

SAH Journal



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NOVEMBER / DECEMBER 2015

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Billboard

POSITION OPEN: Editor, Automotive History Review:

The Society of Automotive Historians has an opening for editor of the *Automotive History Review*, to succeed *Kit Foster*, who is retiring from the position. The ideal candidate would have a broad-based knowledge of automotive history as well as experience editing a comparable publication. Design and layout expertise would also be welcome. Interested candidates should contact Tom Jakups, tjakups@gmail.com or +1.860.983.5972.

The editor solicits and receives articles from members and nonmembers. As a general rule, these articles should not have been published elsewhere. Submission of manuscripts in electronic format is encouraged. The editor reviews and amends each article for consistency with SAH style. Where there are substantive questions, the answers to which may require revisions to the manuscript, the editor works with the writer to resolve the questions. When the editor is satisfied that the article is publishable, s/he chooses a peer reviewer and submits the article for comment.

The editor oversees the production, printing, and mailing of the *Review*.

Unless otherwise elected to the Society's Board of Directors, the editor is not a member of the board, but is invited by the president to attend the board's semi-annual meetings, one of which is at Hershey in October, the other in the spring in varying locations in the United States. The editor presents, either in person or via email, a statement of the cost of producing and mailing issue(s) published since the last meeting, and discusses briefly the content and scheduling of the next issue of the publication.

While the by-laws do not establish a publication schedule, in recent years the *Review* has been published twice yearly. This is a volunteer position.

For Sale: Complete set of *Ford Life* Magazines, Nov-Dec 1970 through May-June 1974 (twenty-two issues plus the index). Excellent condition. *Ford Life* is a magazine about Fords, people, places and events. \$200 plus shipping. Contact *Peter Winnewisser* (New York) winn2000@aol.com or +1.315.655.2000.

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Submission Deadlines:

Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/June	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: A 1912 Pope-Hartford 27 Pony Tonneau owned by Kirk and Ross Bewley, at the 2015 Pebble Beach Concours d'Elégance. It was delightful to see this relatively unknown marque chosen to be honored at Pebble Beach, along with Ferrari (their history at the Pebble Beach Races), duPont, Carrozzeria Touring, Cunningham, Mercury Customs, Shelby GT350 Mustang 50th anniversary, Lincoln Continental 75th anniversary, and British Prewar Sports Cars. All of these carried full feature articles. If you could not make it to Pebble (or can't find a program on eBay), checkout *Pope-Hartford: Too Good To Fail* by *Thomas F. Saal* in *Automobile Quarterly* (Vol 36, No. 1, ps92-109) covering the car, Colonel Albert Augustus Pope, and his empire. *Photo: Ed.*

Back cover: From an early 20th century issue of *LIFE* magazine, an ad for the Pope-Hartford with their slogan "POPE QUALITY HAS NEVER BEEN QUESTIONED."

SAH Journal

ISSUE 277 • NOVEMBER/DECEMBER 2015

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

An Affiliate of the American Historical Association



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President's Perspective

The picture adjacent to this space may appear unfamiliar, so please allow me to introduce myself. My name is *Andrew Beckman*, and I am privileged to serve as the new President of SAH. I am employed as the Archivist at the Studebaker National Museum in South Bend, Indiana, and hail from a long line of Studebaker owners. My wife Shannan and I are proud owners of a 1964 Studebaker Daytona Hardtop, in which we log many miles during driving season.

Accompanying this issue you is a copy of the latest SAH Membership Directory. Special thanks are due to *Susan Davis* and her crew *Kit Foster*, *Carla Lesh* and *Rubén L. Verdés*, for compiling this volume ahead of schedule and under budget.

The SAH gathering at the 2015 Hershey meet was among our finest ever. The tent was buzzing with activity throughout the week and the banquet attendance was the highest in recent memory. The only regret was the absence of board member *Paul Lashbrook* who passed away earlier this year.

Paul was the driving force behind SAH's presence at Hershey and a tireless ambassador for the organization. He was missed by all, and a glass was raised in Paul's memory at the closing of the meet.

Be sure to mark your calendars for April 14-16, 2016, as you won't want to miss the SAH's Eleventh Biennial Automotive History Conference hosted at the Cleveland Airport Marriott Hotel in Cleveland, Ohio. The conference theme is *Automotive History: Beginnings and New Beginnings* and will feature over two dozen presentations along with keynote speakers James Rubenstein, Professor of Geography at Miami University, Oxford, Ohio, and author of *Making and Selling Cars: Innovation and Change in the U.S. Automotive Industry*, and *Bernard J. Golias*, co-author of *Famous But Forgotten*, the definitive history of the Winton Motor Carriage Company and

Billboard continued from page 3

Wanted: I am interested in information and pictures of the Mercury Body Speedster. The Mercury Body Corporation in Louisville, Kentucky produced a speedster body to fit the Model T chassis. They were in business from 1921 to 1926. Thank you. *E. Jarvis Erickson*, Box 2245, Lynnwood, WA 98036. modeltbug@aol.com or +1.425.776.2804.

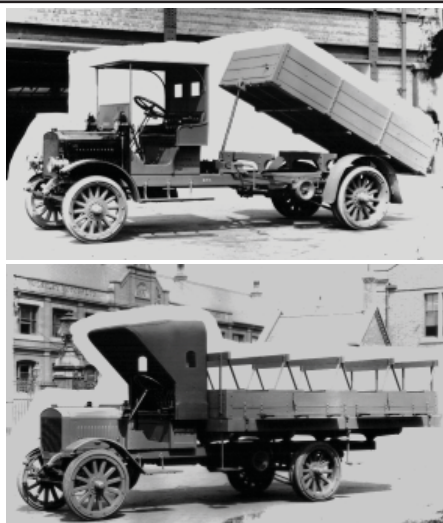


its successors. For more information on the conference, please visit the SAH website at autohistory.org.

In other news, in late October we received word that the SAH's United Kingdom chapter had elected to separate from SAH and form its own separate entity. We wish them nothing but the best in the pursuit of automotive history.

I would like to welcome new SAH board members *Bob Barr*, *John Hull*, *Carla Lesh*, *Matt Short* and *Rubén Verdés*. The SAH sincerely appreciates their willingness to share their time and talents. A debt of gratitude is owed to outgoing board members *Tom Jakups*, and *Doug Leighton* and *Pat Bisson* for their service. Thank you all for your willingness to serve!

—Andrew Beckman



Wanted: I am seeking data—such as model types, carrying capacity, wheelbase, engine type bore/stroke, gearbox, etc.—for these US Service Motor Truck Co., vehicles (both pictures to the left), imported I believe as rolling chassis during WWI into Britain, but the bodies were made by Wolseley Motors Ltd. The people carrier was destined for Vickers Ltd., Weybridge factory, and the tipper truck destined for Vickers Ltd., Barrow-in-Furness factory. The vehicles were photographed in the Adderley Park Works, Birmingham, of Wolseley Motors Ltd. Any information would be greatly appreciated. *Norman Painting*, brum@yahoo.co.uk

continued on page 8



Keynote speaker, *Tom Cotter*, while delivering the presentation of his barnfind 1952 Cunningham C-3 Vignale takes a moment to slip into something less comfortable; note the screen: yes, that is the very coat of a previous owner (one never knows where research will lead).

THE ANNUAL SAH AWARDS PRESENTATION HERSHEY, PENNSYLVANIA

The 47th Annual Meeting of Members & Gala Awards Banquet took place on a rainy Friday, October 9th at the Hershey Country Club during the AACA Eastern Regional Fall Meet (October 7-10), otherwise known as “Hershey” to enthusiasts. The highlight of the evening was the awards presentation. Here are the awards, descriptions and the 2015 recipients:

Richard P. Sarchburg Student Paper Award

Creating an Icon: The Rise of the Ford Mustang

by Patrick Nicoletto, University of Dayton.

The Student Paper Award recognizes the best paper by a thesis-level student at an educational institution. The award is accompanied by a cash prize and publication of the paper by the Society. The award was first presented in 2001. It was renamed in 2008 in memory of SAH director, officer and professor Richard P. Sarchburg.



Edwin Benson presents the *Richard P. Sarchburg Student Paper Award* to Patrick Nicoletto (right) accepting the award.

In his paper, *Creating an Icon: The Rise of the Ford Mustang*, Patrick Nicoletto gives us a look at the roll-out of a legendary car, the 1965 Ford Mustang. Much writing about the Mustang focuses on the design and engineering of the car. Mr. Nicoletto goes beyond that to discuss the marketing decisions that caused Ford to build the Mustang. Although the car has reached iconic status today, there was no guarantee that this new type of automobile would succeed in the marketplace—a fact that Ford management (recently stung by the Edsel debacle) well knew. Mr. Nicoletto examines the advertising campaign that did so much to assure the Mustang’s success, and helps us to understand the role that marketing plays in the development and introduction of any car.

—Edwin Benson

Carl Benz Award

Lightning in a Bottle Again: The Return of the Electric Car in America by Gary Witzenburg, published in *Collectible Automobile*.

The Benz Award recognizes the periodical article or series published during the previous calendar year which exhibits the most original research and outstanding writing in automotive history. The award is named for Carl Benz, who built the first vehicle propelled by an internal combustion engine. Benz’s three-wheeled vehicle was built in 1885 in Mannheim, Germany. The Benz Award was first presented in 1982. From 1972 until 1981, awards for periodical articles were made as part of the Cugnot Award.



Don Keefe presents the *Carl Benz Award* for “*Lightning in a Bottle Again*” to Gary Witzenburg (left) accepting the award.

This year, we had total of just four submissions which were accepted for the 2015 Benz Award. Nevertheless, the quality of the nominated articles was every bit as high as in previous years.

The winner of the 2015 Benz Award is an excellent history of the electric car in America, citing some of the earliest experiments at the turn of the century, continuing with the rush of postwar cars developed both by the Detroit manufacturers and independent firms, to the introduction of GM’s EV-1. Additionally, the author’s involvement in the media launch of the EV-1 gave a wonderful behind-the-scenes look at what goes into a modern press event.

The 2015 Benz Award goes to *Lightning in a Bottle Again: The Return of the Electric Car in America*, by Gary Witzenburg, which appeared in the October, 2014 issue of *Collectible Automobile*.

Special thanks to committee members Dennis David, Stanton Lyman, Keith Mathbiowetz and Bill Warner. The five of us would also like to acknowledge the fine work and counsel of the late Paul Lashbrook, who was a member of the Benz Committee from 2009 until his recent passing. We dedicate this year’s award to his memory.

—Don Keefe

Nicolas-Joseph Cugnot Award

The Cugnot Award is presented for the book published during the previous calendar year which represents the most outstanding writing and original research in automotive history. The award is named for Nicholas-Joseph Cugnot, a French Army officer who is generally acknowledged to have built the first self-propelled vehicle. His steam-powered fardier, built in 1769, was designed to be an artillery tractor; its likeness appears on

the Society's emblem. The Cugnot Award was first presented in 1972, and the award for books written in a language other than English was first presented in the year 2000. The Award of Distinction in each category recognizes works of exceptional merit.

English Language:

J. Saoutchik, Carrossier by Peter M. Larsen with Ben Erickson, published by Dalton-Watson Fine Books.

ISBN: 978-1854432698

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.

Peter Larsen is a Fulbright Scholar and holds a Ph.D. in English literature and semiotics from the University of Copenhagen 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. [See the entire review in *SAH Journal* #272 p11.]

—R. Verdés

Award of Distinction:

Lancia and De Virgilio: At the Center by Geoffrey Goldberg, published by David Bull Publishing.

ISBN: 978-1935007258



Doug Leighton presents the Cugnot Award of Distinction (English Language) to Geoffrey Goldberg.

In *Lancia and De Virgilio*, author Geoffrey Goldberg examines De Virgilio's life and career from multiple perspectives. Drawing on a wealth of original documents, technical drawings, and photographs from the De Virgilio family archives, Goldberg reveals De Virgilio's essential role in projects that defined Lancia during its greatest years in the 1940s and 1950s.

—bullpublishing.com

Language other than English:

Jean-Louis Loubet, for a lifetime contribution to automotive history.



Arthur Jones presents the Cugnot Award (Language other than English).

“The history of the automobile in France is still to be written. It would be more fair to say that, with the exception of the United States, automotive history in the principal countries is still waiting for its historians.”

This judgment (the quote translated from French) was made by our member, Patrick Fridenson, in 1971 just two years after the founding of the Society. This evening we recognize the work of a historian who over the past twenty-five years has given us an understanding of the dynamic growth of the French automotive industry and the technical, commercial and political forces that shaped it.

Jean-Louis Loubet is Professor of Contemporary History at the University of Évry Val d'Essonne and has published a dozen books devoted to the history of the automobile. His interest is the development of the industry as a whole and of its principal players. Among his books are *Histoire de l'Automobile Française*, *Renault: Histoire d'une entreprise*, and *Citroën, Peugeot, Renault et les autres*:

Histoire de stratégies d'entreprises. His recent book, *La Maison Peugeot*, is the first study to take advantage of the opening of the family archives. With access to the records of major banking firms he writes in detail about economic conditions during a period of two world wars and frequent labor unrest, always an important factor in French business history.

For many of us these books bring to mind striking comparisons with American and British manufacturers—the autocratic leadership of an engineer-founder, the difficult dynamics of a family firm, the sudden rise of a brilliant salesman and promoter, and above all the over-expansion of the business which drove each of them into financial crisis and reorganization. Professor Loubet's outstanding work more than fulfills the need noted by Patrick Fridenson forty years ago.

—Arthur Jones

Award of Distinction:

Ikarus – Busse für die Welt by Christian Suhr.

ISBN: 978-3938426173

This is the story of a small Hungarian company that started building bus bodies on Ford TT chassis in the twenties, was nationalized by the government in 1946 and with the backing of state planners, advanced bus technology in many areas. It developed the “Baukasten” principle of standardized components that could be assembled in various configurations on a single production line and became a high volume producer. Over 80% of its buses were exported requiring the company to compete globally.

With 145 Hungarian customers and 133 foreign, Ikarus expected to weather the fall of the Iron Curtain but unfortunately their two major export markets suffered collapsing economies. Once Germany was unified East German customers turned to West German producers backed by subsidies, and the demise of the Soviet Union meant that Russia could no longer pay. This is the story of a public enterprise that, through advanced technology and aggressive marketing, competed successfully with the giants of private capitalism; perhaps a unique achievement.

—Arthur Jones

James J. Bradley Distinguished Service Award

Hagley Museum and Library, Wilmington, Delaware.

Award presented to a deserving library or archive, or to an individual within such an organization, for the preservation of historic materials relating to motor vehicles of the world. It is named in memory of James J. Bradley, noted curator of the National Automotive History Collection at the Detroit Public Library. The Bradley Award was first presented in 1982.



Edward Garten presents the James J. Bradley Award to Max Moeller, the Hagley Museum and Library's Curator, Published Collections (right) accepting the award.

The following from hagley.org/digital-exhibit/exhibit-home has been slightly edited. — Ed. In 2010, Hagley Museum & Library received a gift of nearly 1,300 linear feet of automobile and transportation related trade catalogs and ephemera from collector Z. Taylor Vinson, former president of the Society of Automotive Historians. The material documents over a century of automotive marketing and advertising from companies around the world.

The Vinson Collection opened for research at Hagley in 2014 and is one of the most comprehensive public collections of automobile advertising literature in the world.

Vinson's collection inspired Hagley to develop the exhibit *Driving Desire: Automobile Advertising and the American Dream* that explores the many strategies employed in marketing automobiles. The exhibit opened at Hagley's Visitors Center on October 2, 2015 and runs to October, 2016.

As a companion for the Driving Desire exhibition, this digital exhibit concentrates on Vinson's work as a collector and the remarkable collection he dedicated his life to building. For Vinson, the pursuit of elusive sales ephemera—paper cars—was hardly a

substitution for collecting “the real thing.” Rather, the act of collecting sales literature was a way to embrace in a comprehensive way a technology that has come to define modern life like no other: the automobile.

The Vinson collection is available for research and can be accessed on-site at the Hagley Library in Wilmington, Delaware.

E.P. Ingersoll Award

Don Hoke, editor and webmaster for virtualsteamcarmuseum.org.

The Ingersoll Award recognizes excellence in presentation of automotive history in other than print media. E.P. Ingersoll was editor and proprietor of The Horseless Age, the first motoring magazine in the United States, and was instrumental in organizing the first vehicle trade organization. The Ingersoll Award was first presented in 1992.



Tom Jakups (left) presents the E.P. Ingersoll Award for virtualsteamcarmuseum.org to Don and Carolyn Hoke.

This year's Ingersoll Award is presented to www.virtualsteamcarmuseum.org. It is a wonderful repository of information—and not just about the Stanley Steamer or the White Steam Car or the Locomobile, but many other long-forgotten manufacturers. Here you will find sales brochures, advertisements, articles from the automotive press, stock certificates, cross sections of steam engines, and correspondence.

Embedded in the entries are links to museums containing examples of a listed marque and videos of restored models in action.

Additional links will take you to steam-car clubs, tours, and other steamer related sites, including those for Steam Speed America and Team Steam USA, which today are attempting to set speed records in modern steam-propelled vehicles.

When I notified Don that he had won the award he was kind enough to send me some background. He says he contracted steam-car disease in high school, but that it

then went into remission for almost 40 years.

In 2004 he came across a 1918 Stanley at a Virginia show. The owner fired it up and gave him a ride. On the way home he said to Carolyn, “Ya know, when we are in our '90s and sitting in the rocking chairs at the old peoples' home, I don't want to say to you, ‘Honey, I wish we had done that steam car thing.’”

And there was no turning back. The next year he bought BettyAnne, a 1925 Stanley and started collecting steam-car literature. He found out that no one else was doing it. That same year he started the Virtual Steam Car Museum.

The home page proudly proclaims that the “website took tens of thousands of hours to create and maintain.” Hyperbole, perhaps, but obviously it has been a labor of love for Don.

I would like to thank Committee members Steve Wilson and Arthur Jones for their service this year and to recognize our fourth member, Paul Lashbrook. Paul played many roles in the Society and we will miss him.

—Tom Jakups

Richard and Grace Brigham Award
Not awarded for 2015.

Friend of Automotive History Award
Jack C. Miller

A person who has exhibited outstanding service in, and made outstanding contributions to, the field of automotive history may be named a Friend of Automotive History. This award is not limited to members of the Society. It was first presented in 1983.



Andrew Beckman presents the Friend of Automotive History Award to Bob Elton, accepting the award on behalf of Jack Miller.

I am delighted to present the 2015 Friend of Automotive History award to Jack Miller of Ypsilanti, Michigan. Mr. Miller was nominated by Pat Bisson.

The SAH's tent on the Orange field at Hershey is an annual pilgrimage for members—this year attracting even more attention with *Tom Cotter's* barnfind 1952 Cunningham C-3 Vignale sticking out of the tent. This event was *Paul Lashbrook's* baby—the key man organizer. Members here observe a moment of silence and toast to honor him and his memory.



Courtesy: Edward Garten

Jack Miller's interest in automobiles began at an early age. His parents owned Miller Motors, a Hudson agency in Ypsilanti, Michigan. As a youngster, one of Jack's play activities was to cut out pictures from the factory sales postcards. He would then paste these to the sides of small boxes to make model cars. From this early activity he advanced to working at the family's American Motors franchise. Jack operated the dealership for over three decades, and focused on selling Hudson parts to collectors worldwide. Miller Motors was widely recognized as the world's last remaining Hudson dealership, and later became the National Hudson Motor Car Company Museum.

Jack was also instrumental in organizing the Ypsilanti Automotive Heritage Museum and founded Ypsilanti's popular Orphan Car Show. Jack has become widely recognized as a Hudson historian and authority, and over the years become well known as the historian for the area's automotive heritage. He is also a loyal member of the Hudson-Essex-Terraplane Club and served as editor of the club's White Triangle News for fifteen years.

Jack Miller typifies the "grass roots" type of automotive historian who has nurtured his automotive interest into a valuable and significant historical resource. He is truly a Friend of Automotive History.


—Andrew Beckman

The awards presentation was followed by our keynote speaker, *Tom Cotter*, who delivered a historical overview of his barnfind 1952 Cunningham C-3 Vignale (#5207), complete with PowerPoint presentation, and the car, which was parked outside after spending a couple of days in the SAH tent at Hershey.


—R. Verdés

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Billboard

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Automotive History Conference

Cleveland, Ohio, April 14-16, 2016

The Automotive History Conference will take place April 14-16 at the Cleveland Airport Marriott, 4277 West 150th St., Cleveland, OH 44135. To make reservations and receive the Society's rate of \$119 (excluding State and local taxes) call +1.800.228.9290 or +1.216.252.5333 before the March 24th cut-off date.

The Conference program is being finalized to include nearly 20 lectures and visits to sites of interest (e.g., the Templar Motors Company factory). The final program will be in the mail to members in late January, but this is an opportunity to go ahead and make your reservations today! Any questions about the Conference are to be directed to the conference chair: *Arthur Jones*, email: nomecos@verizon.net.



SAH in Paris XXI

European Meeting February 2, 2016
at the Automobile Club de France

The Society's 21st annual European Meeting will take place on February 2, 2016, at the time-honored Automobile Club de France in Paris. Jointly sponsored this year by the Society of Automotive Historians in Britain, it will feature presentation of a number of SAH awards, and offers the opportunity to meet and network with members and guests from all over the world.

The date coincides with the eve of the opening of *Rétromobile*, the largest wintertime historic automobile event in Europe. *Rétromobile* will open on Wednesday, the 3rd, and run for five days. In addition, a number of auctions of classic and historic cars will take place during the period.

The Meeting will feature a *prix-fixe* three-course dinner. The price will be €110, which comes to approximately \$118 U.S. Due to favorable exchange rates, Americans will find it less expensive than in recent years.



Early 20th century postcard of La Place de la Concorde, with ACF upper left. (Editor's collection)

Reservations should be made with *Kit Foster*, 1102 Long Cove Rd, Gales Ferry, CT 06335-1812 USA, email kit@kitfoster.com, telephone +1.860.464.6466. Payment may be made in cash (Euros, please) at the door, or by other arrangement. Guests

are welcome. Coordination with the Automobile Club requires a reservation deadline of January 25, 2016. The Automobile Club de France is located on the Place de la Concorde in the heart of the City of Light. Please come.

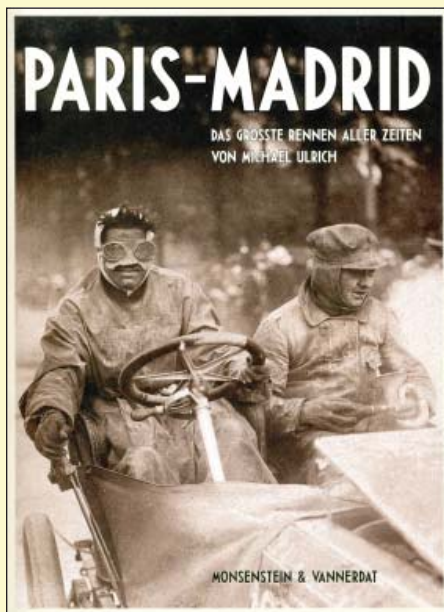
Book Reviews

Paris-Madrid: Das Grösste Rennen Aller Zeiten

by Michael Ulrich, edited and augmented by Thomas Ulrich

Monsenstein und Vannerdat (Dec. 2013)
German language with parallel English text
<http://www.mv-verlag.de/>

326 pages, 8.7" x 11.9" softcover
348 illustrations and drawings, 5 in color
Price €39.00, available in USA from
Racemaker Press at \$55.00 US
[Racemaker.com/ 617-723-6533]
ISBN-10: 3942153149
ISBN-13: 978-3942153140



In 2005, the late Michael Ulrich published a seminal volume on early motor sports, a well-researched and exhaustive history of the 1903 Paris-Madrid race, last of the so-called "Paris races" that had begun with the Paris-Rouen trial of 1894. It was also the final contest to be held on open roads in Europe and was characterized by a multitude of accidents that left five participants dead, including Marcel Renault, elder brother of Louis Renault and a principal in Renault Frères, their automobile company.

Hailed by motoring historians, Ulrich's book was misunderstood by the general

public, in large measure because of its title: *The Race Bugatti Missed*. Even more puzzling was the subtitle: *The Paris Madrid Road Race and its Most Famous Nonstarter*. Ettore Bugatti was, of course, nearly a decade away from building his first *Pur Sang* automobile, but he was already an avid competitor with De Dietrich-based cars, two of which were registered for the Paris-Madrid contest but were rejected by the officials for safety reasons. Ulrich's 400-page work, which includes period race commentary by Charles Jarrott, a British competitor (third place in a De Dietrich) and motor trader, was published in hardcover German and English editions, copies of which sell for hefty prices today.

Michael Ulrich died in 2009, but his brother Thomas has since undertaken a revised and re-oriented version, with a title short and to the point: *Paris-Madrid, the Greatest Race of All Time*. It mirrors the original edition in its chronicle of the race, commentary on the participants, both cars and personnel, and a discussion of the technology of the time. His late brother's Part 2, devoted to Ettore Bugatti's early motorsports activities, has been omitted, but the Paris-Madrid story is augmented by a tabular addendum comprising an entry list, starters' list and results.

While the German text is beyond the expertise of this reviewer, the English is indeed a "good read," although a few "glitches" suggest it was scanned from the original with character-recognition software. But it is the photographs that are the delight. Some of them are new to this edition; others are replacements of better quality. The book's ample size has permitted their reproduction in generous proportions, sometimes in two-page spreads. The quality is very good, despite a medium-matte paper and varying sharpness of historic images. One can pore over them for hours. The new tabular material is great, ideal for summing up results and quick look-ups. Although nearly an inch thick, the book sits comfortably in the lap and is well-suited to reading in bed.

The final delight is its very economical price. US distribution by Racemaker Press of Boston is a plus for New World readers. Racemaker representatives at Hershey reported brisk sales, so *Journal* readers who desire a copy should call them at +1 617-723-6533.

—Kit Foster

The Definitive Shelby Mustang Guide: 1965-1970

by Greg Kolasa

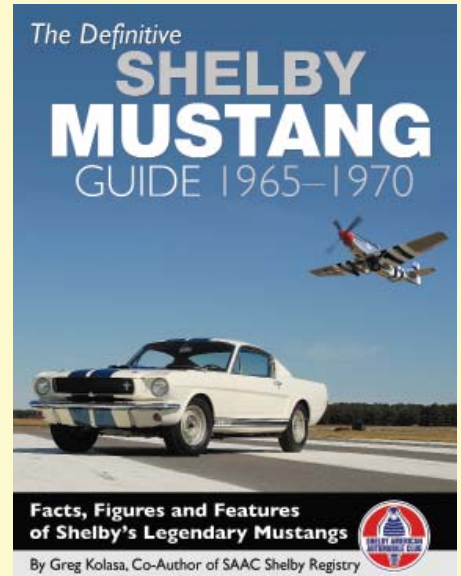
CarTech, Inc. (Oct. 2012)

cartechbooks.com/ 800-551-4754

192 pages, 8.5" x 11" hardcover w/ dustjacket
531 color images, appendices and indexed
Price: \$39.95

ISBN-10: 1934709972

ISBN-13: 978-1934709979



Hemi: A History of Chrysler's Iconic V-8 in Competition

by Geoff Stunkard

CarTech, Inc. (Jul. 2015)

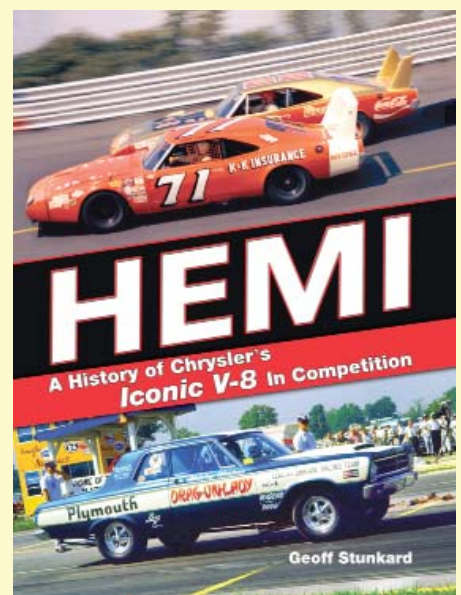
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33 b/w and 350 color images, bibliography and indexed

Price: \$39.95

ISBN-10: 1613251882

ISBN-13: 978-1613251881



Many moons have risen and set since a book published by CarTech, Inc. has been reviewed on the pages of this journal. In part that is because until fairly recently, as the company's name implies, the books it produced—with rare exceptions—were primarily of the “how to” type, covering such things as engines and engine swapping, electrical, paint and body, performance and suspensions, etc., plus repair manuals for various makes and marques. Now, with its broadened spectrum, words telling you of some of CarTech's titles will be on these pages again.

A general observation: CarTech's hardcover books are handsome productions with end papers printed rather than plain. Books are generously illustrated and while one might wish some of those images were printed larger on the page, if it's between fewer but larger images, we'll happily settle for “more” since, as said, print quality is high, as is image resolution. Two books are presented in this commentary for they share in common that while each is a history of its respective subject they include substantial technical detail in both words and photos.

Hemi's author, Geoff Stunkard, proves to be an especially engaging and lively writer with prose that puts the reader very much “in the moment.” Stunkard takes the story from Hemi's beginnings in 1953 noting that the story and Hemi's legacy continues to the present day. In 2003 a 5.7-liter engine was introduced that “[u]nlike the earlier true spherical/hemispherical combustion chambers, the head/piston shape took advantage of swirl technology...the squished chamber, as well as moving the single block-centered cam higher and dual spark plugs [make] for better emissions control.” And, “[i]n the middle of 2014, the renamed Chrysler Automobiles N.V. (FCA) announced the release of the new 707-hp engine in the Hellcat Challenger and Hellcat Charger.” It's then just a matter of time before there will be the Race Hemi Hellcat and its street counterpart. Then, as if anticipating that a reader *might* doubt Stunkard's optimism, Fiat Chrysler announced that it is doubling 2016 production due to high demand. By way of emphasis it added that 2015 production was 4,000 units.

I'd not have predicted that reading about Mustang minutiae—albeit Shelby Mustangs—would have held my attention page-after-page for one entire afternoon's non-stop read, but such was the case with Greg Kolasa's *Definitive Shelby Mustang Guide* simply because it was so entertaining, interesting and informing. It's an understatement

to say the book is a trivia buff's dream stuffed as it is with little known factoids not generally mentioned or discussed.

Of particular interest was the chapter dealing with the 1,001 GT350H models in 1966. For those who may not be familiar with this designation, the “H” indicates that these cars were specially ordered by and built for the Hertz corporation for its rent-a-racer program with the closing pages of the chapter devoted to untangling and clearing facts from the oft-repeated rumors and myths.

Every page of *The Definitive Shelby Mustang Guide* lives up to the promise of the attention-grabbing image on the cover and dust jacket of this book.

Both of these books are worthy of inclusion in any historian or enthusiast's library. For those who serve as car show or concours judges or write for auction catalogs these books will be beneficial to help determine authenticity. Especially as these cars rise in value, having the information will enable identifying “real and original” from replica or a “tweaked” version of a car causing it to resemble an original for as Greg Kolusa wrote in his concluding chapter, “...not all...were constructed for honorable purposes...there is more to a car's legitimacy than just looking the part.”

—Helen V Hutchings

Hot Rod Milestones: America's Coolest Coupes, Roadsters, & Racers

by Ken Gross and Robert Genat

CarTech, Inc. (Apr. 2015)

cartechbooks.com/ 800-551-4754

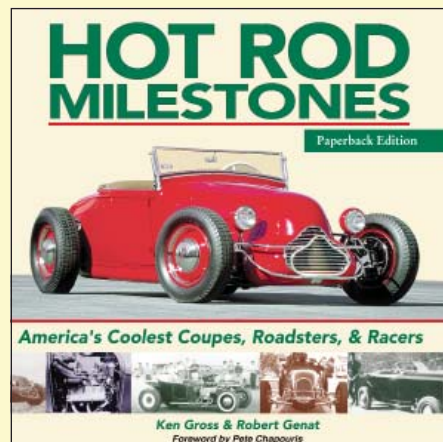
192 pages, 9" x 9" softcover

91 b/w and 272 color images; indexed

Price: \$29.95

ISBN-10: 1613252307

ISBN-13: 978-1613252307



Did you miss obtaining a copy of this when it was first published in hardcover

in 2005? Well, now you get a second opportunity for longtime-SAHer Ken Gross and Robert Genat's *Hot Rod Milestones* has just been reissued, this time as a softcover. It features, just as the subtitle indicates, *America's Coolest Coupes, Roadsters, & Racers*—25 in all of the most famous, historic or significant ones.

Cars were chosen jointly by author Gross and CarTech editor Steve Hendrickson. Genat photographed each as they are today while Gross searched and researched to sort fact from fiction. As he writes, “Writers were fast and loose with facts in the early days of hot rodding. For this book, we've tried to dig a little deeper, double-check the details, and take some time with the elder rodding statesmen.” Period images augment Genat's photos to show these cars throughout their histories. In the Foreword contributed by Pete Chapouris he wrote, “Every car described and pictured in these pages has, in some way, seduced three generations of hot rodders.”

CarTech's softcover books are produced with the same attention to quality—in printing and in paper selection alike—as its hardcover publications. So details in the old original black and whites are as sharp and clear as those in Genat's new color photos rendering this book a fine source/resource for your library.

—Helen V Hutchings

Drawn to Speed: The Automotive Art of John Lander

by John Lander

McFarland & Company (Jun. 2015)

McFarlandpub.com/ 800-253-2187

214 pages, 9" x 7" softcover

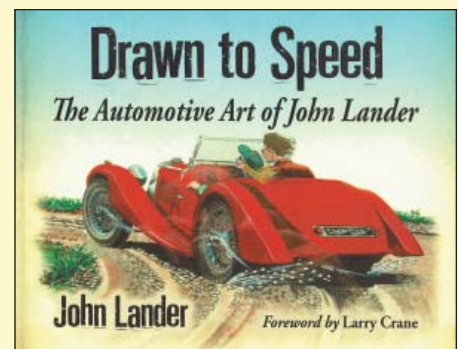
92 color and b/w illustrations, 14 photos, indexed

Price: \$40

ISBN-e: 978-1476619507

ISBN-10: 0786497858

ISBN-13: 978-0786497850



I had a phone call a few months back from *Drawn to Speed* author John Lander and almost immediately recog-

nized his Georgia accent even though it had been about 40 years since I heard it. John called to tell me about his new book, which outlines both his automotive art and his love of rare and wonderful automobiles.

John and I first crossed paths back in the early 1970s. I had recently left the editorship of *Antique Automobile* when my wife Rosemary and I had purchased the weekly newspaper which served Hershey, Pennsylvania. Shortly thereafter I had also taken on the editorship of *The Classic Car* magazine for the Classic Car Club of America and, as I had done some eight years before when taking over *Antique Automobile*, I put out a call to automotive writers, photographers and artists who had historical writing or art they wanted to get published, but was so esoteric none of the major magazines would publish it. It was in this manner I had gotten the late Peter Helck to both write and draw for *AA* and gave *Russ Von Sauers* his start.

This time it was John Lander who responded and in phone conversation we discovered we both had a love for the British sports cars Adrian Squire had created in the 1930s and we collaborated on one of the first major historical articles on Adrian Squire and his automobiles. I did the article, with John's help on research, and he did two paintings for the edition, one for the back cover and one the centerfold.

John soon started doing artwork for some of the major magazines, which had more appeal as they had an editorial budget to pay him!

I quickly called *Steve Wilson* at McFarland after my call from John and a copy of *Drawn to Speed* was shortly in my mailbox. I then contacted *SAH Journal* editor *Rubén Verdés* and asked to do the book review for the journal he said yes.

John and I are of an age, he born in 1935 and me in 1934. Both of us were bitten by the automotive bug early on, first the hot rods of the late 1940s and early 1950s, then the sports cars and race cars of the 1950s through 1970s and then an intense interest in prewar outstanding cars from Europe.

What John, the author, has done is record all that interest through his outstanding artwork, along with a his-

tory lesson accompanying each of the 92 illustrations. From his days at the Art Center School in Los Angeles where he and Peter Brock of Cobra Coupe fame met, through his return to Georgia and the Atlanta Art Institute, he takes you on a tour of the hotrod, race, sports and classic car world of his (and my) day. He turns his memories of characters such as writers Ralph Stein and Ken Purdy, cartoonist Charles Addams and TV star Dave Garroway into paintings of them with their favorite cars.

Finally, he turns his love for the Aston Martin marque into several paintings, recalling his friendship with the late Charlie Turner, "Mr. Aston Martin Owners Club" on the east coast. Charlie had talked me into editing the AMOC East Newsletter back when I had a 1952 DB-2 coupe and followed it with a 1932 LeMans tourer, 1939 2 Litre saloon and a 1965 DB-5 "James Bond" coupe. Author John and I never collaborated on that marque... but who knows. Good job, John.

—William S. Jackson

Bonneville: A Century of Speed, 2nd Edition
by David Fetherston and Ron Main
Fetherston Publishing LLC (2014)
davidfetherston.com/ 707-823-7358
328 pages, 15" x 12" hardcover
600+ images
Price: \$49.95
ISBN-10: 0964617587
ISBN-13: 978-0964617582



Great intentions do not always result in great work, so it is with *Bonneville Century of Speed* by David Fetherston and Ron Main. The first edition of the book had the dual purpose of covering a century of Bonneville speed trials history, as well as rais-

On November 24, 1968, more than 250 people from 19 nations set off on a 10,000-mile endurance rally from London to Sydney. Crossing 10 countries, competitors encountered officious border guards, rock-throwing children, collisions, breakdowns, injuries, wayward camels and kangaroos, throngs of spectators and even bandits. Professional drivers vied with numerous enthusiastic amateurs, many of whom had never raced in their lives.

Drawing from personal recollections of more than 60 participants, this book tells the full story.

\$45 softcover (7 x 10)
Ca. 140 photos (some in color), maps, notes, bibliography, index
ISBN 978-0-7864-9586-3
Ebook ISBN 978-1-4766-2084-8 2016

McFarland

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ing funds for the Save the Salt Foundation, a nonprofit U.S. 501(c)(3) organization whose mission is to protect the Bonneville Salt Flats and promote its history and motorsports legacy. The latter purpose raised \$40,000 for the foundation. A second edition, or expanded reprint, was created (same ISBN) with 26 more pages and 65 more photos, covering the 2014 season.

The book is organized into nine chronological sections, from 1899 to 2013, with the first section talking about land speed racing in other parts of the world. There are seven additional sections focusing on various aspects of the sport.

The best part is delivered in photography, with color images that most would have only seen in black and white when originally published in magazines “back in the day.”

Fetherston is to be congratulated for including photo credits in the captions and not lumping the contributors to a mind-numbing list in the back. However, while a good job is done identifying the cars, people pictured often are not.

The layout can be characterized as “scrapbook,” minimal effort shown towards graphic design in deference to quick assembly, although the large typeface will be welcomed by older eyes.

The body copy is written with the presumption that the reader comes to the text with a familiarity of the motorsport segment nomenclature as it is sparsely explained. Unfortunately, the factual errors are rampant making this reviewer wonder if any fact checking was done at all. Here are a few examples:

Page eight begins the salt’s century tale, but the date of the very first race, the very first record is wrong—although well-recorded as August 12, 1914, the authors would have readers believe speed record-setting began in July.

Page 10 says the Lincoln Highway grand opening was in 1926 whereas it was the Victory Highway that opened on June 13, 1925 with Ab Jenkins winning a \$250 bet not a paltry \$10.

Breedlove is credited with breaking Tom Green’s 413MPH record when in fact it was Art Arfons with a 434MPH new mark in 1964. Breedlove also gets false credit for being “the first person to exceed 400, 500 & 600 MPH.” He was the first American to set records above these marks; it was Britain’s John Cobb who exceeded 400MPH in 1947, followed by hot rodder Mickey Thompson in 1960.

On page 150 it states that Rollie Free set his first US National speed record in 1949 after Speed Week. Free got into the history books by riding stretched out prone, wearing only his bathing suit on September 13, 1948. There were many more such errors, but with 146 more pages and 33 years to go, this reviewer gave up cursory fact checking on page 151.

With its altruistic goals of supporting a very noble cause—the book has succeeded in being quite effective. In context of where this book belongs in telling this chapter of automotive history, at best, the photos speak for themselves and the text should be regarded with great caution. We can only hope there will be a thoroughly vetted third edition in the future.

—Louise Ann Noeth

Rolls-Royce Phantom II Continental

by *André Blaize*

Dalton Watson Fine Books (Jun. 2015)

daltonwatson.com

1,168 pages in two volumes

8.75” x 12” hardcover, slipcased

2,114 color and b/w images and illustrations

800 numbered and signed copies:

Price \$395

ISBN-10: 1854432745

ISBN-13: 978-1854432742

20 Deluxe Leather Editions:

Price \$1,750

ISBN: 978-1854432759

“The Phantom II was introduced in 1929 and is, to a number of persons (this writer included), perhaps the finest mechanical achievement to date in the realm of motor car excellence.” That’s what *Keith Marvin* wrote when he reviewed *The Rolls-Royce Phantom II Continental* by Raymond Gentile in the Nov/Dec 1982 issue of the *SAH Journal* (No 81). Gentile’s book, also published by Dalton Watson, Ltd. (today in successor hands and known as Dalton Watson Fine Books), was an achievement in its research and scope. It remained the authoritative last word on the subject.

Authoritative works set a standard that force subsequent works to find a new dimension and grow it with the same standard. With the scope of Gentile’s book, as well as *The Rolls-Royce Phantom II and Phantom III* by Nick Whitaker and Steve Stuckey published in 2000 by data sultan *Bernard King* (Complete Classics), it would seem there was “nowhere else to

go”—except for the dimension that author *André Blaize* was uniquely suited to bring.

Blaize has been a Rolls-Royce enthusiast for over fifty years. Early on he started compiling data on coachbuilt Rolls-Royce automobiles—that is, data on each and every car. These days, for reference data he is the expert’s expert. The defining difference is in “depth”—and this writer knows from my years of corresponding with him. His database stores not only details about each car’s construction, ownership, and other relevant details; it also stores images, often covering a car over its life. In addition to his resources, Blaize recognized the support he received in the way of material from Gentile and other Rolls-Royce historians, along with those that responded to his outreach mailing to each of the known owners (an effort that Gentile made as well in researching his book). It’s no wonder this new work has 2,114 images and illustrations in two volumes.

The *Preface* focuses in on positioning this new book within the body of knowledge—recognizing Gentile’s 1980 book, as well as Whitaker and Stuckey’s 2000 book. Then Blaize goes on to say: “This new book will try to complement those works by offering a history of each individual car, as comprehensively as possible and illustrated with many photographs, spanning from the early 1930s to the present time, just like a family album.”

The Phantom II was produced from 1929 to 1935. The “Continental” chassis is usually referred to as the short wheelbase version, but it goes much further than that. As the name implies, this chassis was designed to perform on roads—on the continent—that were made to permit high-speed long distance travel. Under most production standards, total Phantom II chassis of 1,681 produced over six years would be considered low production; consider that of those, only 279 were Continentals. Not only are they rare, but that limited population made it possible to cover each car in a lavish way; accordingly, that’s what was done in this new book.

Volume I covers chassis 26EX to 8PY and volume II covers 22PY to 62UK. Each chassis entry starts with the data sorted into six categories: first owner, subsequent owners, details, auctions, registration, and illustrations. Each of those categories is straight forward, and “details” covers ev-

everything else—often extensive narratives. Here’s an example, just part of the “details” of chassis 70MS: “The second body retained the Kellner wings and it is typical of the bodies built by Kitchener and Woodiwiss of Blackpool in the 1960s so it is believed to be by them.”

With that “details” example, and so many others like it, along with the abundance of pictures for nearly all the Continental chassis, one quickly realizes that this work delivers a wealth of coachbuilding history over and above covering the history of each Continental produced.

Even if one is not an enthusiast of this model in particular, poring over these images is a delight for the enthusiast of the coachbuilders’ art. As revealed in one of the many appendices, 24 coachbuilders erected bodies on Phantom II Continental chassis.

The *Introduction* covers—in eight pages—the overall history and general points of interest. The rest of the book is dedicated to the entries for each Continental, by chassis number, each entry taking a little as one page or as many as eight, or more. There are also five appendices—mostly tables covering data for each chassis produced, then with different sorts of the data (e.g., all the cars listed by coachbuilder).

The books themselves are at par with the usual high quality we’re accustomed to see from Dalton Watson. The dust jackets cover dark covers with silver embossed lettering on the covers and the spines. The paper is 130gsm Multiart Silk, which allows for fine printing fidelity, but its weight is—admittedly—hefty enough to make handling these books a little cumbersome. The images come alive, but those images that stretch over two pages regrettably lose some of their impact due to the effect of the convergence over the

gutter of the given two pages. Another “in the eye of the beholder” item: the “Chassis Cards” shown (actually, factory production order sheets) were enhanced with parchment backgrounds (i.e., to appear as if they were printed on parchment paper); while this is visually pleasing, it creates a record that deviates from the original look. The Avenir font style used throughout is easy to read, but the page numbers appear within shaded boxes that make them a little difficult to read.

Among the 800 copies, the publisher is numbering copies with chassis numbers; meaning you could order a book numbered with the same chassis number as your

Phantom II Continental. For website orders, there’s a dropdown menu where all the chassis numbers are listed, ready for selection. Another item, while the book is static, videos are not—and the publisher created a page to complement the book with selected videos, see: www.daltonwatson.com/P2Cvideos_a/257.htm (I hope that wasn’t a spoiler). The leather bound edition is made of dark green New Zealand goatskin and the binding is done in England by Ludlow Bookbinders (all the scrumptious details appear on the Dalton Watson website).

This is a must-have book for Phantom II Continental enthusiasts. When I first opened the book, I raced to see cars I was familiar with, and as I took more time, I came to appreciate this work for its value as a coachbuilders’ record too. I started with a quote from *Keith Marvin* and I’m happy to close quoting the last line of that same review, as I believe it applies to this new book as well: “And I doubt very much whether any investor in this book will ever find a reason to be disappointed in his purchase.”

—R. Verdés

Light Car Patrols 1916–19: War and Exploration in Egypt and Libya with the Model T Ford, A memoir by Captain Claud H. Williams.
by Claud Williams, Edited by Russell McGuirk
Silphium Press for the Royal Geographical Society (Feb. 2014)

288 pages, b/w photographs, softcover
Price £24.99 (\$36.72)
ISBN-10: 1900971151
ISBN-13: 978-1900971157

This is a book I would never have heard of if the manuscript had not come my way in connection with the Michael Sedgwick Memorial Trust. It features the previously unpublished account by Captain Williams of his service with the light car patrols in Egypt and Libya during the latter part of World War I. It is a chronicle of desert exploration carried out by a very small British force using Model T Fords. In his introduction the editor tells how over 19,000 Model T Fords were used during the war with some 1,000 ending up in Egypt. He says “... the Rolls-Royce [armored cars] were unbeatable where the ground was flat and hard but where the surface conditions were bad due to mud, sand or rock—and even swamp... the Fords were more reliable.” Its high ground clearance helped as well. It was the simplicity of the Ford which caused it to be chosen for these desert patrols—where maintenance was likely to be minimal. Apparently spare parts were at a premium as after the sinking of two ships, HMT Titian and HMT Waterfels, nearly 500 cases of spares were lost.

This is a wonderful account of running such cars in terrible conditions and on awful road surfaces and hillside escarpments.

What makes this so interesting is the main part of the book: Claud Williams’ memoir—written immediately after the war, but unpublished until now. You are getting the story from someone who was there. It’s a fascinating account of using cars in the most terrible of conditions—some of the repairs they had to carry out were amazing. Besides the cars, the book is a descriptive account of the places, the people and the very varied climate.

With WWI being commemorated over the next few years, this book has come to remind us of a part of the war that, I suspect, many of us had never heard. There are a surprising number of very good period photographs of the cars, people and landscapes, some reproduced in a sort of yellow desert sepia which in my opinion has not improved their clarity.

—Michael E. Ware



In Memoriam

George Barris (1925-2015)

Editor's Note: The following edited obituary by Daniel Strohl appeared in blog.hemmings.com on Nov. 6.

George Barris, perhaps one of the most prolific builders and promoters of show cars, custom cars, and TV and movie cars, died on November 5 at his home in Encino, California, at the age of 89.

Barris, born in Chicago on November 20, 1925 as George Salapatas, moved with his older brother Sam to Roseville, California, in the late 1920s after the brothers' parents died, according to a biography of George on his website. He and his brother began customizing cars with a hand-me-down 1925 Buick that they repaired, repainted, and flipped to buy a 1929 Ford Model A. After picking up body-working skills in the Sacramento area in the pre-war years, the brothers operated their own shop in Los Angeles after World War II with Sam's natural talents in metal craft complementing George's talents in promotion.

Of the cars the brothers turned out until Sam's death in 1967, perhaps the most famous and influential was the Hirohata Mercury, a 1951 club coupe that the brothers chopped, nosed, decked, and transformed into a two-door hardtop for Bob Hirohata in 1953. Its fame—which eventually landed it on the lawn at the Pebble Beach Concours d'Elegance this past August—came as a result of George's knowledge of how to pitch photos and articles to the car enthusiast magazines of the day, a skill that he developed throughout the Fifties and that would lead him to his career building specialty cars for Hollywood movies and television shows.

The first of those film cars, built for "High School Confidential," came in 1958, but his most famous star car would be the Batmobile,



modified for the Sixties television series from the former Lincoln Futura concept car. Many others would follow, including the Munster Coach, the Banacek AMX 400, and the Super Van, though none would propel Barris to a resurgence in fame in latter years like the Batmobile did when it sold at auction for \$4.62 million in 2013.

Society of Automotive Historians

Fiscal Year Summary

October 01, 2013 thru September 30, 2015

Checking Account Balance as of October 01, 2014: \$ 24,884

Summary of Financial Activity, 10/01/2014 thru 09/30/2015:

INCOME:		
Membership Dues		31,110
Annual Awards Banquet Receipts - 2014 a)		1,045
Annual Awards Banquet Receipts - 2015 a)		1,900
Advertising Income		2,337
Member Contributions		1,303
American Express Settlement		30
Sale of Merchandise		55
	TOTAL INCOME	\$ 37,780

EXPENSES:		
Member Publications - SAH Journal (6)		17,597
Memb. Publ. - Automotive History Review (0)		-
Membership Services - Cornerstone Reg.		3,609
Ballot - Election of Officers and Directors		463
Website www.autohistory.org		1,578
Annual Awards Banquet - Hershey		2,862
Annual Awards - Hershey and Paris		4,105
Membership Promotions		108
Hershey Hospitality Tent		1,724
Insurance - Comp. General Liability		1,840
Automotive History Conference - 2016		201
Membership Services - Constant Contact		771
SAH Board of Directors Meetings		552
Banking Fees & Credit Card Discounts		1,055
Misc. Expenses		91
	TOTAL EXPENSES	\$ 36,556

TOTAL INCOME VS. EXPENSES \$ 1,224

End of Period Balances:

Checking Account Balance as of September 30, 2015: \$ 26,108
 Vanguard Money Market Funds (prior fiscal year value @ \$56,573) 56,583

TOTAL ASSETS \$ 82,691

TOTAL LIABILITIES \$ None

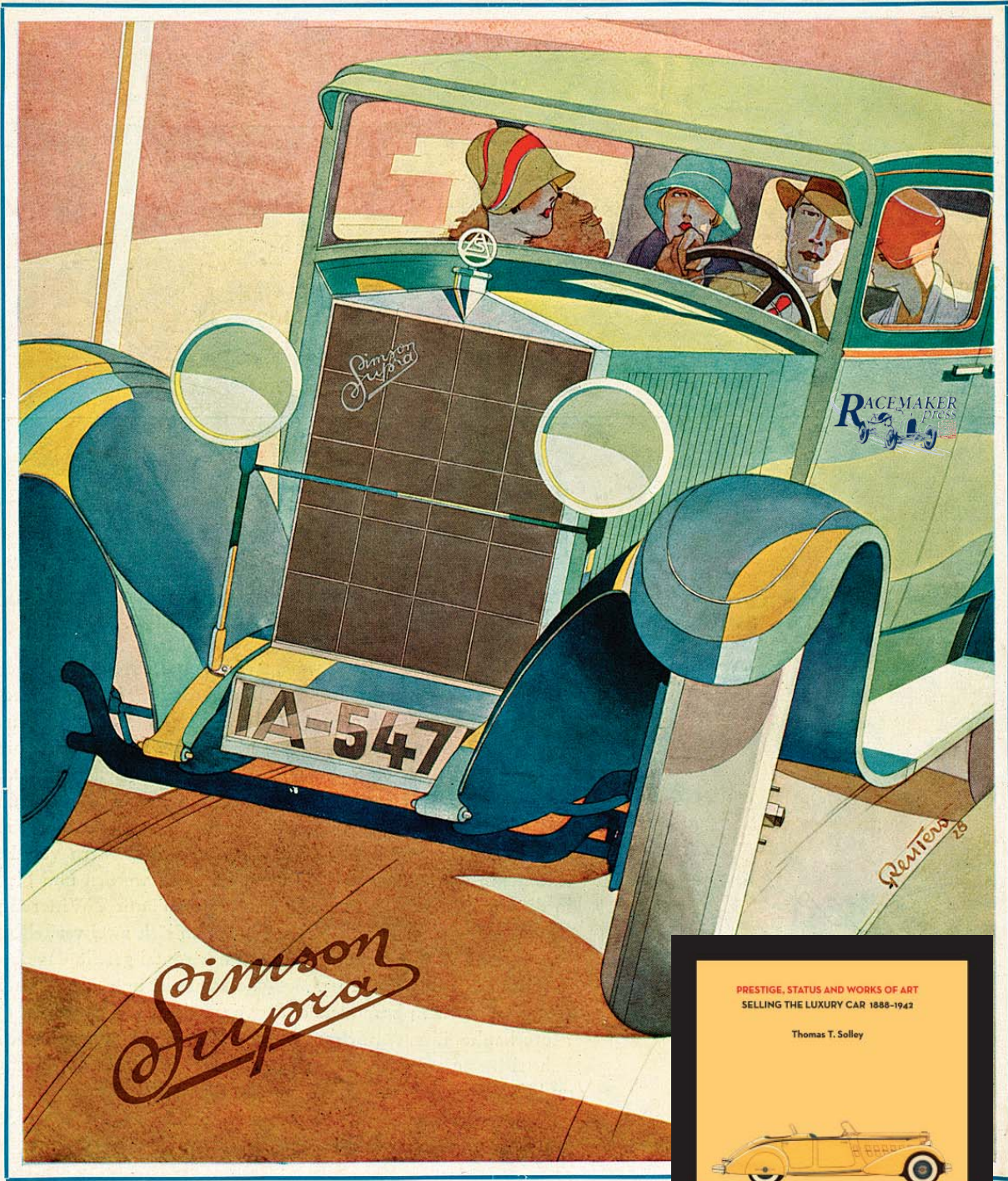
a) Because of the timing of the Annual Awards Banquet, some receipts for the banquet are received during the current/prior fiscal year. Financially, the annual awards banquets are revenue neutral; that is, dinner receipts are adequate to cover expenses.

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.

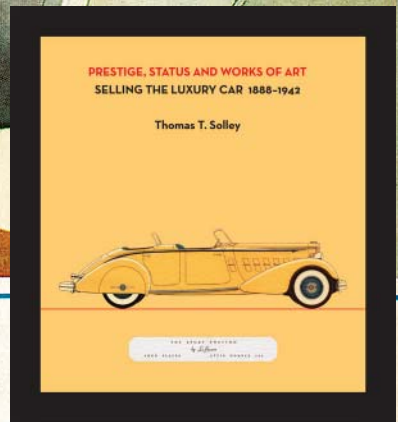
c) As of September 30, 2015, "active" membership in the Society of Automotive Historians is 1,031 members, worldwide.

Submitted by *Patrick D. Bisson*, Treasurer

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