the first half of 2013 saw publication of three brand-new approaches to interpreting him. Although each of the three books has flaws, each also makes a genuine contribution to the overall body of knowledge. The paragraphs that follow provide you with some information to help you assess whether one or all three ought to be added to the shelves of your own library.

Michele Wehrwein Albion perhaps was inspired by Bartletts and other resource books of famous quotations. But the approach she takes with her books, of which *The Quotable Henry Ford* is her third, is to focus on a single individual. She described Ford in her preface as "... a difficult man to understand" and thus would have benefited from having Quentin Skrabec's *The Green Vision of Henry Ford and George Washington Carver* and Richard Snow's *I Invented the Modern Age: The Rise of Henry Ford* as resources, due to the reality that sources inform and these other new books contain the balanced insights of their respective authors.

Albion noted in her third chapter of *The Quotable Henry Ford* that his utterances often contradicted himself. Your reviewer asks you to consider that Ford was so visible, and so voluble, and involved in so many different enterprises over the long years of his life that, looked at in hindsight, is it really any surprise that things he said would have changed, even to contradicting some of his own earlier comments?

Donn Werling, a Ford scholar who conducted numerous living history interviews during the time he served as director of the University of Michigan's National Historic Home of Henry Ford (otherwise

known as Fair Lane), also wrote a book. In his *Henry Ford: A Hearthside Perspective* that SAE published in 2000, he observed "you are what you read." And in direct contrast, contradicting some of the quotations Albion selected, Werling describes in detail the extensive and eclectic library at Fair Lane that was augmented by sizeable "stash" of still more books and periodicals throughout the house—a great many of which had marks and notations beside the text in handwriting proven to be that of Ford and thus substantiating that both Henry and Clara read extensively on all manner of topics.

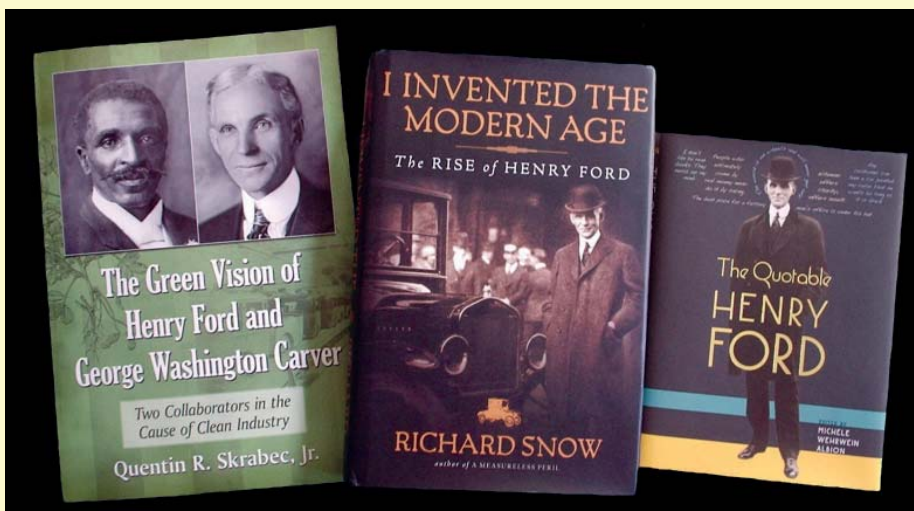
Werling (and other sources) concur with Albion that Henry's well-known "any color as long as it's black" was said in 1909. But as Model T enthusiasts (and many others) know, the T was available from the factory 1908 to 1913 in a virtual rainbow of colors. Further as Lindsay Brooke wrote in his 2008 book *Ford Model T: The Car That Put the World on Wheels*, "Recent scholarship indicates this was because black paint was cheaper and more durable than other colors, not because black paints of the time dried any faster, as has been widely suggested in the past. ... The lasting impact of this 'quote' has misled everyone except the Model T hobbyists and students of Ford history who knew" better.

Albion organized her selection of quotations into chapters by subject or topic on which Ford was pronouncing and, befitting the publisher's and her own scholarly background, documents the source and date of each. But her choices also give readers an indication of her biases and beliefs concerning Ford's character thus reinforcing that a reader ought never disengage one's own critical thinking process while reading.

A more balanced look at a fellow human being, who just happened to be Henry Ford, will be found in *I Invented the Modern Age: The Rise of Henry Ford*. Its author, Richard Snow, is indubitably a scholar, writer, and historian as his credentials performing all those functions for years with *American Heritage* magazine make clear.

Generally Snow succeeds quite well and if you don't already have a variety of books in your library specifically about Henry Ford, this new book, which draws upon many of those previously published, is one you should consider both for its factualness and readability.

That said your reviewer confesses to surprise that three books in particular are not



listed as resources given the extensiveness of those that were consulted by the writer and his professional researchers. One of those is even from the same Simon & Schuster publisher, *Ford at Fifty*. The other two are both from SAE, one is the aforementioned title by Donn Werling and the other is Beverly Rae Kimes' *Pioneers, Engineers, and Scoundrels: The Dawn of the Automobile in America* precisely because its focus is on the era that Snow wrote in his Notes and Acknowledgements had motivated him to write this book.

Both Albion and Snow books include the 1978 John Côté Dahlinger-authored *The Secret Life of Henry Ford* in their respective bibliographies which makes it interesting to note that a citation that went unnoticed (certainly not included) by Albion was not merely noticed by Snow, but became *I Invented the Modern Age* title of his book. Of it Snow observes, "The claim is as preposterous as it is megalomaniacal. It is also largely true."

Those two sentences, fourteen words, are representative of Snow's writing. His words tell the story of a man who was being changed by the world in which he lived and the people who populated it even as he was pursuing and creating his own product and processes that would in their turn change the world.

Snow sees a Henry Ford full of curiosity who then has the strength and character to persevere and see his ideas through to fruition. Simultaneously Snow puts the human face on the man, exploring Ford's life and motivations via those years leading up to and throughout the production of the Model T. Over the time it took him to research and write, Snow says that as "I got to know him better, I liked him more, and less: The slim gray spirit suddenly blazing with the possibilities of the whole twentieth century and drawing disciples to his heat, the friend of all humankind, the friend of nobody, the most famous living American going from being a great man to a rather awful one within what seems the span of a single year." Telling about the Henry Ford he came to "know" is what makes Richard Snow's book compelling.

The third Henry Ford book offers a focused look at a specific aspect of Ford's life just as its title suggests; *The Green Vision of Henry Ford and George Washington Carver: Two Collaborators in the Cause of Clean Industry*. And confirming the scholarly research, thinking and subsequent writing it

contains, publisher McFarland has chosen, as it often does, to print it on acid-free stock.

Overall the book has more that commends and recommends it but it isn't without its "clunks." One is author Quentin Skrabec's annoying habit of practicing that old salesman's mantra. You know the one that goes something like: Tell them once; then tell them what you told them; and then tell them again at least one, preferably more, times. Yet Skrabec is no stranger to writing and publishing with, to date, some 17 published books to his credit of which at least ten McFarland published.

But once the reader numbs to the repetition, there are a wealth of insights into what heretofore have had only fleeting mention in other books about Henry Ford, namely his active environmentalist beliefs and practices and the ensuing friendship with George Washington Carver. That friendship points up a puzzlement that both Skrabec and Snow comment on in their respective tomes; namely how a person who was so unabashedly anti-Semitic was also so fully supportive of women's rights and non-discriminating of other races and ethnicities as was Ford.

Or the other reality; Henry Ford was, in equal parts, an industrialist and an avid environmentalist. That said, even as an industrialist, Ford advocated building things in a way that was mindful of the natural world. Those views, which he and Carver shared, have finally gained wider traction a century-plus later lending this book a bittersweet quality as the reader (well this reader anyway) contemplates what might have been had the industrial community heeded the wisdom of Ford and Carver over the past 100 years.

Two "clunks" of greater concern include one about Postum, a grain-based caffeine-less coffee alternative developed in 1895 and marketed continuously since. It is consistently misspelled (either through ignorance or over-zealous spell-check) Possum. Your reviewer's first reaction was the error was (aside from humorous) just an oversight until reading further and discovering other similar examples of malapropisms. But a more serious gaffe quite stunned your reviewer: author Skrabec consistently refers to and identifies Henry Ford II as Henry and Clara's son. Setting aside the errors, as much in this book comes from real and new research, its plusses far outweigh its problems.

—Helen V Hutchings

Shortly after writing the accompanying "Three Books about Ford" review, an additional three came to my attention.

Faces of Henry Ford: A Pictorial Chronology of Henry Ford

by Robert C. Kreipke

M.T. Publishing Company, Inc. (2013)

160 pages, 12" x 9.25" hardcover

702 b/w and 32 color images, indexed

Price: \$39.95

ISBN-10: 1938730046

ISBN-13: 978-1938730047

Ford Motor Company: The First 100 Years A Collection of Historic Photographs

by Robert C. Kreipke

M.T. Publishing Company, Inc. (2002, 2008, reprinted 2014)

200 pages, 11" x 8.5" hardcover

489 b/w and 88 color images, indexed

Price: \$44.95

ISBN-10: 1932439692

ISBN-13: 978-1932439694

The Model T: A pictorial chronology of the most famous car in the world

by Robert C. Kreipke

M.T. Publishing Company, Inc. (2007, reprinted 2014)

160 pages, 11" x 8.5" hardcover

282 b/w and 25 color images, indexed

Price: \$44.95

ISBN-10: 1932439935

ISBN-13: 978-1932439939

Although each of these "additional three" is 200 or fewer pages, if you apply the "a picture is worth a thousand words" adage to them they "math out" to a veritable encyclopedia of words for collectively they contain some 1,500 images covering various facets of Ford (the man and the company bearing his name) history. They share in common the author, photo source, and publishing company. The latter is owned and operated by SAH member *Mark Thompson* who oversees the pleasing and attractive page design and presentation of each book.

Beyond a doubt, the strength of each—thus all—are the hundreds of images, the vast majority of which have rarely, if ever before, been published. That these images are in these books is, quite simply, due to the identity of the author. Robert C. Kreipke is very much a Ford Motor Company "insider" as his job title makes clear—Ford Motor Company Corporate Historian.

Henry Ford perceived the value and usefulness of photography even though it was very much in its infancy. He established the company's Photographic Department in 1914 and assigned it to take photos showing Ford cars (especially the Model T) in what he termed "customer situations." Some of the images were used in early print advertisements. The department's photographers were in attendance with their cameras whenever dignitaries rode in Ford cars or shared time with, or met with their boss. Some of those images have become familiar—even iconic—such as those of the "Vagabonds camping" trips.

Each book's title describes succinctly and accurately its content. *Faces of Henry Ford* visually takes you chronologically from



his birth to death. *The First 100 Years* presents the company's history from dream to reality to 2003. And *Model T* is devoted to all aspects over all the years of its manufacture as well as showing some of the T collections and restorations as they exist (survive or are

recreated) today. Kreipke's captions provide interesting insights into the various scenes and times and with very little overlap between tomes, each and all are worth your while to have and explore.

—Helen V Hutchings

American Automobiles of the Brass Era

By Robert D. Dluhy

McFarland & Company, Inc. (Sep. 2013)

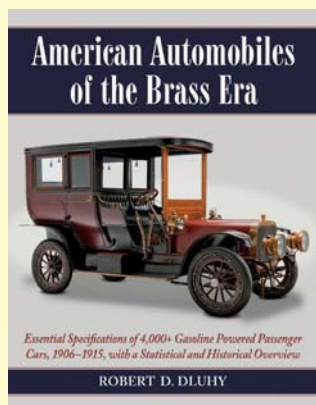
McFarlandpub.com/ 800-253-2187

210 pages, 8.5" x 11" softcover,

Price \$49.65

ISBN-10: 0786471360

ISBN-13: 978-0786471362



Do not make the assumption that this is another colorful book with photographs of a variety of shiny brass cars. It is exactly the opposite; an in-depth research of the basic specifications of all American cars from 1906 to 1915. In fact the only photograph is the one on the cover. What we have is a serious reference book that examines the engine dimensions of bore, stroke and capacity, the horsepower, steering position, wheelbase, tire dimensions and price listed by make and model. Having gathered all these details, the author wisely used his electronic database to plot graphs or trending data that provides surprisingly relevant information. Combined with these tables is an informative discussion that is

not only academic but educational to an auto enthusiast.

The material was gathered from contemporary auto magazines and trade journals. It is easy to assume that once you have been fortunate enough to find such magazines it is a basic task of extracting information. This is not the case at all, because frequently there are missing copies or periods without information. The most frustrating factor is when you uncover conflicting data, which is far more frequent than many realize. The primary sources used were *The Cycle and Automobile Trade Journal* and *MoToR*. However where conflicting information arose the search expanded to the *Handbook of Gasoline Autos*, *The Automobile*, *Motor Age* along with the Dunwoodie files and the valuable HCCA Foundation website.

One of the challenges in reviewing horsepower ratings from early publications is to determine whether the figures quoted were actual output or values derived from a mathematical formula using bore dimensions and number of cylinders. The latter was known as ALAM horsepower (Association of Licensed Automobile Manufacturers), having the same computation as the British RAC HP (Royal Automobile Club) which was the basis for onerous annual taxes. Unfortunately the author refers to this computed horsepower as BHP which is not appropriate. However, this appears to be the only glitch.

Separate chapters analyze each specification category with tables showing appropriate trends. In the tire chapter the extent to which many cars were under-tired due to their high costs is examined. The specifica-

tion tables numbering 150 pages consist of Part I listing all the makes, within which each year is identified. Part II restates the same information but grouped under each year. While the two parts may be a duplication of each other, the value of the second part becomes apparent when comparing cars of the same year. A check that I have made of the specifications of a number of obscure makes failed to uncover any errors.

This book is the ideal complement to the current best research book, Kimes and Clark's *Standard Catalog of American Cars 1805 – 1942*. What the one lacks the other provides and vice versa (except for wheelbase and pricing which both books have). A perfect application of Robert Dluhy's research would be to update the *Standard Catalog of American Cars* with this data along with similar information prior to 1906. Thomas Lester and Irv Steele in the *Lester-Steele Handbook of Automobile Specifications* have taken care of the period after 1915. May I put in a request for valve arrangements, suspension variations and transmission types in any such update? I would even help contribute some of this information.

All serious auto historians will be indebted to Robert Dluhy each time they seek the core specifications of any of over 4,000 models derived from over 850 American makes built in the years 1906 to 1915. Judging from the asking prices of the Kimes/Clark book, between \$50 and \$120 and the Lester-Steele book at \$200, specification books are in demand. Dluhy's book has unique valuable data and deserves inclusion in any reference library.

—Louis F. Fourie

ABC of Auto Racing History

by Tommy Saal

Racemaker Press (2012)

Racemaker.com/ 617-723-6533

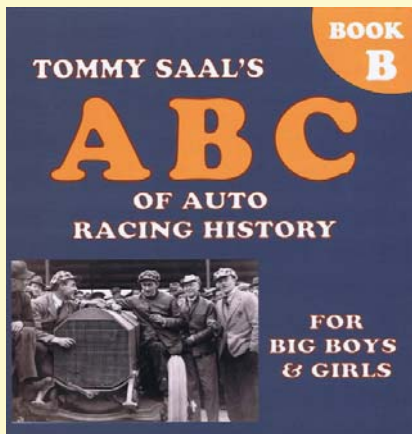
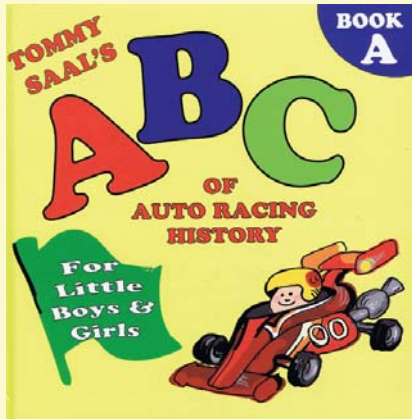
86 pages, 7.5" x 7.5" hardcover

28 b/w and 35 color images, 26 cartoons

Price \$25

ISBN-10: 1935240048

ISBN-13: 978-1935240044



After gaining access to *Jay Leno* and his collection, a fellow enthusiast, scribe and concours judge at events like Pebble Beach, Nigel Mathews was given a clear message: make sure you interest youth in our hobby whenever you get an opportunity. In Leno's case it would be raw enthusiasm that would motivate such a suggestion, but to many others who own collector cars, it is a wise investor strategy. Who will buy our old cars in the years ahead if future generations do not share our four-wheeled love affair? The book under review is ideal to stimulate an early interest in motorsport.

Tommy Saal's ABC of Auto Racing History is a two-part book. Book A is for Little Boys and Girls. Flip it over and you have Book B for Big Boys and Girls, which candidly includes everyone in their second to

final decade. Book A teaches the youngsters their alphabet, while Book B caters to whoever is reading to the youngster. This second section effectively explains in greater detail the facts behind each word representing a letter. It will help the reader to sound intelligent if the subject is new territory and remind those of us who are getting forgetful in our senior years. The author's objective is to stimulate interest in motorsport to both parties but particularly the younger of the two. Some might challenge Saal in his suggestion that racing fans are made not born, but this little book is perfect to foster or reinforce an interest in auto racing. It is important that this stimulation occur soon before the youth become mesmerized by an electronic tablet or similar such device.

Saal's credentials as an auto racing enthusiast are beyond reproach and he has a serious interest in its history. But he is a professional cartoonist and there is little doubt that this book pokes fun at the sport, its enthusiasts and you the reader, particularly a serious reader. The more you question why a particular aspect of racing was selected to represent a letter of the alphabet versus a better alternative in your opinion, the greater the need for you to examine if Saal's wit has you in its crosshairs. If you challenge why

Grand Prix did not represent the letter G, Tommy Saal might be suggesting that your Formula One interest is elitist. Gilmore gets the nod for "G". Maybe the term NASCAR is trademarked, because his alternative is creative but then heads in a strange tangent covering a car with obscure sporting credentials. Saal is having fun while he clownes around with your mind and indoctrinates whoever you are reading to. But it is all for a good cause.

While there are serious facts in Book B about various motorsport topics, below the surface there is a sense of humor keen to prod you. If you are a parent or grandparent to a child in his or her formative years, this book is a must. After soothing words have put the child to sleep, chances are you will continue reading "your" section of the book. If there is not a smile on your face, there is likely to be a glow in your heart. If you do not fit this parent-grandparent category, give the book as a present to someone who is nurturing a youngster and the chances are they will chuckle at the thought that only a gift like this could come from an auto nut. Done correctly and you will be promoting the future value of your current toys while following Jay's instructions.

—Louis F. Fourie

From Abbott-Detroit to Zip, this unique reference book documents American gasoline-powered automobiles manufactured for the model years 1906–1915. In these explosive early years, short corporate lifespans and constant change left a fragmented historical record, with data about specific models scarce in later sources. Here the basic facts of 4,000+ cars, painstakingly researched in all available period sources, are collected and trends of the era are analyzed.

220pp. \$49.95 softcover (8½ × 11)
Notes, bibliography, index
ISBN 978-0-7864-7136-2
Ebook 978-1-4766-1529-5 2013

To order, go to www.mcfarlandpub.com, or call toll-free 800-253-2187.

bushings were put in wherever bushings were used; new crank-shaft bearings were fitted; one timing gear was replaced; every loose nut was tightened and lock washers or jam nuts applied wherever they had been omitted; a number of small parts were replaced and the entire mechanism adjusted, including the timing of the ignition. Cylinders, pistons, crank-shaft, crank-case, valves and so on were found to be in good shape and were not touched except for cleaning and grinding in the valves. As a result, the machine ran with the smoothness and silence of a new one. For the rest of the season it gave the utmost satisfaction and then the owner decided that he wanted a larger one.

By dint of a good deal of searching and watching advertisements, he came across a two-cylinder car of a size that suited him. It was of rather an ancient model and was, like the runabout, a veritable rattle-trap, but these facts made the price very low. So after satisfying himself that the principal parts were in fairly good condition, the motorist bought the machine, paying for it by selling the runabout, which brought 50 per cent more than he paid for it by reason of its fine condition and smooth running. He put his new acquisition through exactly the same renovating process during the winter and in the spring had a car in which he could take his wife and children about the country and which had cost, in actual cash, but little more than the price of a small runabout at a very low second-hand price. Later, the same process was repeated, with the result that the owner got a still better car and made enough on the deal to pay for the improvements and renewals. This is another instance from real life. The motorist in question is not troubled by excessive wealth, but nevertheless he has determined to become the possessor of a good-sized four-cylinder car by continuing the same process and without spending much, if any, more money. And doubtless he will succeed.

No one ever dreams of blaming the mechanism of a watch for not working right when it is chipped with dust or when an arbor is bent; a sewing machine or typewriter is not expected to work properly when out of order and, if it is forced into service in such condition, no one thinks of being surprised if its life is shortened, or of branding the machine as short-lived or unsatisfactory and therefore expensive. No more should the automobile be labelled with a bad name because those who abuse it complain that it wears out before its time.

Automobile Laws in Indiana.

It has become quite the thing during the last few years to flood each session of the Indiana legislature with automobile bills, and while it was thought there was to be nothing of the kind this year, there will in reality be no exception.

During the session two years ago half a dozen bills, all aiming at the same thing, were introduced and after a careful consideration of them all a bill was drafted that later became the present automobile law. So satisfactory has this been that it was generally understood that the automobile speed laws would not be changed this year.

In answer to their rural constituents who are yet seemingly very niggardly against the motor car, legislators are preparing bills aimed at the "great evil." Unfortunately automobile men, not expecting anything of the sort, are not well organized for fighting such legislation and it will not be surprising if the speed laws are changed.

A bill that is practically a revision of the 1905 law, with decidedly more strict penalties and cutting the speed down to the narrow margin, has been introduced by Representative Frump, who hails from Clay county. In brief the bill would have automobiles slow down to three miles an hour in passing all vehicles along the route, slow down at all curves and cross roads and raise the size of the state registration numbers from four to eight inches high.

The modest penalty of a possible maximum fine of \$100 is provided for the first offense; for the second offense he would make it possible to fix the unlucky motorist \$200, and for the third offense nothing less than a jail sentence of not in excess of thirty days would do, he thinks. The bill has been referred to the tender mercies of the Roads Committee and when it emerges it is believed there will be a small fight, at least, on the floor of the house of representatives, where it was introduced.

The one bill in which motorists were directly interested died on the floor of the senate because of the lack of a constitutional majority when it came to a vote. It provided stiff penalties for throwing glass, rocks or nails in streets or paths. There is a chance that this bill will be introduced again.

Henry Ford.

Henry Ford, with Elwood Hartso and Charles E. Duryea completes the triad of pioneer automobile builders in America. These three were driving self-propelled motor vehicles through the streets of their respective cities nearly twenty years ago—at a time when many others, now prominent as automobile experts had not yet begun to dream of the practical horseless vehicle.

The standing of Ford in the industry and the fact that his views are sought on almost every matter of interest connected with the industry, leads to a very general impression that he is a man of more years than he has seen. As a matter of history—and fact, which is not always history as it is writ! Ford has just passed his forty-first mile stone on life's road. He was born on a farm a few miles from Detroit and all his near relatives are farmers, though it is notable that his uncles, cousins and brothers are of the progressive type of agriculturists. All of them are successful and all have an inclination toward labor saving machines on the farm.

Henry Ford built his first automobile—the word, however, was coined many years later—in 1892. It had a two-cylinder opposed motor located under the seat. The transmission was by means of a system of belts and adjustable pulleys with final drive by chain to live rear axle with differential of the same type as uses today. This original Ford car is one of the chief exhibits in the famous Selden Patent suit. Ford's second car was the foundation of the Cadillac Motor Car Company. Ford soon severed his connections with that concern, however, as his progressive ideas appealed to the financiers as over radical. The Ford Motor Company was formed in 1903 and its growth has been little short of miraculous. Henry Ford is president and the active head as well as the mechanical genius of the concern. He has a happy faculty of surrounding himself with strong aids and in this way he has built up an organization second to none in the business. The 20-^{hp} output is now 50 runabouts and 5 six-cylinder touring cars per day—the largest output of any automobile concern in the world and one that, only a few months ago, was considered beyond possibility of achievement.



HENRY FORD

U.S. PATENT OFFICE

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An Appreciation

To the Enemy—Our Friend:—

Business is business, we are told. Competition is relentless they say. We like to think competition can be on a high plane—that business principles are not incompatible with gentlemanly conduct. We have just had a demonstration which verifies our contention in this.

The Ford Chicago Branch store and garage was completely gutted by fire early Monday morning—the day of the opening of the Chicago Automobile Show. We were not exhibitors at the Show—our own peculiar conditions dictated otherwise—at least we thought so. Our plans for the week were entirely upset at the last moment.

Here was a chance for "Our friend the enemy" to triumph. We had recently carried on a red hot controversy with one concern—our competition with others has been no less spirited.

Our pleasure and gratitude may, therefore, be better imagined than described when our chief competitors came forward with a spontaneous proffer of aid. The Maxwell-Briscoe Company, represented by Messrs. Maxwell and Briscoe, personally, generously offered us half their store room and even half of their show space in the Coliseum. The R. M. Owen Company were no less liberal and prompt. In short, we were invited to use the show windows and half the floor space of practically every automobile concern on Chicago's Motor Way.

That we had already found new quarters, had gotten ready to take care of our customers at Fourteenth street and Wabash avenue, is aside from the issue. The offer of "our business rivals, our personal friends" touched the spot.

Gentlemen, we appreciate it thoroughly.

Ford Motor Company



This year they are reviving the classic Tour of Sicily and our picture shows an American car, a Ford, laying out the route. The view above gives some hint of the charm of inland Sicily with its sunny valleys, lofty mountains and occasional clumps of romantic cypresses.

AF-FORD-ING A LAST LOOK

These last two pages are the “coda” of this issue’s Ford opus. The top of the previous page comes from The Motor Way magazine, Vol. XVII, No. 1, February, 1907, page 64 and the one page insert of Henry Ford’s portrait that followed. The bottom right of page 64 reads:

Henry Ford, with Elwood Haines and Charles E. Duryea completes the trinity of pioneer automobile builders in America. These three were driving self-propelled motor vehicles through the streets of their respective cities nearly twenty years ago—at a time when many others, now prominent as automobile experts had not yet begun to dream of the practical horseless vehicle.

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The announcement at the bottom of the previous page comes from that same issue of The Motor Way, on page 66, taking nearly half of the bottom of the page. There’s nothing to add or detract to what is said—the piece says it all. We often perceive a chivalrous aura around the culture of the past, and although chivalry, or the lack thereof, could be seen all through history, this is one example that gives testimony to that perception. Studying history creates moments that cause one to stop and reflect—this item also issues a challenge to appeal to a higher common denominator.

The above image of a Model T laying out the route for a revival of the classic Tour of Sicily comes from MoTor magazine, Vol. XXII, No. 1, April 1914, page 42. Longtime SAH member and editor of the HCCA’s bi-monthly Gazette magazine, John C. Meyer III informs that, unless the image is flipped, the car is a right-hand drive 1912 Model T commercial roadster with rumble seat.

