

SAH Journal



ISSUE 272
JANUARY / FEBRUARY 2015

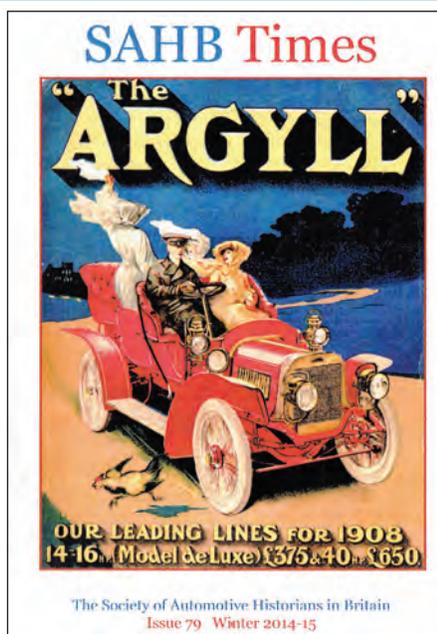
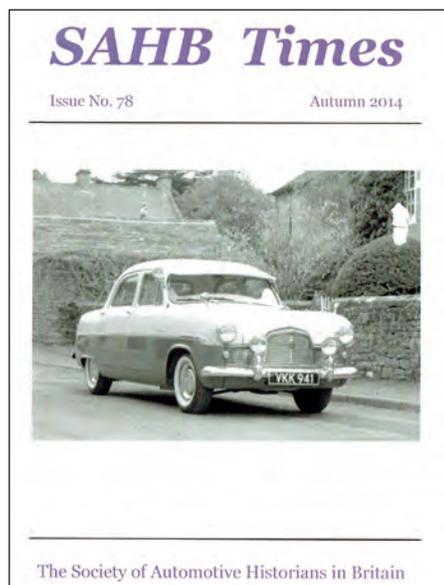
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Billboard

SAHB: The autumn edition (No. 78) of the *SAHB Times* arrived just after SAHJ 271 was completed and the winter edition (No. 79) arrived before the completion of this issue, so we're going to double-up.



No. 78 featured an article called *Back to the Future* on the subject of a certain electric
continued on page 3

Submission Deadlines:

| | | | | | | |
|-----------|---------|---------|---------|---------|---------|---------|
| Deadline: | 12/1 | 2/1 | 4/1 | 6/1 | 8/1 | 10/1 |
| Issue: | Jan/Feb | Mar/Apr | May/Jun | Jul/Aug | Sep/Oct | Nov/Dec |
| Mailed: | 1/31 | 3/31 | 5/31 | 7/31 | 9/30 | 11/30 |

Note: the SAH Journal is a bimonthly publication (printed 6 times a year) and there is a two-month horizon for submitted material before it is mailed (e.g., material submitted by February 1st appears in the Mar/Apr issue and is mailed on or before 3/31.) All letters, manuscripts, and advertisement submissions and inquiries go to the editor.

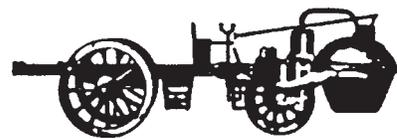
Front cover: The piercing proboscis of The Blue Flame rocket car which remains the fastest American built race car in the world setting the FIA Absolute World Record at 622 mph in November 1970 with the late Gary Gabelich at the wheel of Reaction Dynamics' ultimate "hot rod." The remarkable throttleable rocket engine was the work of Ray Dausmans and the build quality—thanks to Pete Farnsworth and his Milwaukee crew—remains a standard of excellence that speed machine fabricators strive to at least equal. —Louise Ann Noeth
(Courtesy of Farnsworth Collection.)

Back cover: What some might deem a "flying brick" due to its aerodynamic inefficiency, the #911 roadster became the "bumblebee" of land speed racing when it set a national speed record in excess of 300 mph with Dave Davidson in the cockpit. Built at Vintage Hot Rods in Chico, California, it is powered by an ungodly powerful John Beck engine. Partners Donnie Cummins and Snow Thornsberry make up the other half of this raging roadster quartet. —Louise Ann Noeth
(Copyright 2012 LandSpeed Louise photo.)

SAH Journal

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An Affiliate of the American Historical Association



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SAH Journal • January / February 2015

President's Perspective



My best wishes to all of you as we begin a New Year. Part and parcel of the coming of January 1st is to reflect on the accomplishments and shortcomings of the past year and resolutions concerning the year ahead—so we look both backwards and forwards as the year begins. 2014 was a year that brought me many blessings, both small and large, and I hope that was your case as well. Personally, and despite any past achievements, I am never at the point where I can stop striving over one thing or another. Annual resolutions include desires to lose weight, make more money and work less, spend more time in the sun, reorganize the garage, finish the restoration of the early Porsche 911, and take that definitive drive on Route 66. Let's hope I get some of this done in 2015!

On the SAH front, considerable progress was made in 2014 in terms of website content and design, *Journal* content quality and regularity, and relations with international members. Yet despite all of this good work, more must follow. Indeed, the challenges remain very real and pressing, as we continue to strive to boost product value in terms of publications and other services, including for those members who do not reside in North America. In addition to making sure we improve our efficiency in handling awards submissions, we hope to significantly enhance membership recruitment tools and to make for a better awards banquet experience at Hershey. Furthermore, we need more engagement from our existing members—new blood (with diversity of age and gender if possible) in leadership roles, and more members. Given the popularity of the automobile hobby, I know there are folks out there that could benefit from and contrib-

Billboard continued from page 2

vehicle: "The year was 1902; the hero of the hour was Ferdinand Porsche and his automobile a Lohner-Porsche petrol-electric 'Mixte.' It used a petrol engine rotating at a constant speed to drive a dynamo, which charged a bank of accumulators. These in turn, fed current to electric motors contained within the hubs of the front wheels."

No. 79 is stunning in its all-color format; we agree with editor *Malcolm Bobbit*: "Doesn't colour make a big difference!" The featured article looked at a new and hybrid powered "Metrocab" now in use in London, while examining the vehicle's history. A page of member dialogue was devoted to the subject of "SAH and SAHB relations" ahead of a future SAHB committee meeting. We join in congratulating Jon Pressnell, the recipient of the 2014 Michael Sedgwick Award.

Seeking Photos, News Clippings and Any Insider Information: For three projects: 1) a new book to

ute to our publications and biennial conference presentations, and especially from interaction with our membership. The knowledge and enthusiasm exists, but communication and connections have to be capitalized on.

I received a good number of responses to my call in issue #271 asking for help in identifying noteworthy films with a focus on the automobile. And the passion often contained in the replies was refreshing! For example, *Edwin Benson's* favorite car film was *Driving Miss Daisy*—no surprise if you know Edwin (he's a Cadillac fan), and so he listed the following cars shown in that film: 1947 Chrysler New Yorker, 1949 Hudson Commodore, 1955 Cadillac Sixty Special, 1965 Cadillac Sedan. *Rubén Verdés* made sure to acquaint me with *The Yellow Rolls-Royce*, and the 1931 Phantom II in that film. [A sedanca de ville by Barker, chassis 9JS – and the "stand in" for the "rough scenes" was, reportedly: 54GN. —Ed.] In following up, not only did I learn much from a truly important motion picture, but that there exists a film that served as a template for Rubén's choice, namely a lesser known 1947 German rubble film entitled *The Seven Journeys* that featured a 1935 Opel. Another reader pointed out that a 1920 Rolls was employed as a "tank" in *Lawrence of Arabia*. [There were two cars outfitted and used for the Silver Ghost armored cars in the film: chassis 68RM and 82EM. —Ed.]

At least two members, including *Louis Fourie*, chastised me for not knowing of *Genevieve* (1953), and the delightful 1904 Darracq that was portrayed in a London to Brighton Run. My ignorance here might be due to cultural blinders, as a good bit of British visual material has escaped me to date. The list of suggested flicks could go on for several more paragraphs. I would like to thank many members and other respondents for their replies, including: *Brent Byers*, *Burly Burlile*, *Bob Howlett*, *Chris Martin*, *Gregg D. Merksamer*, *John Northup*, *Mark Olson*, *Frank Opalka*, and *Jed Rapoport*. I will use their suggestions this next term as I teach a senior seminar on "Cars in Film." I plan to urge students to dig deep for meaning as they view these films, as they are cultural reflections of significant impulses inherent to cultural life at the time they were made.

In closing, I wish all of you a happy and prosperous New Year. If you have any questions or comments about the SAH, do not hesitate to contact me at Jheitmann1@udayton.edu.

—John A. Heitmann

be published for 2015 regarding a little-known company: Creative Industries of Detroit. This very secretive company was responsible for numerous one-off concepts from the 1940s through the 1970s and even produced the famous Mopar wing cars.

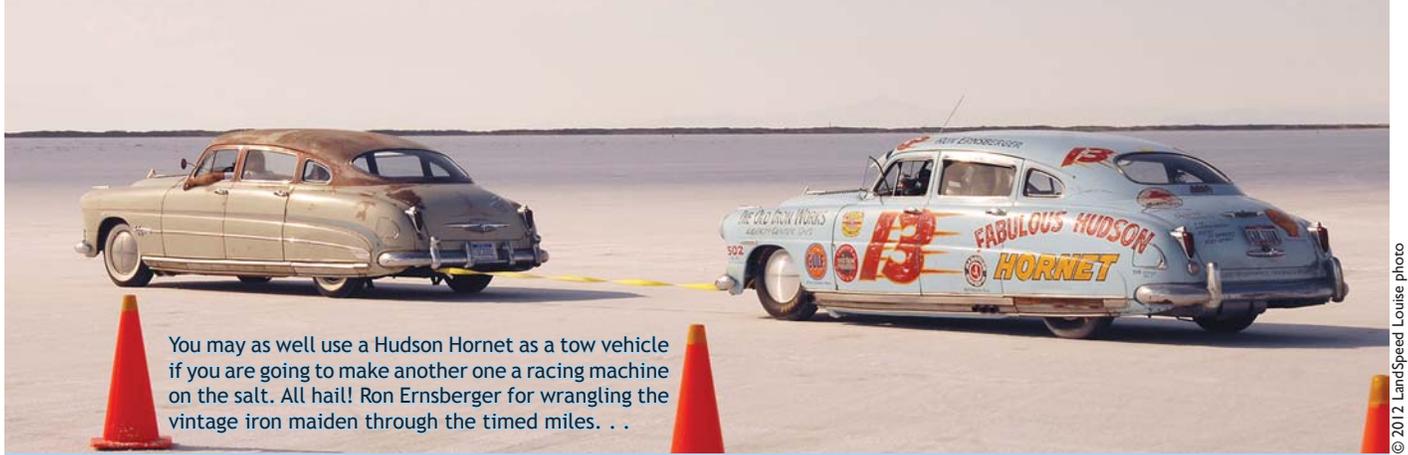
2) a new book to be published for 2015 regarding the Plymouth Plainsman concept car of the 1950s.

3) a new article and extensive history of the 1950s Dodge Granada concept car to be published in 2015.

Contact *Leon Dixon* at Leeedy@aol.com (yes, there's 3-e's)

Automobilia Dealer's Collection for Sale:

If you remember The Yellow Dog Garage, which wound up in 2010; now the owner's collection built over 60+ years of collecting is offered for sale, includes: large quantity of 1900-1940 auto magazines, *SCCA Sports Car*, *VMCCA Bulb Horn*, *HCCA Gazette*, *Road & Track*, *Special Interest Autos*, *Sports Car Graphic*, and more! *Bruce Perry*, 359 W. Washington St., Bradford, PA 16701, USA +1.814.368.3208. Sorry, no email.



You may as well use a Hudson Hornet as a tow vehicle if you are going to make another one a racing machine on the salt. All hail! Ron Ernsberger for wrangling the vintage iron maiden through the timed miles. . .

© 2012 LandSpeed Louise photo

A CENTURY OF SPEED (OR THE SPEED CENTURIONS) EPISODE THREE

«The 1970s»

When Larry Lindsley drove the family Super Bird fast enough to earn 200MPH Club membership in 1971, just like his father before him, a new era dawned for the sodium speed-seekers.

The young men who had pioneered salt racing were all over 40, most in their 50s and a few were pushing past 60. Now their children—a second generation who shared their fathers’ love of the speed chase—were donning helmets and strapping into adventures of their own.

On the international scene, NASCAR great Bobby Issacs brought one of his obsolete Daytona Chargers to the salt and scooped up 28 new straightaway and endurance records, including two 1951 marks set by Ab Jenkins.

In an effort to keep Bonneville the last frontier of raw speed, a place where fair competition can flourish, the SCTA made rule book changes for 1972 that sparked uproar. The move instantly made some cars obsolete and drastically altered how others competed within a class.

To help celebrate Speed Week’s Silver Anniversary of sodium sizzle, 170 cars and motorcycles showed up August 17th 1973. During the quarter-century banquet at the State Line Hotel and Casino, Utah Governor Rampton showed up and presented SCTA/BNI officers with a plaque of appreciation. BNI managed to get FIA sanctioning for the last two days of the meet, saving racers wads of registration dough. Good thing it was at the end of the meet since a rainstorm and land-locked hurricane halted racing for two days.

Although spectators saw a 1955 Chevy on the course, it was the bicycle rider pedaling behind in a wind-draft box at the rear that made people squint. Fitted with a sprocket the size of an extra-large pizza, the rider cranked out an impressive 138 miles per hour run after being towed up to speeds over 50 miles per hour. All hail inertia!

The Sadd-Teague-Bentley fuel roadster, driven by Al Teague, ran with seeming impunity clicking off a jaw-dropping 268 miles per hour run!

Bill Snyder drove the slab-sided “College of the Redwoods” Thermo-King sponsored streamliner to a record to become the first diesel-powered pilot in the 200MPH Club.

For the first time in all of salt racing, the rooster tails unzipping from the tires were billowing clouds of dust, growing as the cars and bikes got up to speed in 1974.

The SCTA took core samples around the pit area and discovered that while the salt was approximately 18 inches thick, the upper levels were heavily saturated with dirt. The ungraded portions looked like scalloped potatoes left in the oven too long.

That summer, after the Utah Geological and Mineral Survey took a second set of measurements of the thickness of Bonneville’s salt crust, it abruptly transferred administration back to the Federal Bureau of Land Management.

In September actor-racer Paul Newman, Luigi Chinetti, Jr., Milt Minter and Graham Hill attempted to topple Ab Jenkins’ endurance records but could only manage three national and international records before conceding defeat.

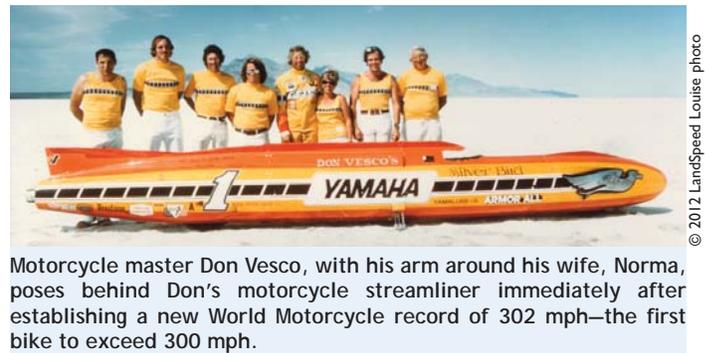
Firestone announced it was leaving racing, and suddenly every available Firestone Bonneville tire was as valuable as gold.

In 1975, the Bureau of Land Management finally asked the U.S. Geological Survey to conduct a detailed hydrology and surface morphology investigation to find out why the salt was deteriorating. An earlier state survey had found that “there was 20 million cubic yards of salt over four inches thick, but by 1974 there was no salt of that thickness.” The survey validated racer complaints noting: “11 million cubic yards, or 13 million tons had been removed between 1960 and 1974.”

Geologists from the 1920s estimated the salt flats to be 96,000 acres and up to six feet thick in places. By the mid 1970s, the surface was reduced to 25,600 acres and a thickness of less than a foot in many places.

“If the race track is to be preserved, then some means must be developed to stop depletion of the salt, or to restore salt at the same rate it is lost. The evidence we have appears to show a connection between the withdrawal of potash and the thickness of the salt,” stated Howard Ritzman, assistant director of the US Geological Survey. Despite the scientific determination, nothing was done to protect the salt—for decades government authorities ignored the problem.

Don Vesco, aka “Mr. Cool,” so named for his enviable ability to ride or drive anything with wheels, salted away a new FIM (Fédération Internationale de Motocyclisme) 302 mph World Record and bagged an AMA 303 mph record aboard Silver Bird, his 21-foot, 900-pound Yamaha-powered streamliner.



© 2012 LandSpeed Louise photo

Motorcycle master Don Vesco, with his arm around his wife, Norma, poses behind Don’s motorcycle streamliner immediately after establishing a new World Motorcycle record of 302 mph—the first bike to exceed 300 mph.

Wanting to broaden the racing schedule for land speed racers as well as keep a closer eye on what was happening out on the salt, a group of stalwart speeders founded the Utah Salt Flats Racing Association (USFRA) in 1976.

Most people were very pleased with the 1977 event despite the pits being relocated five miles from the end of the road for better racing action viewing by all. The wind was again malevolent, not only interrupting the racers, but toppling the port-a-potties throughout the pits.

Salt racing intelligentsia recall two big things in 1978, both because of Don Vesco who first rode his 2,030cc twin-engine Kawasaki streamliner to a World Motorcycle Land Speed record of 318.598 mph and let stuntwoman Marcia Holley ride his “bikeliner” with one engine to a 229 mph milestone record to pierce the, up-to-then, all-male Bonneville 200MPH Club.

The weather was gorgeous and the 1979 salt was in excellent shape with the 11.5-mile course yielding 30 new records. Interestingly, the 200MPH Club voted Emily Gillette their “Most Valuable *Man* of the Year.”

Nolan White, driving the Spirit of Autopower, picked up the *Hot Rod Magazine* trophy for fastest one-way time cranking out a 319 mile-per-hour run.

Kaiser Chemical infuriated the racing community by ignoring the State study and denied there was any salt erosion problem.



Courtesy of the White Family Collection

An early iteration of Nolan and Rick White's "Spirit of Autopower" dual engine streamliner. The car would go on to become the fastest Chevrolet powered car ever built, exceeding 400 mph.

«The 1980s»

Speed Week required more than 5,000 hours of planning, operating and cleanup toil each year, performed almost exclusively by volunteer staff. Although summer rains dumped nine inches of rain onto the course in the summer of 1980, 275 entrants (the largest meet to date) inked 36 new records into the books.

Hot rodders, all 241 of them, wasted no time in 1981 racking up 43 new records (29 cars and 14 motorcycles). In September, try as he might, Englishman Richard Noble was foiled from making a serious attempt at the World Land Speed Record driving the jet powered "Thrust2." The solid aluminum wheels "ice skated" on the moist salt surface and Noble repeatedly slid off the prepared track.

The 1982 and '83 racing seasons were a complete washout, putting the SCTA/BNI in grave financial trouble. Frustrated, Richard Noble abandoned the salt and took with him Bonneville's crown racing jewel—the unlimited World Land Speed Record. In 1983, at the dry-as-a-bone Black Rock Desert, Noble set a new world record of 633.468 mph piloting Thrust2.

Like Daytona Beach before it, the Bonneville Salt Flats had been replaced as the site for absolute LSR attempts. More than just weather, the Interstate highway and non-stop mining had long conspired to bring this day to pass.

In 1984 racers struggled to lay down three days of wet and wild racing during a short but sweet speed meet. Hungry for speed, racers knocked out 40 runs for every hour of time trials. The modest success comprised 126 car entries and 45 motorcycles that managed a remarkable 1,370 runs in three days to produce 18 car and nine bike records.

The USFRA's July "World of Speed" event was rained-out but the salt dried out in time for the SCTA/BNI Speed Week and an astounding 72 records were set with 14 runs exceeding 300 miles per hour. Joining Nolan White, Al Teague brought his lakester-turned-streamliner to record the first ever runs in excess of 350 miles per hour. The duo would swap top time titles for years to come.

On-board computer technology showed up on salt speed machines by 1986. Some warned of "a wholesale invasion of new 200MPH Club members through this 'dial-a-ride, dial-a-speed' method." There were seven new 200MPH Club members this year.

Hailstones the size of golf balls put an immediate halt to 1987 racing until mid-week and then full-tilt racing unfolded and 11 new members joined the 200MPH Club, including two women.

Tanis Hammond at 251 miles per hour and Sylvia Hathaway at 202 miles per hour in a Citroën join Indy Car driver A.J. Foyt (267 mph) in the 200MPH Club.

Fritz and Gayle Kott wore their hearts on their sleeves by getting married right on the salt and were later seen wandering the pits happily joined together by handcuffs.

Taking literally the battle cry of "run what ya brung," Mort Strain and

Irv Orth showed up with a lakester powered by a V12 M48 tank engine. The 1,790 cubic inches was equal to four big-blocks.

For 1988 SCTA officials instituted a variety of new safety measures including the requirement of having a doctor on-site. The BLM issued an edict that any racer who deliberately dumped used crankcase oil onto the salt would face disqualification and possible criminal prosecution.

Drag Racing's "Swamp Rat" Don Garlits seriously enjoyed driving a XX/gas class streamliner that earned 200MPH Club status with a modest 217 miles-per-hour average using a supercharged flat head.

On his way to owning the World's Fastest Modified Roadster record, Fred Dannenfelzer had a "Hot Pants Run" that vividly explained why many drivers in trouble on the course are just too busy to be frightened: "When things start going wrong, you only think of what you have to do next until the car stops," said Dannenfelzer. "The realization of what could have been always catches up with you later."

The big story for 1989 was the result of a massive 1988 letter writing campaign initiated by USFRA that adopted the motto "SAVE THE SALT." Utah Senator Jake Garn responded and a contingent of racers trekked to the State Capitol to educate legislators on the chronic situation. Racers were startled to discover a 1977 BLM Recreation and Management Plan that documented the loss of 70,000 acres from 1926 to 1976. Racers wondered how much more had disappeared during the past 13 years.

The USFRA World of Speed meet was one of its best yet; 19 speed records were set with a noble speed run laid down by a blind driver. Burt Johnson of Kelowna, Canada, was given special permission from the sanctioning body to drive a Corvette on the surveyed speedway overlaid with calibrated, certified timing lights used by the racers to set speed records. Taking direction from a sighted passenger, Johnson recorded a 128 mph run that unofficially made him the world's fastest blind driver, not a record, but certainly an admirable "personal best."

As land speed racing turned the corner into the last decade of the century, growth was evident everywhere in the sport except for the salt itself, and emphasis shifted from record setting to ramping up pressure on the government to take corrective action at Bonneville.

The glistening saline surface was still the Holy Grail of land speed racing, the last great bastion of amateur motorsports that had allowed thousands of ordinary people to accomplish extraordinary feats.

SCTA/BNI added another event to the racing calendar in 1990: the October "World Finals," bringing the total number of sanctioned racing events to four annually.

New mining owner Mr. Thomas Reilly of Reilly Industries came forward to join the effort in preserving the salt flats. The BLM formed a special advisory committee to investigate salt loss in a three-year study—no action, mind you, just another study.

«The 1990s»

The 4th annual USFRA World of Speed (WOS) grew stronger, racking up 25 new speed records in 1990. Rick White led the pack, peeling off a 384 mph run while dad Nolan turned wrenches.

At the 42nd annual Speed Week, the pedal-to-the-metal racers found two courses on the salt: the long course for anything going 175 mph or more and a short course for vehicles running below 175 mph and used for rookie drivers and slower licensing runs. Although more labor-intensive for the SCTA/BNI staff, the extra course slashed waiting time in line for each of the 369 entrants. At week's end 1,644 runs had been timed with a whopping 80 new land speed records.

The 43rd annual Speed Week was a stunner. In one of the best weather weeks the racers had seen in some time, 350 entries set 122 records.

The feat that captivated everyone came from bashful Al Teague, who on August 21st drove his hand-crafted Speed-O-Motive streamliner to a 409.986 mph World Record, making him the fastest hot rodder of 'em all. When he fired up the car everyone stopped, watched and listened. The throaty, harmonious song of controlled explosions trailed behind the car for five miles and remained audible at the starting line long after Teague had shut down the supercharged Chrysler engine, popped the parachutes and disappeared over the horizon.

USFRA kicked off the season in July and held another speed meet in September that dovetailed with SCTA/BNI's 44th annual Speed Week and then the World Finals season closer in October.



Courtesy of Al and Jane Teague

Al Teague's hand-crafted "Betsy," a supercharged Chrysler streamliner in its early lakester form. The midnight blue machine became the fastest hot rod in the world setting a FIA record of 409 mph that trumped his equally dedicated competitor Nolan White.

The "Bingham Report," an independent engineering analysis, was released showing a way to revitalize the salt crust. Its cost was \$600,000 and racers were expected to pay half.

The BLM stopped performing racecourse preparation and the racing community took up the task in exchange for reduced use fees.

Rain canceled the first three events of the 1993 season. USFRA managed to get a few days of racing in at the 7th annual World of Speed that saw veteran racer Bobby Unser drive fast enough to join the 200MPH Club.

The weather bamboozled the 46th annual Speed Week in 1994 and when the SCTA/BNI applied for a date change, the BLM denied the request stating it was too close to the scheduled 8th annual USFRA WOS meet but told the racers to sort it out among themselves.

The 104 entries at the 1995 USFRA 9th annual World of Speed were clocked by new Brockmeyer timing equipment, which included wire, cones and signage. Entrants were impressed with the new addition to the safety arsenal: the metal slicing "Jaws of Life" —purchased with donations from many racers.

Seeking to involve more people in the sport, the USFRA offered opportunities to join its "130MPH Club" comprised entirely of street driven cars and motorcycles. Passing a simplified safety and mechanical inspection, drivers only needed to wear a Snell-approved helmet. (See: smf.org/about.) Motorcycle racers were also required to have approved leathers, gloves and boots.

The 130MPH Club, begun in 1980, added 39 people in 1994 (3 women and 36 men) and had 320 members in 2014. For faster vehicles, there was the 150MPH Club, but it had more robust rules and safety requirements.

The long-delayed pivotal U.S. Geological Survey (USGS) report: "Selected hydrologic data for the Bonneville Salt Flats and Pilot Valley, western Utah, 1991-93" was released in 1995 and the conclusions placed some blame with mining operations for some of the salt loss, with no blame placed on racing. Reilly Industries absorbed the entire planned restoration costs once it was revealed the Bonneville Salt Flats had National Register of Historic Places designation. Strangely, the BLM refused to add a monitoring process so no measurable results or accountability could be assessed.

SCTA/BNI and USFRA entered into an agreement to jointly prep the salt for racing, and integrated the records of both clubs and dumped the minimum speed requirements for a given class.

USFRA's World of Speed event celebrated its tenth anniversary. The 48th annual Speed Week got 252 entries that ripped off 1,200 runs and set 80 new records, proving the thirst for speed had not yet been quenched.

Several courses were prepped in advance so that as one track showed signs of deterioration, the activity shifted to virgin salt with minimal down time. Belted tires were banned.

The BLM finally considered Bonneville a "threatened resource" and implemented a five-year cooperative resalination plan accepted by the racers, government and private industry. Field-testing of the brine quality near "lay down" pumps showed 98 percent pure sodium chloride. If all went well, one-half inch of new salt would be flowed back onto the speedway each winter.

The Burkland family unveiled its new streamliner with a 285 mph run showcasing the car's twin-engine, all-wheel-drive approach to 400-plus speeds.

On the other end of the aero scale was Matt Marsac who drove the Joint Venture Freightliner Semi Tractor to set a 221 mph record using quadruple-turbocharged 1,472 cid Detroit Diesels.

The late model production classes saw a lot of activity in the nineties. Sometimes called "door slammers," for the obvious reason, the sheer weight of the vehicles made controlling them a formidable task. Cars spun out with such force that they blew out windows, sucked off hoods and even pirouetted on their rear bumpers at 290 miles per hour.

Hot rodders, once the scourge of highways and byways, blinked and were celebrating the 50th Anniversary of Speed Week. More than 200 cars, motorcycles, semis and even a motor home helped fill out 350 classes.

In six days the racers clicked off 1,520 high-speed runs down a seven-mile "magical Mecca" to ink 77 new automobile and 33 motorcycle certified speed records. Participants came from all over the United States and five countries. There were more than 60 families among them with up to three generations of racecar drivers, backyard builders, or engine magicians, a rich example of kinetic American "can do." A brief thunder and lightning storm on Thursday played havoc with the electronic timing equipment as one car was in the speed traps—the clocks reported a speed of more than a million-miles-an-hour. Adding a special patina to the Golden Anniversary proceedings was the attendance of 42 of the original 49 racers from the first event. Salt racing was and still is an elixir of youth. The years had not dimmed their determination to go fast, though each was eligible for Social Security. A driver's age was meaningless; the only thing that counted was speed. Insulting senility with brazen bravado, a few "speed wrinkles" still raced, making high-speed passes right alongside dozens of "salt virgins," rookies burned up with leadfoot desire.

The 1999 season closed out the century with 85 new marks going into the record books, all from 275 entries making 1,515 runs with five blown tires, 27 spins, four crashes and two fires.

The battery-powered "Lightning Rod" electric streamliner reached a top speed of 221 mph with Randy Rannberg driving a car his father began but died before completing.

Jim Travis restored the Pumpkin Seed, last raced by Mickey Thompson behind the wheel. Now, four decades later, son Danny Thompson took his first licensing run in the car and, like "the force," felt his father was with him throughout the run. *Powerful. Poignant.*

And who could not admire The Flying Kiwi street roadster driven by Steve Davies? He had been known to re-attach the fenders and windshield then drive home after a day of racing.

Few knew that when Johnnie Lee in his "Blown Away Racing" modified roadster set a 217 mph record, he needed to wait for his crew to bring his wheelchair before he could exit the speed machine, but his competitive spirit triumphed despite his paralysis!

Mike Cook's thoughts might be unprintable as Joe Kugel—Judy and Jerry's kid—throttled the Kugel/LeFevers '92 Pontiac Firebird to a 300-mph record. For years Cook hoped to call his Ford Thunderbird "world's fastest stock-bodied production car."

Top dog was the Team Dempsey-Vesco Turbinator, with Don Vesco at the wheel, who filed a 427 mph record in the Turbine III class. The inveterate racer recognized the limitations of piston engines and moved to axial flow engines to fulfill his speed needs. Of course, there were hundreds of others, each bursting with a tale of why they came, what they did or did not do, and what they were dreaming up for next time.

«The 21st Century»

Everything about the 2000 meet was fast. A record 361 entries clicked off 1,857 runs producing 137 records.

Al Teague in the Spirit of 76 posted the fastest record at 381 mph while Derek McLeish proudly claimed the slowest at 44 mph.

A modest 1.8 million tons of salt was flowed back onto the speedway during the winter lay-down project. After years of absence, racers again saw thick, white salt, no mud and very few pressure ridges to upset suspension travel.

Pontiac came back to the salt with a high-speed performance spruce green family Bonneville sedan driven by Mike Cook to a 202 mph top speed

through the wizardry of Richard Lee, Jim Poplawski and Jan Callison.

As the car was still loaded with assembly-line amenities, Cook played the radio during each run, listening to KSALT 1610-AM, the voice of Speed Week.

Carl Heap had set a 231 mph record with a one-way run of 240 mph in "The Phoenix," a 1943 International semi-truck pushed started by a 1997 Freightliner!

Salt Talks debuted, sponsored by www.land racing.com with racers gathered at the edge of the salt for Sunday evening socializing. The website still links land speed enthusiasts together worldwide.

Benevolent dictator and car owner Seth Hammond let wife Tanis take the #77 lakester to the Louis Vuitton Classic - Parc de Bagatelle fancy car show in Paris that was celebrating women in motorsports. The Europeans marveled when the cowl came off and the "Detroit Iron" was exposed. Even Sergio Pininfarina was impressed.

The gleaming red and white #337 Gas Modified Roadster, aka "Rossi's Rocket," was driven by little person Sonny Rossi to a top speed of 119.023 mph. He and little person Dixie made a pair of highly congenial and extremely helpful salt folks.

The 2001 Speed Week saw 2,016 runs made by 346 entrants who set 130 records on salt that was "hard as concrete." Conditions were so good that the old 11-mile international course was back in use.

Taking full advantage of the good salt was TEAMVesco. [That was their name at the time, these days they go by "Team Vesco" according to their website. —Ed.] On October 18th, Don Vesco, driving the Turbinator, demolished a near four-decade British stranglehold on the turbine-powered wheel-driven records: 458.440 mph in the mile and 458.208 mph in the kilometer. The official FIA record category was T-III and unseated the late Donald Campbell who held the record at 403 mph since 1964.

Vesco became the first person in the history of motorsports to hold top honors for both automotive and motorcycle (318 mph set in 1978 and held for 13 years) world land speed records.

Lee Burkey, 73, who spit in the face of old age, set a land speed record on a Suzuki Hayabusa motorcycle and became a member of the 200MPH Club.

No, it wasn't some crew truck going nuts; it was Ford's Assistant Chief Engineer Mark Bill at the wheel of a stock exterior Rocket Ranger who roared into the record books at 205 mph.

2001 Speed Week saw Nolan White of San Diego, California, push his #131 streamliner to a 411.5 mph average to make him the world's fastest with a piston-driven engine. White lost both parachutes and was unceremoniously mired up to his hubs in mud at the far end of the course, but son Rick and grandson Brad happily dug out their patriarch.

The tally at week's end showed that 346 entries made 2,016 runs, inked 130 records and happily, had no accidents. A good number of records were "establishing marks"—new classes where no record had yet been set.

October's World Finals began a mourning knell that would see three of the sport's giants cross the final finish line before the next racing season.

In a repeat of August, in his supercharged fuel streamliner, Nolan White broke loose the beams at 422 mph, and again the parachutes ripped off—all three. Hurling toward Interstate 80, he deftly, carefully, steered a gentle arcing turn but it was more than the streamliner could handle and so began a horrifying tumble that ended his life.

Cancer took Don Vesco in December and a few weeks later, in January, volunteer extraordinaire Bob Higbee succumbed as well. The entire land speed racing community psyche was unreservedly clobbered.

Save the Salt (STS: see savethesalt.org) told the racing community that it had brokered a deal with Reilly Industries in 2003 to continue pumping salt back on to the flats beyond the formal five-year plan.

A mystery storm flooded the 2003 Speed Week course, followed by a mysterious fire in the SCTA/BNI storage unit that destroyed equipment, 17 miles of timing wire, 700 cones, and fire extinguishers, all worth \$30,000. Racers thanked the Utah Salt Flats Racing Association (USFRA) that loaned the essential equipment to the rival organization a week before the SCTA-BNI event.

When Joe Law put Tricia Kisner in the driver's seat of his "Grumpy Old Men" lakester, he wasn't ready for her to spank all the boys, all the streamliners, all the racers that week by setting Top Time of the Meet (325 mph), which earned her the *Hot Rod Magazine* trophy. It was the first time a woman had earned that honor and with that she was: "rookie astounding."

Shug Hanchard was once more victorious and hung onto "slowest car of the meet" with a daring 87 mph record in a V4 blown gas lakester run.

The "unbeatable" Randy Speranza astride "Moose Tracks II"—a 1350cc motorcycle—whipped the machine all week and pocketed four records.

The 2003 World Finals had 138 entries, 92 cars and 46 bikes, that made 614 runs down the course that resulted in 85 records.

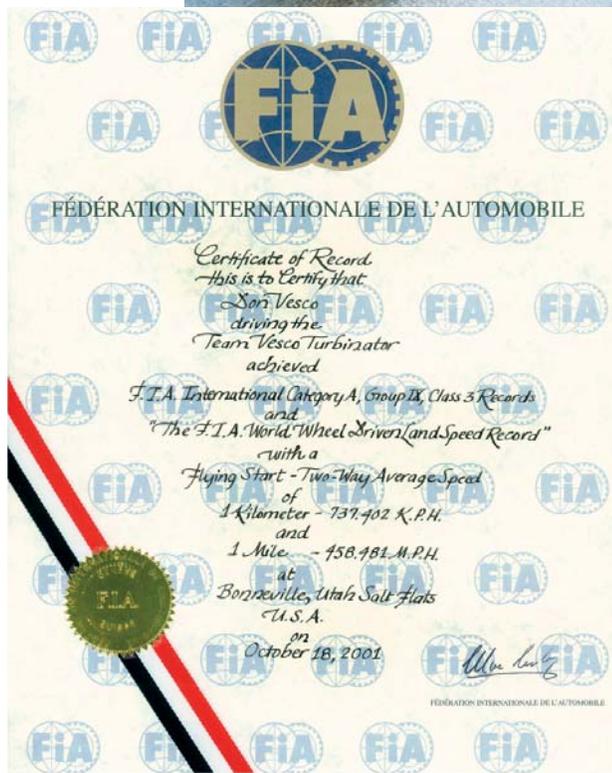
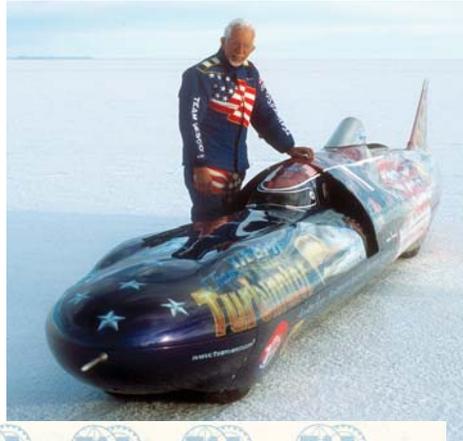
"What started out as a hobby," observed George Fields about land speed racing in his unhurried Texan drawl, "is now a lifestyle."

Fields and his wife, Gretchen, owned #125, a shiny black brute called "Trackmaster Special"—a blown fuel Competition Coupe—and they invited Betty Burkland, 63, wife of Gene and mother of Tom, to take a long course romp. The lead-footed granny wearing "lucky duck" socks earned entrée into the 200MPH Club setting a new class E/BFCC record of 263 mph.

The Top Speed car record was 313 mph set by Rick Yacoucci driving Jack

Costella's Nebulous Theorem II streamliner.

Most racers were glad John Rains wasn't running in their class. With a nickname of "The Obliterator," no one was surprised when his familiar purple and ivory Firebird smashed the existing F/BFAIt 208 record by 42 mph, hiking the mark to 251 mph!



Still the king of the hot rodders 11 years after succumbing to prostate cancer, Don Vesco stands next to "Turbinator," the streamliner he drove to the current 458 mph FIA record. There are a few challengers to the stunning mark, but odds makers believe George Poteet's Speed Demon may have the best chance to better the mark in 2015. The FIA certificate belongs to author Noeth who was part of the world record-setting team. © 2001 LandSpeed Louise photos

Take four Bryants, add 10 passes and put 50 run miles on the family gray-and-black competition coupe and you've got speed reunion. Dad Tom started by nailing a 240 record and then watched sons Jeff and Barry reprise pop's speed before installing grandson Tim in the car for licensing. The 20-year-old tach shifted to 204 mph on his 3rd run.

Carl Heap's beloved gleaming green "Phoenix" made its last pass down the salt at 272 mph. The 1943 IHC K-7 18,000 pound truck with four turbo chargers first ran in 1990.

Denis Manning stepped up and hosted a motorcycle-only speed meet dubbed the "BUB International Motorcycle Speed Trials." ("BUB" was Manning's company.) He secured AMA and FIM sanctioning that meant that all certified records would be recognized for their appropriate world or national class.

Offering prize money upwards of \$10,000 for top time in various classes launched a vigorous discussion over the good and evil to the sport.

Meanwhile, over at a ritzy Pebble Beach, California auction, the high bidder paid \$4,050,000 for Ab Jenkins' "Mormon Meteor I."

Speed Week got 442 entries that clicked off 1,740 runs and ended up with 67 motorcycle and 89 car records. Irene Hanchard wore the slowest crown with a "crazy" 69 mph record run, while Mike Nish was the hot rod hero at 373 mph.

The September USFRA World of Speed is a smaller gathering with milder temperatures and special racing classes included the ever-popular Bar Stool category. Always amusing to watch, these small vehicles—renegades from the saloon culture—went so fast that no one who witnessed the electric-powered runoffs could do so with a straight face.

Record rainfall in 2005 soaked the state leaving 24 inches of standing water on the speedway in late June and giving the racing community reason to worry about the upcoming time trials. High temperatures and some wind could only do so much to dry things out and the aquifer below the salt was already full up when Speed Week kicked off.

A deluge swept across the "saline playa" four days into the meet, ending racing. A paltry 892 runs gave up 40 new records (22 car and 18 bike) at Speed Week. The fastest speed of the meet was the Thomason & Tradup Racing streamliner at 296.095 mph with Ed Tradup driving. Weather also canceled September's World of Speed and October's World Finals.

By 2006 it was clear the sport of land speed racing was enjoying participant resurgence. Entries at all the speed meets had increased. Speed Week had a record 493 entries that earned 155 records. Some 4,500 spectators came to watch and roam the 1¼ mile pit area and by week's end the volunteer staff was bordering on happy exhaustion.

From West Branch, Iowa, came Roy Lewis with his hand built "Chassis Engineering Special" diesel streamliner and became the first to exceed the 300 mph mark recording a 308 mph class record.

JCB Dieselmex, the dream machine of a British construction equipment manufacturer, gave Lewis competition. Power came from a pair of the firm's new JCB444 diesel engines, the race versions producing an eye-popping 750 bhp each—more than five times the power needed to drive a company backhoe. In the cockpit was World's Fastest Andy "Mr. Sunshine" Green wearing a bright yellow firesuit and hoping for a record on the salt like so many of his countrymen before him. The Dieselmex team first scratched out a Speed Week record then demolished the International Group III, Class 10 supercharged diesel streamliner 235 mph record held by American Virgil Snyder since 1973, raising the bar to 350 mph. Then, like every other racer, the car was done because the tires were not rated for faster speeds. Company owner Anthony Bamford, to his ever-loving credit, used his corporate leverage with Goodyear Tire & Rubber Company to inspire a new generation of tires specifically for the land speed racing segment.

Fastest Speed of the Meet was Tom Burkland, powering the 411 metallic orange and white streamliner to 398 mph. Greg Waters had his hands full training more than 200 rookie drivers. Ed "the camfather" Iskendarian was seen wandering the pits and spent plenty of time on the starting line.

It was bizarre when seasoned GM engineer Jim Minneker rolled a modified Chevrolet HHR at 246 mph losing traction at the 5-mile mark



© 2000 LandSpeed Louise photo

The Burkland family from Montana push start their dreamscycle orange streamliner off the starting line for a 438 mph run. Son Tom designed the car that he built with mom Betty and dad Gene. Note the specialized push rig, the handiwork of crafty Gene. The car is 24' long, 38" wide, 41" tall at its highest point, with a 195" wheelbase. Its frontal area is 7.4 sq. ft. and its drag coefficient is 0.119. It is powered by two 450+ cubic inch supercharged alcohol-fueled Donovan (aluminum Chrysler) engines (bought second hand), with crankshafts bolted together in tandem.

as he deployed the parachute. The car was a write-off, but Minneker walked away from the crash.

The Arrow Williams team out of Canada came and conquered, when rider Gary Hensley broke the oldest motorcycle record on the books from 1956 with his 500cc German NSU factory streamliner at 214 mph.

The biggest motorcycle news came during the International Motorcycle Speed Trials, when Ack Attack broke the long-standing mark of 322 mph with a 342 mph average. Then, two days later, Denis Manning's "BUB 7" motorcycle ridden by Chris Carr bumped the record with a 350 mph average.

Sam Wheeler riveted everyone's attention with a 355 mph run that ended with a front tire failure sending the respected engineer and driver sliding across the salt for more than a mile. Ensnared in his streamliner's rollage and protective body work, Wheeler was more annoyed than injured—coming away with only a few bruises.

The USFRA marked its 30th year as a speed host at the 2007 World of Speed with 12 new national records, 17 new 130MPH Club and ten 150MPH Club members before Thursday night's rain washed out the meet. Mary West earned the "Fast Lady" trophy and Laura Huff went home with top time of meet in Bar Stool racing.

It was an epic year for 2007 Speed Week racers who made 2,278 runs and set 174 new records out of 562 entries by 381 cars and 181 motorcycles. The fastest car was Mike Nish driving the family purple streamliner 385 mph. Kimberley Kelly riding for the White Goose Bar Team proudly took home the slowest speed mark at 33 mph riding a 50cc bike. The heaviest concentration of record setters were those below 200 mph. There were 69 bikes and 60 cars that represented many new participants as well as existing folks who simply came to have a great time.

Ford Motor Company tapped Roush Industries to build and respected LSR vet Rick Brynes to drive its experimental 999 hydrogen powered car to a 209 mph exit speed. (On "exit speed": a 66-foot speed trap is located at the final mile timing light that gives the racer a tuning clue. If the speed is lower than the previous mile, it means the vehicle has used all its available power. If the speed is higher, it means the machine has more speed to be wrung out of it.) The wonderful performance shown by the driver and team was smeared when Ford Publicity falsely claimed the car set a land speed record sending bogus press releases worldwide.

It was a 13-year chase that ended when driver John Wright of the BWS Racing team finally cut down Ken Hardman's records with a 180-mph average in a K/fuel class streamliner.

Of the 25 new records at World of Speed, Dick Clark got the "Fast Car" trophy for his AA blown gas lakester run of 308 mph. Congenial and ripping-fast Australian Richard Assen picked up the "Fast Motorcycle" trophy for a 220 mph time slip.

World Finals closed the season with 168 entries: 126 cars and 46 bikes that made 610 time runs and set 38 records: 26 car and 12 bike records. Only two days into the meet high winds shut down racing early.

In December, the sport saw the passing of Wally Parks, by then far

better known for the National Hot Rod Association than helping hot rodders gain access to the salt in 1949.

2008 was the 60th anniversary of the SCTA/BNI Speed Week on the salt, a long way from its “trial” event back in 1949 but still an amateur event run by more than 100 volunteers. Another gargantuan event was marked by 530 entries comprised of 368 cars and 162 bikes including 62 class changes when a single entry competed in more than one class. The racers made 2,488 runs over three courses inking 175 new records from 65 bikes and 110 cars. There were 152 rookie drivers.

Save the Salt reported that Intrepid Wendover Potash had restored 414,000 tons and the BLM claimed “more than 400,000 tons,” but neither report mentioned how much the mining company had removed so it was impossible to chart any meaningful progress.

Buried in the BLM’s annual Speed Week Program letter was a warning that if any randomly-placed “test holes” drilled by the USGS back in 1997 were damaged the scientific data would be invalidated. Goofy, but true, the BLM failed to mention that neither the USGS nor the BLM was still monitoring the holes. When BLM employee Bill White retired back in 2002 no one bothered to continue his work.

USFRA had 98 entries that set 31 records at World of Speed. Top time went to Seth Hammond with a 313 mph average for cars and John Noonan took home the bike honors with a 252 average.

Laura Klock made her rookie runs on a custom Harley bagger bike that was constructed for the Discovery Channel’s “Biker Build Off” in 2006. She went home with a new 3000 MPS-PG record of 146 mph. (MPS-PG: Modified, partially streamlined, production gas.)

The 2009 salt was hard and bright. The best evidence was lack of salt footprints tromped into town by the racers. Only faint, powdery imprints were seen. Wendover residents were grateful, but always wondered why racers make noise about “saving the salt” but then track it into town and drop gobs of it everywhere they go.

An eye-popping 560 entries (381 cars and 179 motorcycles) comprising 504 vehicles and 56 class changes made an unbelievable 3,110 runs down the three courses. The week ended with 178 event records by 101 cars and 77 motorcycles of which 23 earned life membership in the 200MPH Club and three stepped-up into the 300MPH Chapter.

There was a multitude of spin-outs and drive line failures like never before. Was the salt too hard? In the pits were plenty of twisted drive shafts, trashed transmissions, and shredded differentials, a testament that there was no lack of power but a disconnect on how to effectively put it on the ground.

Save the Salt was told the BLM’s mining plan draft included a restoration section. The idea was that the mining activities would include a “mass balance” provision: replacing the same amount of processed salt as was removed from the speedway area annually. Many racers doubted the BLM would follow through.

World of Speed had 97 entries with 6 class changes; the 130 and 150 club added another 125 vehicles for a total of 228 participants. Nancy Wennerberg at 240 mph trotted off with the “Fast Lady” trophy—the first time the honor was earned by a motorcyclist.

The BUB Motorcycle Speed trials got an industry nod as the AMA voted the event “Track Racing Promoter of the Year.”

Top time went to Chris Carr aboard the BUB 7 streamliner with a whopping 355 mph. Top time for a “sit-on” motorcycle went to Leslie Porterfield from High Five Cycles who sailed through the timing lights at 240 mph! Enthusiast of the year was the ever amiable Fritz Kott.

«The 2010s»

Speed Week 2010 was a whopper, with volunteers processing 561 entries from 381 cars and 180 motorcycles with 74 class changes. Classes for 150 rookies were held on the first day. A stunning 166 event records were recorded by 108 cars and 58 motorcycles.

The Stringfellow and Kirk blown gas coupe and Ray Shoi’s blown grand touring Mazda gave some of the estimated 12,000 spectators an eyeful as cars spun, flipped and rolled.

Save the Salt reported that the racing community had been snookered by the BLM’s Stan Perkes, who had repeatedly assured the group the devel-

oping mining plan would have a “significant segment on salt restoration.” It was obvious Perkes lied because for months STS was repeatedly denied access to the BLM’s preliminary document and when STS board members finally got a look they saw nothing mentioned about restoring the salt—a major setback to Bonneville preservation hopes.

Thankfully, Intrepid Mining continued to aid the chronic salt loss problem at the end of the access road, this time trucking in 600 tons of salt to patch the problem areas, in addition to the 312,000 tons pumped back to the playa through the winter.

The Speed Demon streamliner, owned jointly at the time by George Poteet and Ron Main, picked up the Top Time trophy for the second year in a row with a 409 mph run. Owner/driver Amir Rosenbaum finally got to drive his new matte black streamliner “Infidel” and blasted his way to a pair of 300 mph-plus records stopping with 356 mph.

World of Speed racers made 1,116 runs to ink 36 records—two were set by the highly competitive and visually entertaining bar stool competitors.

Of the 282 entries, the 130MPH Club entries equaled the full-blown race participants at 127 each with nearly half of the 130 folks joining the club. The 150MPH Club added another 28 registered racers, 15 of which manage to qualify for membership.

The 7th BUB Motorcycle Meet had 11 miles of gorgeous hard salt and riders posted 62 FIM and AMA records.

Speed Team Doo made emergency repairs on a piston reportedly using a hacksaw, bastard file and Leatherman tool knife that allowed rider Marvin Bennett to raise his record to 79 mph. Yes, it was one of the slowest times of the meet but of note because it came from the smallest engine-size class.

Another attention-getter was Jason Omer, who made six runs, all for records, and hit the kill switch after claiming three for his Salt Distortion Team.

Charles Nearburg took historical center stage at Cook’s Shootout September 20-25, when he erased Goldenrod as “top dog” after 45 years, with a 414 mph average to claim the Group II, Class 11 World Land Speed Record. That he did so driving his Spirit of Rett streamliner with only two-wheel drive was remarkable.

Mike Akatiff’s Ack Attack, ridden by Rocky Robinson, claimed a new world mark of 376 mph after sorting out evil-handling tires.

World Finals closed the racing season with 157 entries comprising 104 cars and 53 motorcycles that made 17 class changes to post 57 records by 24 motorcycles and 33 cars.

Roadsters, the nucleus of the hot rodders’ love affair with land speed racing, had a new champion in the #911 black and burnt orange roadster. Dave Davidson wheeled the Cummins/Beck/Davidson/Thornsbury entry to emerge as the World’s Fastest Roadster with a down run of 297.695 mph and a return run 304.606 mph for an average of 301.150 mph.

Speed Week 2011 hosted 368 cars and 198 motorcycles with 76 class changes; the inspectors completed 490 inspections. The speed faithful stirred up 3,152 runs that gave 94 cars and 69 motorcycles new records. Although it taxed the volunteer resources, SCTA/BNI set-up courses to chop wait times in the staging lanes.

Paul Thede, riding Lightning Motors’ “Omega” electric class bike, amped the clocks for a 206 mph average and a “2 club” red hat. After a decade of trying, with a respectable 219 average in the BWS streamliner, John Wright finally earned his red hat.

Speed Demon, always good for a 400 mph run, broke crates full of parts while barking out 400 mph-plus runs that rarely saw a return record run. Driver Poteet’s 426 mph run snagged, for the third time in a row, the Top Time Trophy.

Salt rookie Fabio Montani from Bergamo, Italy, wowed the Americans with his brand new “Gus Gus” streamliner powered by a 213 cid 2004 IRL Menard V8 racing engine. The salt virgin set a 300 mph record before week’s end.

Intrepid Potash, Inc., reworked some wells and ditches that improved winter salt transfer numbers and flowed 443,500 tons of brine solution back onto the flats.

Meanwhile, the BLM continued to ignore racer and STS requests for more data on salt extraction volume numbers, monitoring and measuring techniques until they began to copy legislators the data requests. Then, after



© 2013 LandSpeed Louise photo

A typical drivers' meeting attendance that kicks off the SCTA Speed Week on the Bonneville Salt Flats. Entries have surpassed 500 cars, trucks and motorcycle on the famed saline speedway.

years of supposed “cooperative discussion,” they received a BLM reply that stated: “thank you for your interest; we will get back to you later.”

Fed up with repeated BLM lip service (how do these people keep their jobs?), Save the Salt resolved to be more aggressive and hired a Washington, D.C. based counsel with strong government connections. A coalition was formed to focus public attention on the salt flats deterioration and the www.savethesalt.org website was launched.

World of Speed saw students from Granite Falls, Washington, entering their “Urban Concept” with the hopes of attaining 30 mph. The students’ fuel efficiency project car was the first car to run G Diesel fuel on the salt. The kids were jazzed when the time slip read 31 mph.

While enjoying an exceptionally beautiful morning with his three boys, the 83-year-old speedster Lee Burkey expired at the starting line while waiting for his son to push off on the same bike on which he had set a plus 200 mph record a few years back. It was a sad moment, but oh, “how he loved the place and what a way to go!” remarked his son.

Rhonnie Vesco, in the family streamliner, battled Tegan Hammond driving her daddy’s lakester for “Fast Lady honors.” Third-generation racer Ms. Vesco prevailed with a 310-mph speed, although Ms. Hammond posted a respectable 298 mph.

Too much rain made the 2011 Cook Shootout (Sept 19-23) a heart-breaker as many teams went home with broken parts instead of broken records, thanks to sections of pretty rough surface. Texas fast man Al Lamb bested the FIM Class 10, Type II record by almost 20 mph, riding a 1000cc blown Honda street bike with a 245.361 mph average. Wowing all, Australian Richard Assen rode with conviction to own the FIM Class 11, Type II record riding his 1350cc blown Suzuki street bike to a 261.243 mph average.

Speed Trials by BUB had eight fast ladies vying for speed honors with Leslie Porterfield and Jody Perewitz running north of 200 mph.

From Covington, Georgia, came 14-year-old Harley Alter riding a 100cc Honda to two new national land speed records in the AMA Production and AMA Modified classes. At the event’s closing gala he was presented with the “Buell Brothers Racing Enthusiast” award signifying his achievements and youthful dedication to land speed racing.

Kenneth Kipp of the US Geological Survey, who has been studying the disappearing salt, was quoted in a world news report about the salt flats’ conditions noting: “When you remove brine from the flats in the winter, you are draining off water with dissolved salt and minerals that would naturally be used for replenishment. The average decrease in the thickness of the salt over the entire area is in the order of 1 percent per year. Over time, that sort of loss adds up.”

In less than seven days 586 racers (384 cars and 202 bikes) made 3,050 runs at the 64th annual Speed Week turning the speed into records for 89 cars and 76 motorcycles. A single bike and 21 cars were fast enough to earn 200MPH Club membership.

The Jesel Land Speed Team showed up with winning NHRA Pro Stock driver Jason Line at the wheel, pumping up the modified pickup class record 34 clicks to 225 mph.

Victoria Hope, Doug Greive and Jeff Brock all went home happier than most, since each had managed to set three records during the event. That’s a lot of impound time! “Impound” is the happy place to which all speed machines were required to report to after they have qualified on a standing record. The vehicle stays “impounded” until the following morning when all the “qualifiers” are first to run on the record—it takes two runs to set a record with both speeds averaged to determine if a new record is established.

The BUB Motorcycle Speed Trials took place August 25-30th posting

63 new AMA records with women again setting 15 new marks. Erin Hunter was the top gal on her BMW clicking off a 205 mph laurel.

Strange weather patterns surrounded the USFRA’s World of Speed but the event came off without delay. There were 43 new records from the regular racing crowd and 42 records were achieved in the 130MPH Club category demonstrating the popularity of the class with spectators who turn “racer” for a day or two.

New Yorker Eric Ritter became the “Speed King of Queens” when he nailed the top time driving the TEAMVesco 444 streamliner 321 mph.

Australian Greg Watters twisted the grips in the middle mile to record a 256 mph speed to earn “Fast Bike” honors, and the ever congenial Tanis Hammond again went home as the meet’s “Fast Lady” driving the 77 lakester 309 mph.

Burly Burlile, “head shepherd” of the 36HP Challenge, gathered a fleet of modest yet mighty cars to charge hard through the timing lights—with the air-cooled engines of Beetles and Karmann Ghias comprising most of the fleet.

World Finals had 85 cars and 39 bikes show up to complete 504 runs on two courses inking 43 records: 15 were on motorcycles and 31 in cars.

Keith Copeland deftly steered his Black Salt Racing blown fuel modified sports car to an awesome 380 mph, a sports car, mind you, the fast car of the meet!

LSR enthusiast and photographer Thomas “Pork Pie” Graf was lucky enough to get a chance to drive the “Bockscar” lakester and squeaked out a 202 mph record that earned him a red hat and long-lasting goofy smile.

Only Speed Week in August came off without a weather hitch; every subsequent scheduled speed meet was rained out. What was to be a star-studded line-up for Mike Cook’s Shootout in September became an epic washout for 16 Americans trying for FIA and FIM World Record honors with gas, electric and diesel-powered automobile and motorcycle streamliners.

The salt was mushy more than marvelous. Lower speeds overall and reduced records set reflected the poor conditions.

The BLM proffered much yet offered “Botox” lip service to the racing community let alone the American public, the owners of the Federal land that the BLM is charged with protecting.

The number of sweet concessions the BLM has repeatedly made to the mining industry over the decades is astonishing. This historian posits that if we were talking about someone dumping toxins in the Grand Canyon and Colorado River, or spraying graffiti on Mount Rushmore, a public uproar would quickly ensue.

Instead, America may only come to realize what a great natural treasure the Bonneville Salt Flats were when they have been lost.

With the first century of speed in the history books, there is an overwhelming consensus among today’s go-fast crowd that the fastest among them may have to start stepping down, parking their rides because the salt surface will no longer support safe high-speed record runs.

With all grateful thanks to Yukon poet laureate Robert Service, I apologize for slightly altering his frigid phrases to adapt them to honor the inspiring amateur racers who have come to be called land speed racers:

Thank God! There is always the Land of Beyond
 For us who are true to the trail;
 A vision to seek, a beckoning peak,
 A fairness that never will fail;
 With a Courage in your soul that mocks at a goal,
 And try how we will, unattainable still,
 There lies the land beyond.

—Louise Ann Noeth

Book Reviews

Jacques Saoutchik Maître Carrossier
by Peter Larsen with Ben Erickson
 Dalton Watson Fine Books (Aug. 2014)
 daltonwatson.com

1,164 pages in three volumes
 8.75" x 12" hardcover, slipcased
 1,933 color and b/w images and illustrations
 500 numbered and signed copies:
 Price \$500
 ISBN-10: 1854432699
 ISBN-13: 978-1854432698
 20 Deluxe Leather Edition:
 Price \$1,950
 ISBN: 978-1854432704

It is so very apropos that a book on the subject of the iconic and supremely stylish French carrossier J. Saoutchik should find itself to be too grand to fit in just one book, so it took the form of three books—and further apropos to have lavished premium production quality upon it, all housed in a slipcase complete with a metallic J. Saoutchik coachplate attached with screws. This is the first sign that authors Larsen and Erickson and publisher Dalton Watson set out to do a treatment of definitive stature and surpassing value. The rest of what follows that first impression is happily built upon in the nearly twelve hundred pages of content within.

The first volume in 448 pages—*The Life of a Jeweler in Steel*—is a biography; the story of Saoutchik's family and his company, with a great deal devoted to placing all aspects of both within the history of the times. The second volume in 272 pages—*The Language of Design*—is devoted to analyzing the firm's surviving design renderings and brochures, including an essay by David Cooper on coachbuilding and restoration. The third volume in 444 pages—*Heavenly Bodies, The Music of the Spheres in Steel*—is the picture book... an extensive assemblage of photographs spanning the entire history of Saoutchik production from 1906 to 1954. In addition to an index and bibliography, there are other appendixes of interest, for example: a

listing database of existing Saoutchik cars where the chassis number is known.

Author *Peter Larsen* informs that this project grew out of his book *Talbot-Lago Grand Sport*, a two-volume book also published by Dalton Watson and the 2013 winner of the Society of Automotive Historian's Nicolas-Joseph Cugnot Award. Larsen stated



in an interview with Jay Leno: "of the 33 Grand Sports, 11 of them were bodied by Saoutchik after the war, and then I became really fascinated by Saoutchik." Coupled with this was an incredible stroke of good fortune: restoration specialist David Cooper had purchased a Saoutchik dossier at *Rétromobile* and allowed Larsen to use it; that became the core and springboard for this project, giving material and direction for further research. Larsen's account in volume one continues: "It seems that the person who collected the material was planning to write a book on Saoutchik. For reasons unknown, the project was abandoned and the book never materialized." With no further mention of this "dossier," it may well be that there was nothing more to know about it and its provenance that may have added more depth and color to the story weaved in the book.

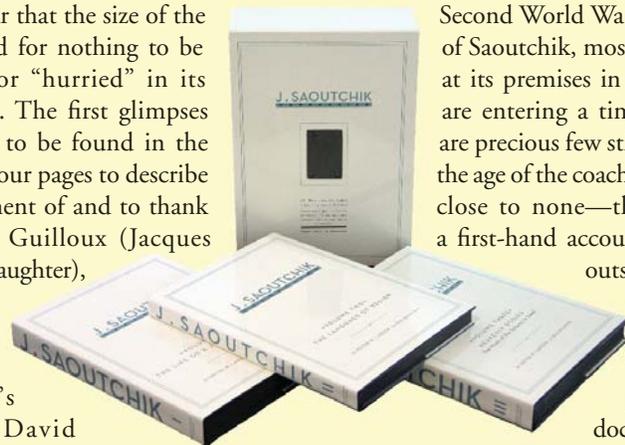
It is clear that the size of the work allowed for nothing to be "cramped" or "hurried" in its presentation. The first glimpses of this were to be found in the dedication: four pages to describe the involvement of and to thank Jacquemine Guilloux (Jacques Saoutchik's daughter), Jacqueline Saoutchik (son Pierre Saoutchik's wife) and David Cooper; another four pages of credits for 21 individuals and institutions that provided guidance and material; and three pages of acknowledgments. The writing style is scholarly with a scattering of colloquialisms, which helps keep

things from getting dry. The book's introduction is particularly colloquial, and very helpful in gearing and preparing the reader for what lies ahead; and it's also charming and disarming as Larsen forgivingly invites the reader to jump to the third volume and enjoy all the car pictures, knowing that's what the reader is really interested in. To his credit he also realizes that enthusiasts do take care to carefully read and fact check—with that he invites the reader to "feel free to use this book as you please. And if you are a picker of nits and you find mistakes or things that irk you, please let me know. I shall thank you for it." Well, there you have it—you've been invited! It is probably true that authors get information in the form of feedback only after publication, wishing it had come before. In a separate category are the inevitable human errors (e.g., third volume, top of page 955)—with nearly twelve hundred pages of material, it's impossible to avoid a faux pas or two. There is inevitable overlap given it's one story, yet it's divided into its three volumes by subject, not date order—so a theme is reprised when relevant, but from a different perspective depending on the volume in which it appears, forming a weave to the story if read straight through.

There have been a great number of articles and other treatments on the subject of Saoutchik, but there has not been a book singularly devoted to J. Saoutchik before this one. Unlike the good fortune of some coachbuilding firms whose records have survived somewhat reasonably intact, Saoutchik—along with the other prominent French coachbuilders—did not enjoy this result, largely due to the ravages of the

Second World War, or in the case of Saoutchik, mostly due to a fire at its premises in late 1957. We are entering a time where there are precious few still around from the age of the coachbuilders—very close to none—that could give a first-hand account of anything outside of the relatively scarce scattering of surviving photos and documents. In this case: the family mem-

bers, this found "dossier," a good amount of interaction with resources via travel and correspondence and more—all of these allowed this project to become possible in the way it has been realized. However, despite



all this, the record is never so complete as to dispel the need to draw conclusions from a reasonable preponderance of the surviving record.

To elaborate on this last point, there's this prominent revelation on page 262 of the first volume: "It is the belief of the Author, that the creation and construction of the Xenia II marked the initiation of Pierre Saoutchik into the role of designer at the *Carrosserie*." The Xenia II was a very futuristic looking Saoutchik design built on a 1938 Hispano-Suiza chassis. While it was known that Pierre Saoutchik was named president in 1952 and it has been accepted that he took over all design responsibilities (ref. *The Beaulieu Encyclopaedia of the Automobile: Coachbuilding*, p301), this

assertion puts the date of Pierre's design involvement much further back, before the war. The rationale for the author's assertion is laid out and the case is made; however, the author is also careful to point out where information is limited—and we can't interview Pierre; that opportunity expired with him in 1984. This is an example of the laborious scholarly process that is characteristically needed—the kind a project like this demands in order to yield as much as possible from the available evidence—the content of these volumes gives clear indication that the authors rose to the challenge of meeting those demands.

Mr. Larsen is a Fulbright Scholar and holds a Ph.D. in English literature and semiotics from the University of Copenha-

gen and Brown University in Providence, Rhode Island. Both authors are clearly automotive enthusiasts—Larsen, for example, has owned a variety of cars, from a Model J Duesenberg to Talbot-Lagos to a number of Maseratis.

These volumes form a remarkable reference resource on the subject of Saoutchik and the coachbuilding era. It comes as no surprise that it has been awarded "Publication of the Year" at the International Historic Motoring Awards in November. Whether your automotive enthusiasms are motivated by micro detail or the handsome presentation of a lavishly constructed and illustrated set of books—or both, this three-volume set comes highly recommended.

—R. Verdés

Talbot-Lago Grand Sport: The Car from Paris
by Peter M. Larsen with Ben Erickson

Dalton Watson Fine Books (2012)

daltonwatson.com

675 pages in two volumes

8.75" x 12" hardcover, slipcased

1,400+ color and b/w images and illustrations

Price: \$350

ISBN 10: 854432478

ISBN 13: 978-854432476

ISBN 13: 978-854432568 [leather, \$650]

Glass half full: one of the authors used to own a T26 Grand Sport L (#111013).

Glass half empty: he sold it in the 1990s because he didn't know any better.

While the *Longue* version is not as valuable as a GS model it still came as a shock when just as the ink on this book was drying, a 1947 Talbot-Lago T-26 Grand Sport (#111013) fetched a record \$2,035,000 at auction. Good thing Larsen has another one! And this one a GS! There weren't many made—less than 40—and some people own more than one so there are not a lot to go around. Nor are there many books in this limited numbered edition: 600, plus 100 in leather.

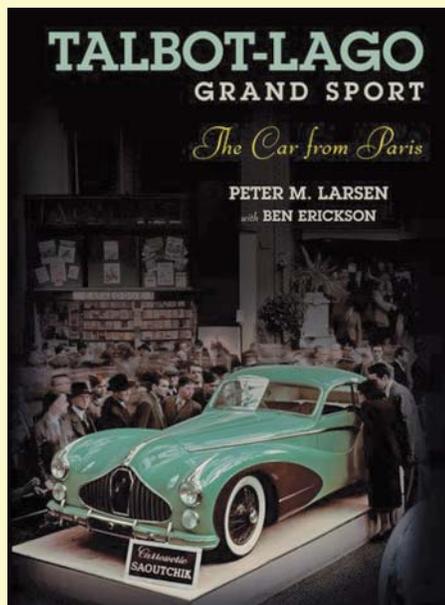
That record sale—irony of ironies—occurred at Barrett-Jackson, that powerhouse for American muscle cars that only two years ago rediscovered its roots in Full Classics. If this proves anything it is that there is no telling what will win favor or why. This new Talbot book, though, is a *sure* winner and we can tell you why.

It ought to suffice to say that this is a Dalton Watson book to give you confidence that it is important. It also means that it is the sort of specialized book that not many publishers would go near, and that it will be extraordinarily well put together. But even among the many upscale DW offerings, this newest opus scales new heights—not least in price, which absolutely pales in comparison to the sheer spectacle of handling this confection. Everything about it is an event: from relieving the delivery person of a weight so tremendous s/he'll want to put in for hazard pay to tearing into the box to

find a plastic-handled cardboard carrying case containing a slipcase containing two books, not something you see every day!

Even if you were to have no interest in Talbot-Lagos in general or the "sleeper" postwar models like the Grand Sport in particular, you'll still want to know about this book because Volume 1 is a really good soup-to-nuts primer on the political and economic currents of the era and the French coachbuilding scene. (Vol. 2 deals exclusively with each individual GS chassis.) It also introduces many strands from various corners of the Anglo-French automotive world that came together in the Sunbeam-Talbot-Darracq conglomerate whose history is even more convoluted than most of its peers'. It probably surprised one man from among the S.T.D. crowd as much as anybody that his name would be the one to become the second half of the company name, Italian-born (1893) and -trained engineer Antonio "Tony" Lago. To him is devoted a chapter here and even with this much room to roam, the authors struggle to pin down what made him tick. Picture young Lago walking through the doors in 1934, brimming with radical ideas and boundless enthusiasm for building some of the most expensive cars under the sun. Fast forward 10, 12 years: "It is indisputable that after the war, Lago went from being a dervish in business to an aging and obdurate man, incapable of recognizing change and reacting properly to it. This in itself is neither rare nor remarkable, but it is certainly sad." And it is the backdrop to the Grand Sport era.

As an aside, if this quote struck you as well crafted, realize that both authors are



Editor's Note: As mentioned in the Saoutchik review, this is the book that inspired that work; and it was also the recipient of the 2013 Nicolas-Joseph Cugnot Award. It has taken a while for a review to appear on these pages, but hopefully that is offset by how well it dovetails with the Saoutchik review. The following review is courtesy of SpeedReaders.info, written by the site's owner.

not only car but also language guys, with academic backgrounds in literature and linguistics. While there surely was overlap, Larsen acted as lead writer and Erickson focused on research, photography, and digitization of archival material. (Painting word pictures is not an exact science: the aforementioned \$2.3 million Franay-bodied auction car is first described as “large and almost forbidding, but still svelte and swoopy” and later “looking almost like a charging rhinoceros.”)

Assuming that knowledge of model and marque is not going to be widespread, Volume 1 is used to properly set the scene and create context. It is, for instance, immensely useful that most everything the text mentions is also illustrated, especially other cars of the time without which the GS could not be properly appreciated. After explaining the industry and the key protagonists in the Talbot story, as well as the competition connection that was so integral to Lago’s positioning of the brand and also Lago’s earlier role in the development of the Wilson gearbox, the focus shifts to chassis design and construction, and then to the 18 coachbuilders that bodied or rebodied Grand Sports.

Thanks to a multitude of resources the illustrative and archival material is enormously wide-ranging and even the expert reader will

surely make new discoveries here. Blueprints, technical diagrams, detail shots of components, promo material, and coachwork drawings are augmented with photos of restored cars.

Appended is a detailed list of all GS chassis (incl. original but not current owner), a discussion of mystery cars, pages from sales brochures, a reprint of an *Autocar* article, short commentary on the T26 Record model, and illustrated descriptions of GS scale models. The Bibliography is so detailed that it not only lists every book and magazine article by CIP data but also the specific chassis/subject covered—but what it doesn’t tell you is that it contains only those items the authors used in their work as opposed to everything ever published (even recent items!). The Index (divided by marques, coachbuilders, proper names, and serial numbers) is commendably deep and common to both volumes.

Volume 2 is a seamless continuation of Vol. 1 and does not have its own apparatus; even the chapter numbering continues consecutively. The only reason it is a separate volume is that it is solely devoted to the actual cars built; covering the histories of each of 35 GS models separately and additionally several T26GSL, T14LS, and T14 America models. It seems odd to devote fewer words here to vol. 2 even though it’s twice the size of the

first but its contents are too highly specialized to be meaningfully commented upon. The level of magnification varies and depends on how much history survived or can be reconstructed today; certain ambiguities remain still. Considered are construction, coachwork, ownership and (if applicable) competition and concours highlights. In most cases the actual build sheet is reproduced, something the authors seem to want to apologize for as an eccentricity but is really par for the course in the case of cars as special as these. Lots of photos of restorations in progress and finished. It would have been useful to show profiles of all cars on one spread to illustrate how vastly different each looks.

We would be remiss if we didn’t praise the skills of the book designer who considered her work as much a labor of love as the authors did theirs. Overall layout and “period sensitive” colors, design elements, and display type impress.

Larsen’s next book will be on Saoutchik, the coachbuilder of the cover car. (That car now resides in the Mullin Automotive Museum, with different paint and trim, and is covered in Vol. 2 of Michael Furman’s trilogy on that collection. To see it in its original form turn to Larsen’s book.)

—Sabu Advani



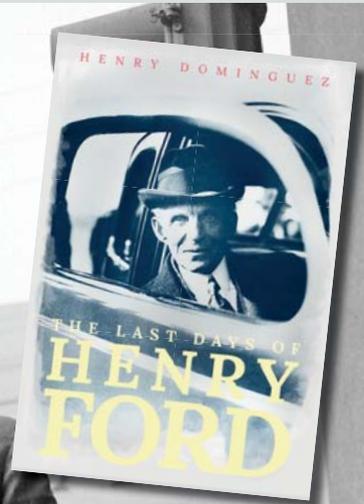
Award winning author and Ford historian, Henry Dominguez delivers a huge amount of new information, and revealing family detail in **The Last Days of Henry Ford.**

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THE LAST DAYS OF HENRY FORD



The Put-in-Bay Road Races, 1952-1963

by Carl Goodwin

McFarland & Company (July 2014)

McFarlandpub.com/ 800-253-2187

272 pages, 7" x 10" softcover

228 photos, appendix,

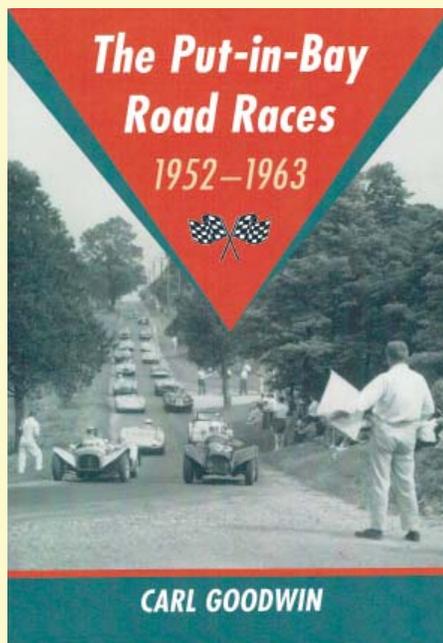
bibliography, index

Price: \$35

ISBN-e: 978-1476614595

ISBN-10: 0786479302

ISBN-13: 978-0786479306



Editor's Note: Author Carl Goodwin was the recipient of the 2012 Carl Benz Award.

Mention Put-in-Bay, Ohio, and, more likely than not, a naval or military historian might remind you that it was from there in September 1813 that Commodore Oliver Hazard Perry ventured forth with his flotilla of ships to defeat a British squadron and as a result gained control of Lake Erie for the United States during the War of 1812. "We have met the enemy and they are ours," was Perry's message scribbled on the back on an envelope to the American headquarters after this unexpected and important victory.

Or, perhaps, someone familiar with the area, especially one of the older local residents, might mention the three Ford 4-AT-B "Tri-Motors" (they were actually built by Ford's Stout Metal Airplane Division) that Island Airlines used to fly passengers and mail to the cluster of islands in Lake Erie off the coast from Port Clinton, located just outside of Sandusky, with the

planes making stops on South Bass Island (where Put-in-Bay is located), Middle Bass Island, North Bass Island, and Rattlesnake Island. Each hop was only 10-15 minutes in length, the planes serving as aerial taxis for the island residents, who would otherwise have to use the ferry to go from the islands to the mainland.

There might even be a few who will mention the sports car races that were once held using the streets of Put-in-Bay many years ago.

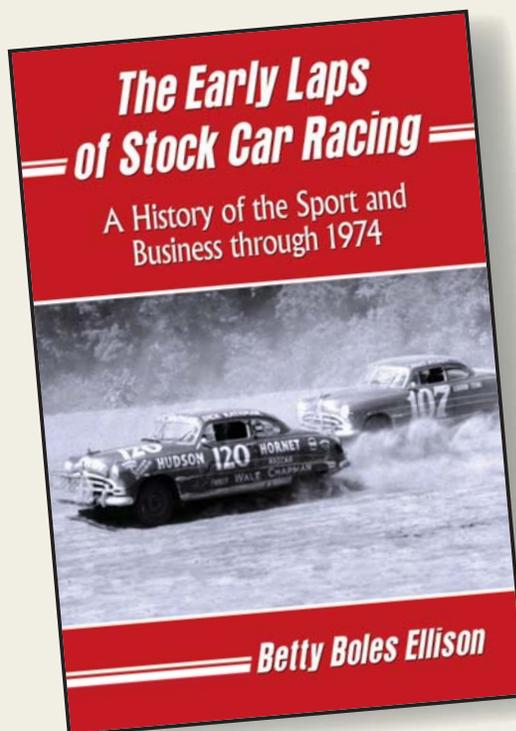
Using both the material he gathered for several magazine articles on the races and extensive interviews with the participants specifically for this book, Carl Goodwin provides a look at the races held at Put-in-Bay from 1952 to 1959, as well as the final, "secret" event held in 1963. Goodwin sketches out the background to the events, describing how members of the newly-formed Cleveland Sport Car Club came up with the idea of a road race and actually managed to bring it to fruition, despite the usual trials and tribulations associated with such enterprises.

Although a contemporary of other

road racing venues such as Watkins Glen, Pebble Beach, Bridgehampton, and Elkhart Lake, the Put-in-Bay event has been largely forgotten or overlooked, perhaps in great part due to the organizers placing restrictions on the cars that could compete there. The maximum displacement limit was two liters; this meant that the Cunningham team with its large-displacement American-engined cars, the big-bore Jaguars (both C and D Types), and other similar cars, in both the modified and production classes, never competed at Put-in-Bay. Plus, for the most part, it was always very much a "local" event.

Goodwin covers the events of each year with background to each year's weekend, a detailed report for each event, and the entries and results for each race held; that is, with the exception of the 1963 weekend, which for various reasons that Goodwin describes was done somewhat on the sly, although he refers to it as the "secret road race."

The book is well-illustrated, profusely so, in fact. Many of the photographs are being published for the first time, provid-



This history details the development of stock car racing from its raw beginnings into a megasport, chronicling each season through 1974 and drawing especially on the words of drivers and other participants. Focusing on the France family's domination of NASCAR as well as the personalities and events that popularized stock car racing, the book traces the transition from dirt to asphalt to superspeedways, the painfully slow advance of safety measures and the shadowy economics of the sport.

296 pages \$35 softcover (7 x 10)
12 photos, notes, bibliography, index
ISBN 978-0-7864-7934-4
Ebook 978-1-4766-1622-3 2014

 **McFarland**

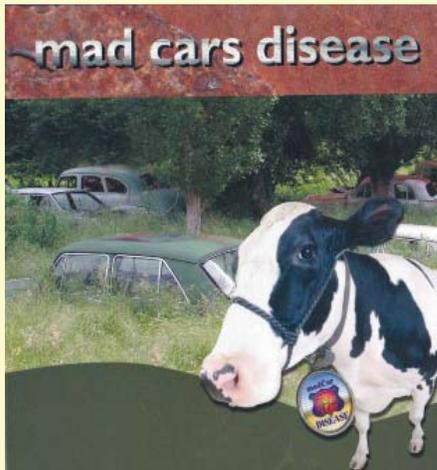
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ing a fresh look into an era that has long since faded from memory. In some ways, the photographs themselves alone almost justify placing Goodwin's book on the shelf. I doubt that I have ever seen a photograph of the John Allen special that ran in the H-Modified event in the 1956 race weekend, for example. Plus, I was rather taken by the photograph of the Berkeley (with a fairing for the driver that I had not seen before) entered by the Funny Face Auto Racing Team in 1959, running in J-Production, no less. These are just a few of the photographs that caught my attention, along with a Kieft sporting an eye-catching checkered livery in 1954, or the Simca being pursued by a Siata and pack of MGs or that of the Cisitalia taking a corner in 1953.

For those Goodwin deems "special contributors," brief biographical sketches are provided, the focus being on those providing many of the photographs used in the book. There is also a listing of all the interviews and correspondence that Goodwin conducted in the course of researching this book. There is also an extensive bibliography included covering the works used in the research for the book. The inclusion of these materials is especially noteworthy given that such information is far more often than not omitted from books such as this one. Although Goodwin does not use citations (footnotes or endnotes) in this book, it appears that most of the anecdotes used are attributed to an individual who is named in the text. While a seemingly small or picayune point, this is the sort of attention to detail that few enthusiasts or hobby historians take in their work. While certainly not a scholarly monograph—and not intended to be one—*The Put-in-Bay Road Races, 1952-1963*, is definitely a step above what might otherwise be expected. For this alone, Goodwin and his book deserve a good measure of praise.

With *The Put-in-Bay Road Races, 1952-1963*, Goodwin provides us with a look at an event that has been generally overlooked or forgotten from the era of the 1950s, a period largely cloaked in the haze of nostalgia these days. One hopes that Goodwin and others might begin to tackle other similar topics from this era and provide us with the fruits of their research.

—H. Donald Capps



Mad Cars Disease

by Stephanie McCarthy, Maurice Linehan

Maurice Linehan Design (2007)

www.madcardisease.com

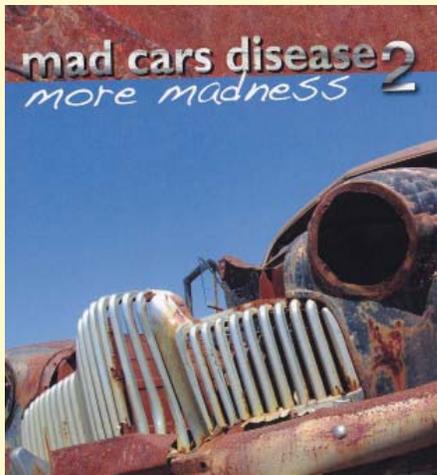
60 pages, 7.5" x 7.5" hardcover

Color illustrations on all pages

Price: \$18 (AUD)

ISBN-10: 0646470159

ISBN-13: 978-0646470153



Mad Cars Disease 2: More Madness

by Stephanie McCarthy, Maurice Linehan,

A.J. Linehan

Maurice Linehan Design (2008)

www.madcardisease.com

60 pages, 7.5" x 7.5" hardcover

Color illustrations on all pages

Price: \$18 (AUD)

ISBN-10: 0646491253

ISBN-13: 978-0646491257

Just to show that I have a sense of humor and do not take this hobby of ours too seriously, I am reviewing these two delightful little books from Australia. Let me ask the authors to explain: "Some people love cars, and some people love cars to the point of madness. Maurice and Stephanie are especially crazy about old cars that were put out to pasture long ago or abandoned in the

bush, those broken and twisted personalities left to grow amongst the daisies and blackberries, the rocks, eucalypts and wild flowers. Some have become familiar friends of cows and sheep grazing nearby or to chooks [Aussie slang for "chicken" —Ed.] roosting happily within their rusty remains. Others choke with dust and cobwebs as they slowly fade from their former glory in sheds packed with junk. Each old character has had a life. Each has a story to tell." Here I must declare an interest, having been writing for the last 30 years about cars that have been off the road for a long time—often out in the open—and I have a liking for such things!

The cars in these books have been beautifully photographed in their environment, usually with a smaller picture of the view from the vehicle and local animals, birds, plants that can be found in it or around it. Each is then followed by a story which comes from the car's perspective, for example: "I'm sitting tippy, gazing fondly at the vineyards spreading over the hill and dale as far as the headlights can see. (The Barossa Valley) For over sixty years I've bustled around here in the wine country, a tidy little Ford Anglia Ute with my brown leather interior and dashboard intact. By the position of the windscreen wipers it looks like my last drive occurred in pouring rain, the occupants leaping out in such a hurry they left my keys in the ignition. A few drinks too many have rusted my memory along with my number plate."

There are more than 40 different makes illustrated in the two books, often different examples of each make, many of them from Britain and Europe. It's surprising the number of prewar American cars that went to Australia and if these books were a straw poll, Dodge imported the most! What is fascinating for those Brits that do not know the scene in Australia is the number of models that we never saw in the UK, mainly utilities (utes) on models such as Ford Anglia, Bedford and Austin A40. Then there are illustrations of more ordinary models such as Wolseley Six Eighty, Standard Vanguard, post war Morris Oxford, Vauxhall Cresta, Bedford CA Van (that once belonged to a butcher), early Land Rover, Hillman Minx, Ford Consul, and even a Jowett Javelin and two Humber Super Snipes.

These unusual books would make an ideal gift for a car mad owner. It is such a shame that the postage for each is nearly as much as the book itself. Unfortunately there are at present no distributors in Europe. Both books are highly recommended if you do not take it all too seriously! I am sure some readers will want to rush "down under" and bring some of them back.

—Michael E. Ware

Society of Automotive Historians

Board of Directors Meeting – Minutes

October 9, 2014

Location: Hershey Country Club, Hershey, Pennsylvania.

Present: John Heitmann, President; Andrew Beckman, Vice President; Robert Ebert, Secretary; Patrick Bisson, treasurer; Directors Paul Lashbrook, John Marino, Robert Casey, Edward Garten, Louis Fourie; Susan Davis, *ex officio*, Donald Capps, James Wagner; Editors; Kit Foster (*Automobile History Review*); Guests/Committee Chairs; Arthur Jones, Thomas Jakups,

Note: These minutes contain only the summaries of the committee and officers' reports. The full committee reports that have been submitted and the full President's and Treasurer's reports are filed with the minutes and are available upon written request to the Secretary of the Society. (These minutes are subject to change until approved at the next board meeting in April. —Ed.)

President Heitmann called the meeting to order at 6:32 pm, EST.

Upon completion of the roll call, Secretary Ebert declared that a quorum was present.

- Minutes of the April 10, 2014 meeting of the Board of Directors of the Society of Automotive Historians upon motion made by E. Garten and seconded by A. Beckman were approved as distributed without dissent.
- The President's Report** was discussed by J. Heitmann and is attached hereto.
 - President Heitmann noted that a series of issues brought up at the April 2014 board meeting have been addressed.
 - Noted is that the Society of Automotive Historians (SAH) is on course with having quality and timely publications.
 - The International Motor Sports Section has new leadership under D. Capps who also has recently been elected to the Board of the SAH. Under his leadership the International Motor Sports Section has made good progress and is well under way with its future planning.
 - President Heitmann will be visiting Germany in 2015 and hopes to get over to Britain to meet with the Society of Automotive Historians Britain Chapter.
 - President Heitmann noted that we must continue to move forward. We cannot just rest on our prior accomplishments.
 - President Heitmann's most ongoing concern is having sufficient willing workers in the SAH to get the job done. This means we must emphasize bringing in "new blood" to the organization.
 - Of concern to President Heitmann, and evidence to him that we have considerable work to do as we move forward, is that a number of people are not present for this year's meeting and numerous award recipients are not present.
- Treasurer's Report:**
 - The detailed Treasurer's Report by Treasurer P. Bisson was distributed to the directors and is attached hereto.
 - Significant details of the Treasurer's Report are as follows:
 - The fiscal year was ended on September 30, 2014 with a surplus of \$3497.83 against a budgeted surplus of \$1030.
 - Deleting off-budget income (w/o the conference totals), there was a surplus of \$2985.68. However, that surplus was only because there was only one issue of the *Automotive History Review* (AHR). Had there been two issues of the AHR there would have been a deficit of about \$2000.
 - Among items of concern is the credit card processing fee (called the Credit Card Discount) of \$1612.48 which seems to the Treasurer to be excessive.
 - The Vanguard Funds appear to be in a steady state.
 - No interest is being earned on large deposits in the checking account or ordinary savings accounts.
 - R. Casey noted that in analyzing the Vanguard Funds it needs to be understood that interest rates are very low and many organizations are not making significant earnings on money market funds. He also noted that if you tie up money long-term, you may get higher interest rate returns, but you may not have access to the funds. He also asked what these funds are used for. K. Foster replied that it is a rainy day fund, but that a positive aspect to the Vanguard Fund is that we did not lose anything in 2008 when the markets dropped significantly. Also, the Vanguard Fund is a highly respected fund.
 - J. Heitmann asked what can we do with the \$20,000 in the checking account. P. Bisson responded that there is not a good answer to that, but he will be talking with Huntington Bank officials about options that may exist.
 - It was noted that \$930 was received from the demise of the Canadian Automobile History Association and that it was very nice of that organization to donate its remaining funds to the SAH.
 - A. Jones commented that he thought some of the conference expenses were somewhat high. The response was that comparisons with prior years for the conference are

difficult because of the timing of deposits and expenses relative to the fiscal year.

- P. Bisson reported that the proposed 2014-2015 budget calls for a \$400 deficit.
 - The proposed dues income is more in-line with what actually is received.
 - The SAHB funds are separated out.
 - The budget overall is based on the prior year's actual expenses.
 - It is the hope of the Treasurer that we can improve on the proposed deficit.
 - The proposed budget does assume publication of two issues of the AHR.
 - A question arose about the expenses relative to the Dunwoodie Archives Collection. J. Heitmann reported those archives have been transferred to the Antique Automobile Club of America and the proposed expense for that collection in the budget can now be removed. P. Bisson said that adjustment will be made which will reduce the proposed budget deficit to \$3,365.
 - K. Foster noted that, since he took over editing of the AHR, the cost of publishing the AHR is a third of what it had been in prior years.
 - P. Bisson moved and T. Jakups seconded the following motion: *Resolved that the proposed budget of the Society of Automotive Historians for the 2014-2015 fiscal year, with noted revisions as presented by the Treasurer and dated October 9, 2014 be and hereby is accepted.* Motion passed without dissent.
 - D. Capps observed that the proposed deficit for 2015 may eventually be seen as an anomaly because if we do well with the publications, we may have a better view of the budget situation at the mid-year Board meeting.
- Membership Report – presented by P. Bisson. (Report attached)**
 - During the prior year 106 new members were obtained and 107 old members were lost.
 - K. Foster noted that is consistent with historic patterns in the SAH.
 - P. Bisson reported that Cornerstone has cancelled the so-called "bad-guys" who have not renewed after having been contacted by mail with reminders and then given notice of being placed on the inactive list.
 - Discussion ensued regarding what is done if members do not renew their memberships. The question arose of whether or not the non-renewing persons are contacted by phone. P. Bisson reported they are not. K. Foster and A. Jones reported that in the past when there had been membership campaigns there had been some positive results.
 - R. Casey asked if the ability to renew membership on-line has helped. P. Bisson responded that we get many renewals and new memberships on-line.
 - It was noted that whenever we get publicity there is a temporary increase in new memberships.
 - A. Beckman reported that in both the *Antique Studebaker Review* and the *Avant Magazine* there will be advertising for SAH membership in the near future.
 - J. Marino asked is the advertising efforts are reciprocal with the other organizations. A. Jones and K. Foster reported that in the past we have done that, but there is the challenge of making the contacts, designing the ads. J. Heitmann noted that such efforts also put a lot of work on the editors of the publications.
 - L. Fourie asked if we could ask on the membership forms how people heard about the SAH. K. Foster responded that the Cornerstone organization could give us such totals from the data they have.
 - R. Casey noted that dues were raised in the past year to help avoid a deficit because it is not a good thing to regularly run a deficit. Considerable discussion ensued among members of the board regarding the financial situation with the following points being made:
 - In the long-run, we have an unsustainable situation by running a deficit. The question is; how do we make it sustainable?
 - The biggest expenses for the SAH are the costs of the publications.
 - Publications are expensive, but they do attract new members.
 - Some effort is being made to raise revenue through obtaining advertising on the web-site, but doing so will not turn around the situation of ongoing deficits when they are run.
 - The question remains, should we draw down our assets over the years because of running deficits?
 - The SAH situation is much improved with the timeliness of the publications. It is normal to understand in nonprofit organizations that regular income does not pay the bills. We may need some other form of fund-raising besides the dues.
 - We may have a natural fund-raising opportunity in five years with the 50th anniversary of the SAH. However, we cannot wait for that, we have to look for opportuni-

ties before then and develop a long-range strategy for fund-raising.

- Academic Committee: J. Heitmann**
Report Summary: Heitmann states he has too much on his plate and needs help in the form of new leadership for this group. A concerted effort should be made to go through our Director, identifying all academic members, and reach out to them as a group, looking for a leader to step forward.
 - J. Heitmann also noted that he is going to the History of Technology Conference and will be contacting attendees interested in automotive history to encourage them to develop a panel discussion on automotive history for the American History Association Conference in 2016.
 - J. Heitmann stated that he is trying to divest himself of some of the work associated with the Academic Committee.
 - Two new members have been added to the Academic Committee including Richard Dias of South Dakota and Craig Horner of the SAHB
- Nominating Committee: Susan Davis Reporting**
Report Summary: Of four candidates for the board, Don Capps, Louis Fourie and John Marino have been elected to three-year terms as board members for the class of 2017, commencing at the end of the Annual Meeting, Friday, October 10, 2014, at Hershey, PA. The physical votes have been turned over to the Secretary per by-law requirements for validation and subsequent disposal.
 - K. Foster raised the question of whether Peter Bodensteiner is aware that upon the decline of Victoria Mobley to accept the nomination that he (Bodensteiner) is on the Board.
 - P. Lashbrook noted that he had tried to contact P. Bodensteiner but received no response.
 - J. Heitmann said he will attempt to contact Bodensteiner.
- Awards**
 - Brigham Award: No report.**
 - Cugnot Award: D. Leighton**
Report Summary: After vigorous debate over a field of eleven submissions, the Cugnot Award (English Language) Committee for 2013 recommends giving a Cugnot Award and two Awards of Distinction as follows:
 - The Nicholas-Joseph Cugnot Award to Richard Harman for his book *Cunningham: The Passion, the Cars, the Legacy*, published by Dalton-Watson Fine Books of Deerfield, Illinois:
 - The SAH Awards of Distinction for 2013 are given to the following:
 - David Bassoli for his book *Every Cloud Has a Silver Lining*, published by Nubes Argentea of Parma, Italy;
 - Charles K. Hyde, *Arsenal of Democracy: The American Automobile Industry in World War II*, published by Wayne State University Press of Detroit, Michigan.
 - Cugnot Award in language Other Than English: A. Jones reporting**
Report Summary: The Cugnot Award for Books in Languages other than English has been given to **Farman, De l'aviation à l'automobile** by Claude Rouxel, Laurent Friry and Sébastien Faurès Fustel de Coulanges, published by ETAL. The Award of Distinction has been given to *Aerodynamické Automobilii* by Marián Šuman-Hřebay, published by CPress, Brno. The committee continues to seek the assistance of members with skills beyond the better known languages.
 - A. Jones observed that there are many books written each year which are not nominated for the award. Therefore, the Committee has decided that when sufficient, quality nominations have not been received, that an Award of Lifetime Achievement may be given to someone not actually nominated for the award.
 - Benz Award: Kit Foster reporting in the absence of D. Keefe**
 - The Benz Award is being made to the *Collectible Automobile* magazine for its article on the LaSalle automobile authored by Terry Boyce.
 - Bradley Award: E. Garten reporting**
Report Summary: This year there were six nominations for consideration. Four of the nominations met the standards for the Award. Following deliberations via conference call the Committee was unanimous in recommending that The Bentley Historical Library at the University of Michigan as the 2014 Award recipient.
 - Ingersoll Award: T. Jakups reporting.**
Report Summary: The Committee received four submissions and has decided not to make an award presentation this year. For following years the committee has agreed to take a more active role in seeking suitable nominations.
 - Friend of Automotive History Award: A. Beckman reporting.**
Report Summary: Five nominations were received for the 2014 Friend of Automotive History Award: Monique Chapelle, Nick Georgano, Jay Leno, Jack Miller, and Brenda Priddy. Mr. Jay Leno was chosen by a majority vote of the SAH board.
 - Because Mr. Leno is out-of-the-country entertaining United States troops in Afghanistan, he was unable to

- attend the SAH award ceremony.
- Jeff Minard of the Southern California Chapter of the SAH has agreed to organize a small number of the Southern California membership to make a presentation to Jay Leno at the Big Dog Garage upon his (Leno's) return to the U.S.
- In general discussion, it was agreed that making this presentation to Jay Leno presents an excellent publicity opportunity for the SAH.
- **Scharchburg Student paper Award: J. Heitmann reporting.**
Report Summary: This year we had a very healthy six submissions. After considerable deliberation and discussion, it was decided that we would have two award winners for 2014 as follows: Amanda Johnson, University of Utah, "Re-orienting Main Street: The International Meridian Highway Association's 1921 Trip to Mexico;" and Sarah Seo, Princeton University, "From Peace Officer to Law Enforcement Officer: The Patrol Car and the Professionalization of Police."
- J. Heitmann noted that the SAH received six really good papers this year from students and, for that reason, decided to have co-winners for the two most outstanding papers.
- J. Heitmann observed that the word is out among students that this award is possible and that will help with future submissions
- **Publications**
- **SAH Journal: Rubén Verdés, Editor: (Editor's report is attached hereto as an addendum to the packet of Board Reports).**
 - There was general agreement among members of the Board that the editor's efforts have been more than worthwhile in the publication of the SAH Journal.
 - T. Jakups stated that the SAH Journal is now back on schedule and that the Editor, Rubén Verdés, has really met his stride and is working to try to get more advertising in the publication.
- **Automotive History Review: Kit Foster, Editor**
Report Summary: AHR No. 55 has commanded much attention and discussion, particularly in parts of Europe. Out-of-USA postage was reduced significantly after discussion with local postal officials. It also happens that the cumbersome customs declarations are not required for our size and weight. AHR No. 56 is in the editing stage, with publication expected by late 2014.
 - K. Foster noted the AHR has come out about the same time every year, but not as often as he and others would like.
 - There has been some critique of the last issue from some members of the SAHB. A general discussion ensued among the members of the Board. K. Foster stated that he is doing his best to bridge the constituencies of the AHR Review that consist of those seeking a high level of scholarship and those seeking a more auto enthusiast type of publication. He noted that the argument made to join the American Historical Association was that the AHR would be a peer-reviewed publication. J. Heitmann noted that he has tried to make it clear that the SAH is for both constituencies.
- **SAH Website: T. Jakups Chair.**
Report Summary: The website continues to strive to attract new members and provide increased exclusive content to retain existing members. While improvements have been made, visits to the "members only" section are low prompting an announcement in the SAH Journal of new website features.
 - L. Fourie expressed appreciation and thanks for the help of a number of people who helped in the organizing and reviewing of the development of the website. He wants it noted that David Duricy really helped lay a solid foundation for the development of the website.
 - Considerable maintenance has been done to the website. However, only about ten percent of the membership of the SAH has applied to access the Members Only Section. It would be good to see that change and more members accessing it.
 - It was noted that there are two sign-ons. It is necessary to go to the Cornerstone website when you sign on. The membership-only area does require another sign-on.
 - L. Fourie observed that the general SAH site is getting many hits from outsiders (i.e. non-members).
 - L. Fourie stated that high-definition photos that can be used by authors are being placed on the website; the only requirement is that the SAH be acknowledged by those using the photos.
 - General discussion occurred regarding the members-only section. J. Heitmann stated that directions to the members on how to access the site should be disseminated via the Journal and through electronic messaging. So, our first step needs to be to get the message to the membership via the publications and then re-visit the question about a members-only section at the Spring 2015 Board Meeting. L. Fourie said he will work with R. Verdés to obtain the needed publicity in the SAH Journal.
 - K. Foster cautioned that there could be copyright issues about use of some of the photographs.
 - L. Fourie responded that he had reviewed the photograph usage issue with Paul Lashbrook who responded that anyone who gives his/her own photo to the SAH grants rights to use it. The only caveat is there is a limitation if the picture had been given to someone else first. P. Lashbrook also noted that some proprietary information should only be accessed by members.
 - L. Fourie noted that Motor Mail is currently not being used. A general discussion ensued about how we should set up a blog and what would be obtained through a blog. It was noted that it is a big job to maintain a blog and keep it current. J. Heitmann suggested that we endeavor to do what we do well now and not dilute our energies. If there would be a call for a blog, it will be necessary to find someone who will keep it up-to-date. This can be a topic for discussion at the Spring Board meeting.
- **Silent Auction Report:**
 - P. Bisson reported that, for now, the Silent Auction is a thing of the past. There is nobody who is willing to conduct it. Leroy Cole has some materials that have been given for an auction and suggests donating those materials to the Gilmore Museum. Leroy mentioned in an email to P. Bisson that he would donate \$400 to SAH if these materials were donated to the Gilmore Museum.
- **SAH 2014 Conference Report: A. Jones, Chair**
Report Summary: The Tenth Biennial Automotive History Conference was held in April 2014 on the Stanford University campus in Palo Alto, California. A full two days of sessions with twenty presentations explored many aspects of automotive development including recent developments in electric powered and autonomous driving for which the bay area is a center of research. The conference took place in the Revs Program experimental laboratory and attendees had the opportunity to interact with personnel engaged in research projects. Despite an increased response from presenters and a unique venue, registrations did not exceed those for previous conferences, due perhaps in part to its far west location. The Board was asked to consider ways to generate more interest from SAH members for the event in the future.

The 2016 conference will take place on April 14-17, 2016, in Cleveland, Ohio, and will feature a presentation of the early history of the industry in that city which for several years challenged Detroit to become the center of American motor vehicle manufacturing. We have planned a visit to the collection of the Western Reserve Historical Society with its many early cars built in the area. Bob Ebert has generously agreed to assist with on-site planning and coordination.

Proposals have been received from a hotel that appears to be viable – the Cleveland Airport Marriott.

 - A. Jones noted that a number of things have been learned as a result of the conference at Palo Alto (i.e. at the Revs Program at Stanford University):
 - Originally, it was going to be expensive to have the conference at the Revs, but they agreed to provide on-site things free if we allowed Stanford people in free.
 - In the end, the number of attendees at the conference was about the same as in the past. Some Board members did not attend; there were some faculty members that came; there were seven or eight SAH members who were not speakers who came as well. Overall, though, attendance was weak.
 - A disappointing aspect to the conference was that there were no Revs attendees besides the speakers, in spite of considerable publicity on campus and especially publicity among the Revs students. No faculty attended other than those who presented.
 - There were six presentations by Revs graduate students. It was the general consensus these were weak presentations.
 - There were good exchanges with the technical staff at the Revs Institute.
 - The lesson from the Spring 2014 Conference is that in the future the attendance is likely to be made up of presenters and board members.
 - Sponsorships for the conference would make a difference, perhaps in attendance and finances, but those are difficult to obtain. It requires someone with a special skill.
 - A. Jones observed he had recently been invited to attend the conference of the International Association for the History of Transportation and Mobility.
 - The organization has only about 100 members – almost entirely academicians.
 - The conference was in Philadelphia with a price of attendance being about twice the SAH conference fee. The organization makes enough off the conference to fund the organization.
 - The event was held at Drexel University.
 - J. Heitmann observed that the organization does more in the area of mobility studies than historical studies.
- **Chapter and Sections Report: T. Jakups**
 - American Chapters: Please see the Henry Leland Chapter Report attached as an addendum hereto.
 - The Southern California Chapter has some problems with membership.
 - The Wisconsin Chapter has reported that two years ago several members of the chapter were not SAH members, but that problem seems to have been taken care of with publication of the Journal and development of the website encouraging those persons to join the SAH.
 - **Annual Euro Meeting:** K. Foster, Co-Chair, reporting:
Report Summary: The 20th Annual Euro Meeting will be held Tuesday evening, 3rd February 2015 at the Automobile Club de France in Paris. It is expected that a number of SAH awards will be presented. Everyone is encouraged to attend.
 - **The Society of Automotive Historians – Britain Chapter, Anders Ditlev Clausager, Secretary, reporting in absentia.**
Report Summary: The SAHB reports satisfactory growth in membership and maintains its member services in terms of publications and events.
 - K. Foster reported that the SAHB annual meeting will be October 19, 2014 where there will be discussions about the relationship of the SAH and SAHB.
 - **International Motor Sports: D. Capps Reporting (See report attached as an addendum)**
 - Discussions are underway with the International Motor Sports Center at Watkins Glen regarding the co-hosting of an inaugural event which would be a series of conferences on automotive competition history. The first such conference would be held in the last calendar quarter of 2015.
 - In general, it is believed that the area of the study of the culture of racing is an area that is very rich for research, conferences, etc.
 - P. Lashbrook observed that many members of SAH are interested in Motor Sports. He is optimistic about this area developing.
 - **Hershey Banquet Report: John Marino**
Report Summary: The SAH Board meeting and Annual Meeting/Awards banquet will be held at the Hershey Country Club in conjunction with the AACA Fall meet in Hershey, PA. The board meeting will be at the Hershey Country Club on October 9 at 6:00 p.m. The annual meeting/awards banquet will be held on October 10. The reception begins at 6:00 p.m. with dinner at 7:00 p.m. The possibility of a speaker/program in the future was discussed.
 - At the time of the Board Meeting the reservations for the Banquet were at 64.
 - This would be a fall-off from attendance the last couple of years when it was about 80 persons.
 - **Hershey Hospitality and Tent Report: P. Lashbrook:**
Report Summary: The hospitality tent and the other amenities have been rented. We have a great opportunity to serve our members and friends. The chairman will ask the membership committee to make a concerted effort to recruit new members. It is incumbent on everyone to make our members and friends feel welcome. The chairman will once again provide the refreshments. The year 2014 sees the return of The Society of Automotive Historians Authors' Book Signing Event. Accordingly every board member and many other members and friends are needed to contribute the necessary time to make the event a success.
 - P. Lashbrook thanked board members and others for the excellent response he received for help with the tent.
 - Concern was expressed that three years ago the SAH decided not to have a tent presence on Saturday of the Hershey meet because of the AACA show took people away from the swap-meet grounds. However, this created a problem because there have not been enough people to help take the tent down. There is need to work on a solution to that problem. J. Heitmann suggested that be a topic for the Spring SAH meeting.
 - P. Lashbrook reported that 19 authors committed to the book-signing event on Friday afternoon. Two of those authors subsequently withdrew, but there is hope for good traffic in the tent.
 - **Old Business:**
 - P. Bisson reported that nothing more has been heard from the Kenneth Schilling Estate.
 - **New Business:**
 - J. Heitmann noted that the SAH needs to look down the road toward 2019 for a fund-raising event and 50th anniversary (Golden Anniversary) celebration and the creation of a committee to organize such an event.
 - J. Heitmann stated that there is a need to get more full engagement in SAH events and affairs by a broader base of the membership.
 - **Miscellaneous Business:** none further
 - **Adjournment:** Upon motion duly made and seconded and passed without dissent, the meeting was adjourned at 9:32 pm EDT.

Respectfully submitted, *Robert R. Ebert*, Secretary.

In Memoriam

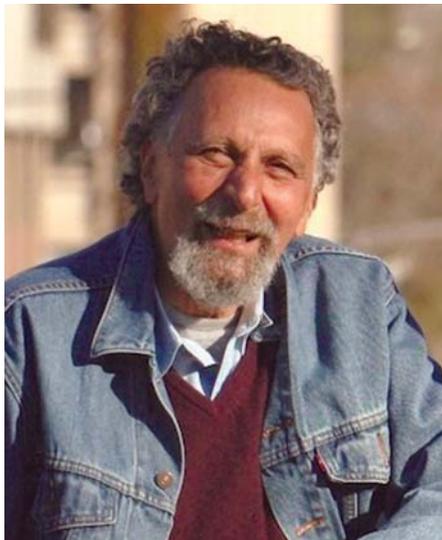
Tom Magliozzi

From a cultural perspective of automotive history, it is interesting to note that the most popular entertainment broadcast on NPR (National Public Radio in the United States) for years was a show called *Car Talk*, where two brothers took listeners' calls to diagnose their cars' problems. Older brother Tom Magliozzi died on November 3rd from complications of Alzheimer's disease. He was 77. Together with his brother Ray, they



were known as “Click and Clack, the Tappet Brothers” and the success of the show rested squarely with the humor and chemistry between the brothers; once you had them on, it was hard to change the station. Tom Magliozzi had a degree from the Massachusetts Institute of Technology in economics, politics and engineering. He was unhappy in his engineering career and gave it up to start a do-it-yourself car repair shop with his brother in Cambridge that evolved into the Good News Garage. Tom was invited to a local public radio station in Boston to be part of a panel of six mechanics for a show, he was the only one who showed up (now insert Woody Allen quote about “showing up” here). The rest, as they say, was history.

—R. Verdés



Society of Automotive Historians

Fiscal Year Summary

October 01, 2013 thru September 30, 2014

Checking Account Balance as of October 01, 2013: \$ 21,386

Summary of Financial Activity, 10/01/2013 thru 09/30/2014:

| INCOME: | | |
|--|-----------|---------------|
| Membership Dues | | 36,649 |
| Annual Awards Banquet Receipts - 2013 a) | | 3,161 |
| Annual Awards Banquet Receipts - 2014 a) | | 2,365 |
| Advertising Income | | 2,340 |
| Member Contributions | | 3,037 |
| Automotive History Conference - 2014 | | 8,750 |
| Sale of Merchandise | | 258 |
| TOTAL INCOME | \$ | 56,560 |

| EXPENSES: | | |
|---|-----------|---------------|
| Member Publications - SAH Journal (7) | | 18,390 |
| Memb. Publ. - Automotive History Review (1) | | 4,172 |
| Membership Services – Cornerstone Reg. | | 4,730 |
| Ballot – Election of Officers and Directors | | 505 |
| Website www.autohistory.org | | 2,425 |
| Annual Awards Banquet – Hershey | | 3,832 |
| Annual Awards – Hershey and Paris | | 2,860 |
| Membership Promotions | | 486 |
| Hershey Hospitality Tent | | 1,974 |
| Insurance - Comp. General Liability | | 1,958 |
| Automotive History Conference - 2014 | | 8,238 |
| Maintain Dunwoodie Archives at AACA | | 1,065 |
| SAH Board of Directors Meetings | | 798 |
| Banking Fees & Credit Card Discounts | | 1,612 |
| Misc. Expenses | | 17 |
| TOTAL EXPENSES | \$ | 53,062 |

TOTAL INCOME VS. EXPENSES \$ 3,498

End of Period Balances:

| | | |
|--|-----------|---------------|
| Checking Account Balance as of September 30, 2014: | \$ | 24,884 |
| Vanguard Money Market Funds (prior fiscal year value @ \$56,573) | | 56,578 |
| TOTAL ASSETS | \$ | 81,462 |
| TOTAL LIABILITIES | \$ | None |

a) Because of the timing of the Annual Awards Banquet, some receipts for the banquet are received during the current/prior fiscal year. Financially, the annual awards banquets are revenue neutral; that is, dinner receipts are adequate to cover expenses.

b) Note that all officers, directors, committee members, editors, and those traveling overseas for the Society receive no reimbursement for any expenses they may incur in carrying out their responsibilities to the Society. Cornerstone Registration, Ltd. and our webmaster are the only paid providers to the Society. All others are entirely volunteers.

c) As of September 30, 2014, “active” membership in the Society of Automotive Historians is 972 members, worldwide.

Submitted by *Patrick D. Bisson*, Treasurer
The Society of Automotive Historians, Inc.



autohistory.org UPGRADED SAH WEBSITE

A new emphasis has been placed on the SAH website <http://autohistory.org/> to not only attract new members but provide sufficient content to retain existing members. We have a vision to make the website an integral and ever more appealing communication tool of the Society.

The prime area of focus has been under the “Library” tab which is restricted to members only. Because so few members have created an account on the SAH website, which provides access to this “members only” section, there are many readers who have yet to discover what is hidden there. See the Library heading below for further details. Here are some of the features of the website:

Home Page: We plan to rotate the content in the Home Page but it has included YouTube presentations that reflect auto history in its many facets.

About Us: Besides telling the outside world what we are about we have also included a listing of past and current officers of the Society. Here you will also find an *Honor Roll* which provides a profile of many people who have been instrumental in helping the Society become what it is today.

Chapters: This is the ideal medium to keep in touch with the members of your local Chapter.

Awards: We recognize excellence in automotive writing through our awards which are profiled here along with past recipients.

News: Upcoming events and relevant news are listed here along with recent changes to the website to allow regular visitors to monitor new features.

Links: Judging from the high number of “hits” this is one of the most popular sections of the website and we are constantly on the lookout for new interesting additions.

Contact: The contact details of various officers of the Society are listed.

Membership Services: Besides joining or renewing membership, this section allows a member to search for fellow members by name or interest. Once you have logged in to this specific section, use the “Search Members” tab to find an old friend or someone who shares a similar passion to you. Please note that this is an independent database so is a little different from the rest of the website. That is why the sign-in is different from the rest of the site.

Library: Access to this portion of the website is restricted to members only and it is necessary to register for log in access by “Opening an account” just below the “Log in” area of the website (top right of each page). It is here where members gain an expanded and, dare we claim, a valuable benefit for belonging to the Society.

Besides recent digital copies of SAH publications, we have added an *Archive* section (in the *Library* menu) that includes all past issues of the *SAH Journal* and *Auto-*

motive History Review. Thanks go to *Rubén Verdés* for digitizing the *SAH Journal* and *Chris Ritter* for scanning the *Automotive History Review*.

A detailed *Index* for both publications (in the *Library* menu) has been prepared to gain full value when exploring the *Archive*. Whatever you are looking for, whether book reviews or images or any other of a number of categories, they are all there. For instance there is a grouping of suggestions to help budding authors on a variety of issues. Credit goes to *Joseph Malaney* and *Taylor Vinson* who started the *AHR* index.

The *Photos & Images* section (in the *Library* menu) was introduced in July 2014 and features high resolution photography and brochure links, all sorted by make. Subject to certain Terms and Conditions, members will be able to use these photographs (but not brochure images) in their publications without the hurdles of gaining permission to use copyright material.

Early photographs feature an international range of automobiles from such sources as the original Harrah Museum, Briggs Cunningham Museum, Craven A Foundation, Pebble Beach Concours, Laguna Seca Historic Races, International FIVA Veteran and Vintage Rallies and many other venues. Members are encouraged to share their photographs and already we have had an offer from *Robert Barr* of many photos and a few have already been uploaded.

Because of the high resolution nature of these photographs they take a lot longer to load in comparison to typically lower quality internet images. So please be patient. If demand is high you sometimes have to try more than once to get access to the photos.

One further feature we wish to introduce to the library involves unpublished material for which the author may not have sought a publisher or had difficulty in this regard. This would be an ideal depository for memoirs by auto insiders and executives. Any members who have, or know of, such material, are encouraged to contact the web editor.

This web editor wishes to acknowledge the sound foundation that *Dave Duricy* created for the website during his tenure over its first dozen years. Many other members are thanked for the content they have provided but special recognition needs to be given to *Chris Ritter* and *Mike Reilly* who have helped us over many challenges that only the digital world can conceive. Happy exploring.

—*Louis F. Fourie*, SAH Web Editor

