

# S A H Journal

CHRYSLER



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## Billboard

**Announcement:** The SAH Nominating Committee is seeking board nominations for three-year terms. Please address all nominations to the chair, *Susan Davis*, at [susandavis228@gmail.com](mailto:susandavis228@gmail.com).

**Awards Notice:** The editor would like to remind all members to consult the "Awards" section of our website, [autohistory.org](http://autohistory.org), for all the SAH awards' submission details and deadlines.

**Wanted:** *Peter Larsen*, author of *Jacques Saoutchik Maître Carrossier* (see the *SAH Journal* #272), is working on a book about the French carrossier, Joseph Figoni. He is looking for information on Figoni during the French Occupation and his work as subcontractor to the airplane parts manufacturer Kellner-Béchereau, incl. possible involvement with the Alibi resistance cell that operated from Kellner-Béchereau (controlled by Walter Sleator of Franco-Britannic Automobiles in Paris). Looking for documentation and photos of: Jacques Kellner, Louis Béchereau, Walter Sleator and Georgette Sleator, Jean Schoofs and Aileen Mary Sleator (Schoofs), Émile Dürrenberger, Marius Roubille, the Kellner-Béchereau

works as they existed late 1930s and after they were bombed. An image of the Figoni works with the Kellner-Béchereau logo on the façade. If you have information about the above, or other Figoni information, please contact *Peter Larsen*, Rysensteensgade 1, 4th, DK-1564 Copenhagen V, Denmark, +45.40312030, [peter@bestprice.dk](mailto:peter@bestprice.dk)

**Photos for Sale:** 1938 Cadillac V16 GM advertising (body style, interior & engine) prints and negatives, prints: 11" x 14" glossy (six items), 10" x 12" glossy (12 items), negatives: 11" x 14" (12 items), condition: very good. For trade or sale; make offer. Contact *Bill Grossi* at +1.510.910.2159 or [grossib@comcast.net](mailto:grossib@comcast.net)



**Photo Search:** Looking for more info. and views (e.g., rear, interior) of this Rolls-Royce Phantom II (41GX) by carrossier Henry Binder at the 1936 Paris Salon, or in the remaining years of that decade. Please contact the editor at: [sahjournal@live.com](mailto:sahjournal@live.com).

### 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:** On Saturday afternoon, April 16th, after the conclusion of the SAH Automotive History Conference in Cleveland, Ohio, participants took a bus tour to visit automotive-related sites in Cleveland, ending at the Western Reserve Historical Society/Crawford Auto Museum, where this 1935 Chrysler Airflow Imperial C2 sedan was on display in the lower level of the exhibit. The hub is part of the rear spare cover. The entire car can be seen at the bottom of page 9. *Photo: Ed.*

**Back cover:** On that same tour, before reaching the Western Reserve Historical Society/Crawford Auto Museum, there was a stop at 13000 Athens Ave, the surviving site that once was home to the Templar Motors Company. A modest area at the site is devoted to the Templar, hosting various exhibits and eight Templar automobiles. The cars made use of Moto-Meters; and these devices were the subject of a lecture at the conference by *Francis G. Clax*. *Photo: Ed.*

# SAH Journal

ISSUE 279 • MARCH/APRIL 2016

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.  
An Affiliate of the American Historical Association



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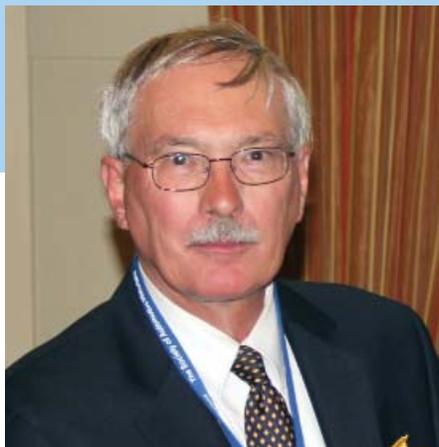
SAH Journal • March / April 2016

## Vice-President's Perspective

Due to an unfortunate accident where he fell off of a Studebaker truck at the Studebaker Museum and broke his arm (you can't make this stuff up!) president *Andy Beckman* asked me to craft this message on his behalf. Speaking for the Society we wish Andy a speedy recovery! And don't go climbing up on any more old trucks!

Andy's request came just as I was going through a box of duplicate automobile literature and newspaper clippings from the late *Taylor Vinson's* collection, now cataloged and recently available for the use of researchers at the Hagley Museum & Library, Wilmington, Delaware. As longtime members of the Society know, Vinson was the Society's president from 1993-1995 and the editor of *Automotive History Review* from 1995-2009. Importantly, he was known for having gathered one of the world's most comprehensive collections of automotive sales literature, bequeathed upon his passing to the Hagley.

Vinson's thirty-six year career as senior attorney with the National Highway Traffic Safety Administration included many high points including the fact that he drafted the regulation on the center high-mounted stop lamp, required on all passenger cars beginning with the 1986 model year. Pointedly, one wonders just how many millions of accidents have been prevented from just that one safety feature!



But as I was going through the small batch of "dupes" not wanted by the Hagley, right next to a pristine late 1890s Peugeot dealer brochure and a 1925 five-horsepower Citroën sales flyer, I found several of the old Floyd Clymer *Historical Motor Scrapbooks* first published in the late 1940s. Inside one of the Clymer softback books was a letter dated 1948 that Clymer himself had sent to the young Taylor Vinson. It seems that Vinson had inquired as to "when" the next *Historical Motor Scrapbook* was to be published since he was extremely interested in purchasing that future volume. Vinson was fifteen years old when he made that inquiry and some evidence would support that he actually started collecting dealer brochures at an even earlier age.

This got me to wondering just how many of us motor heads back in the day just couldn't wait for September to roll around when the new cars would arrive in showrooms—all with the hopes of nabbing those first new glossy brochures

from showroom racks. I suspect that many reading this can recall those youthful days of anticipation. Personally, I started collecting brochures around the age of 12 and by the time I went off to college had a three-drawer filing cabinet filled to overflowing. Ah, but how I cherished those many lovely Pontiac brochures from the 1960s with the great illustrations by Van Kaufman and Arthur Fitzpatrick.

Unfortunately, my story—unlike Taylor Vinson's story—doesn't end well. Coming home from college at the end of my first semester I asked my mother where she'd stored my dealer brochures, earlier all neatly filed away in the basement. She looked at me and to my horror calmly said: "Oh, I put them all out with the trash a couple of months ago. I just assumed you wouldn't want those things now that you're all grown up and out of the house." Well, after fifty years I've finally forgiven my mother.....well, almost.

As we know today, dealer brochures are now almost a thing of the past what with sales associates mostly directing potential customers to a website. But weren't those splendid days when we kids would be handed the latest brochures by a salesman? (We call them "sales associates" now.) How many of us as teenagers spent long summer nights lying in bed with those brochures memorizing the every spec, every option, and every color choice – for cars we'd mostly only own in our dreams?

Happy rest of the summer and we hope to see many of you at the Hershey tent in October.

—Ed Garten, Vice-President

### 28th LITERATURE FAIRE & EXCHANGE



Sunday, June 26, 2016 8am-3pm

Sponsored by:

Southern California Chapter of SAH  
Automotive Research Library of HCFI  
& NHRA Motorsports Museum  
Fairplex-Gate 1

1101 West McKinley Avenue  
Pomona, CA 91768

\*\*For details see: [autohistory.org](http://autohistory.org)\*\*

Questions?

Jeff Minard: [jeffm495@yahoo.com](mailto:jeffm495@yahoo.com)

### The Society of Automotive Historians

Annual Meeting of Members  
& Gala Awards Banquet  
Friday, October 7, 2016  
Traditions Dining Room Hershey  
Country Club 1000 East Derry Road  
Hershey, Pennsylvania

\$55 per person incl. tax & gratuity

While on the Hershey pavements, stop at the SAH tent for rest, rapport and light refreshment.

Our **Orange Field** location  
spaces **OBB 17-19**

Deadline for banquet reservations:  
September 30, 2016.

For details, see: [autohistory.org](http://autohistory.org)  
email/PayPal: [treasurer@autohistory.org](mailto:treasurer@autohistory.org)

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NEW MEMBERS



## SAH 2016 AUTOMOTIVE HISTORY CONFERENCE

The biennial conference took place April 14-16 at the Cleveland Airport Marriott. The theme was “Automotive History: Beginnings and New Beginnings”—covering the first steps of an emerging motor industry in various cities. The conference brochure circulated to members covered in detail the various aspects and tangents to the theme, and our presentation here lists the speakers and the subjects they covered.

Cleveland was chosen because of its history as a home for early automotive manufacturing companies. There are many sites that have escaped demolition and still stand today. This gave rise to the organization of a bus tour to many of those sites, along with a visit to the Crawford Auto Aviation Collection at the Western Reserve Historical Society. The tour, which took place after the last presentation and was prepared by Tom Barrett and *Robert Ebert*, was presented in a 23-page booklet covering directions and stops all along the way.

The amount of work that went into this conference was evident with every step through its program, and with every speaker—we are indebted to them and to conference chair, *Arthur Jones*, for a very satisfying program.

—*R. Verdés*



Arthur and Mary Jones at the conference registration desk in the hotel lobby.



### The Gliddens Cross the Continent by Auto in 1904

Speaker: *Carl F.W. Larson*  
Professor of English Emeritus  
Dickinson State University



### What a Woman Can Do with an Auto: American Women in the Early Automotive Era

Speaker: *Carla Ruth Lesh*  
Society of Automotive Historians



### First Bus: Transport History in the Philippines

Speakers: *Leo Paulo I. Imperial* and *Ruth Dominique B. Santos*  
Ateneo de Naga University, Philippines  
(The speakers could not attend but forwarded their presentation, which was delivered by *Arthur W. Jones*.)



### Cleveland: The Original Motor City, The Early Years

Keynote Speaker: *Bernard J. Golia*  
Society of Automotive Historians



**From Cow Town to Car Town: The Sputter, Stalls and Ignition of Automobile Manufacturing in Kansas City**  
 Speaker: *Kyle Yarber*  
 Former Director  
 Kansas City Automotive Museum



**The Technical Development of Heavy Vehicles from Modified Passenger Cars to Special Purpose Built Trucks and Buses**  
 Speaker: *Jørgen Burchardt*,  
 Senior Researcher, National Museum of Science and Technology, Denmark



**How the Edward G. Budd Manufacturing Company Pressed Cars and Industrial Structures into New Shapes**  
 Speaker: *Per Åhlström*  
 Society of Automotive Historians



**Indianapolis: Rival for the Title of the Automotive Capitol**  
 Speaker: *Dennis E. Horvath*  
 Independent Historian, Indianapolis



**The Motor Heat Indicator: From Obscure Novelty Accessory to Necessary Instrument – The Engine Temperature Gauge Comes of Age with the Evolving Automobile**  
 Speaker: *Francis G. Clax*  
 Society of Automotive Historians



**Universal Cars: The North American Motor Vehicle in World Markets**  
 Speaker: *Arthur W. Jones*  
 Society of Automotive Historians



**The Historic Electric Vehicle Industry: The Case of Baker, Rauch & Lang**  
 Speaker: *Robert R. Ebert*  
 Professor Emeritus of Economics  
 Baldwin-Wallace University



**The Auto Industry in the Great Depression and the Great Recession**  
 Keynote Speaker: *James Rubenstein*  
 Professor of Geography  
 Miami University, Ohio



**The American Automotive Industry: Independents versus the Giants 1898 – 1950**  
 Speaker: *Sinclair Powell*  
 Society of Automotive Historians



**The Colonel and the Kardo Company:  
How a Buffalo Auto Executive Helped to  
End the Auto Patent Wars**  
Speaker: *Roger Sherman*  
Editor 'The Arrow', Pierce Arrow Society



Our first tour stop was the Lake Erie Building, 13000 Athens Ave, Lakewood, the former home of the Templar Motors Company factory, which houses a commemorative exhibit. Exhibit owner & curator *David Buehler* gave SAH members the full tour and gracious hospitality.



**Wills Sainte Claire and Related Companies  
– The Creation of the Auto Factory Town**  
Speaker: *Thomas A. Adamich*  
President, Visiting Librarian Services



**Automobile Evolution in an Age of  
Increasing Regulations**  
Speaker: *William B. Chamberlin*  
Research Engineer, Lubrizol Corporation



Speaker *Francis Clax* brought a display (left) of Moto-Meters for the conference; and it was no surprise to find him attracted to the Moto-Meters on display (right) at the exhibit.



At the WRHS (left) members were given a tour (right) by curator *Derek E. Moore*.



On display at the Crawford Auto Aviation Collection at the Western Reserve Historical Society was this 1911 Hupmobile, which was completed on November 3, 1910. It was driven 48,600 miles over 26 countries by two Hupp employees in 18 months. At the time, it was the longest journey undertaken and the first to travel around the world.



This 1964 Avanti has an R-3 Jet Thrust engine with a Paxton supercharger. It is certified to have been the last Avanti produced by Studebaker.



"This 1897 Panhard Levassor is believed to be the oldest enclosed automobile in the world and is preserved in its original unrestored condition. It was intended to be an owner-driven vehicle, but has a fold-down seat in the rear for a footman (a male servant). This Panhard utilizes an in-line two-cylinder engine designed by Gottlieb Daimler of Germany and licensed for production by Panhard et Levassor. The engine uses an early type of ignition system known as hot tube ignition, which involves an exposed flame heating a hollow tube that would ignite the air-fuel mixture within the cylinders of the engine. This form of ignition would prove to be inadequate as engines began to operate at high speeds and was soon replaced by jump spark (spark plug) ignition." —A partial quote from the Crawford museum's placard.

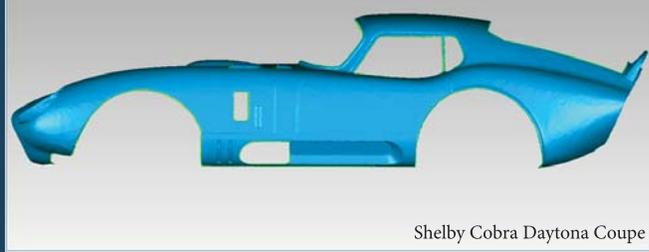


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Before the Chevy Volt, there was the Owen Magnetic. This 1916 example uses a petrol engine to power an electric motor.



1907 Studebaker-Garford



Left and above: 1913 ALCO Model Six



1901 Packard Model C Runabout



Our cover car: 1935 Chrysler Airflow Imperial C2

# Book Reviews

## Studebaker and Byers A. Burlingame: End of an Automotive Legacy

by Robert R. Ebert

Cicero Books LLC (Feb. 2016)

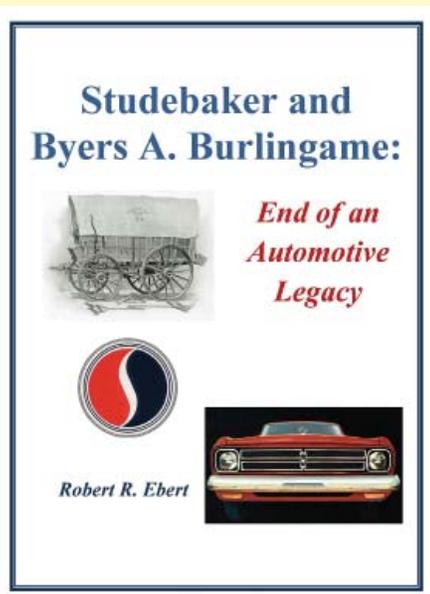
62 pages, 8.5" x 11" softcover

17 b/w, 5 color images, 3 advertisements, tables, charts, appendices, and references

Price \$25

ISBN-10: 0989490696

ISBN-13: 978-0989490696



*Editor's Note: author Robert R. Ebert, Ph.D., is Professor Emeritus of Economics at Baldwin Wallace University in Berea, Ohio. Reviewer and enthusiast John L. Jacobus didn't need a review copy, having already ordered a copy of Ebert's book before agreeing to write this review. Both are SAH members.*

The "Studebaker" portion of the title refers to the decision process and subsequent corporate cost-cutting activities (November 1963 to March 1966) used to justify the continuance or discontinuance of Studebaker automobile production in Hamilton, Ontario, Canada. The "Byers A. Burlingame" portion of the title refers to the CEO and President, Studebaker Corporation, who setup the executive decision-making criteria (breakeven or better perfor-

mance) and eventually made the historic decision to stop production permanently. With the end of its automobile production in March 1966, Studebaker's 114-year legacy as a builder of reliable transportation and conveyance vehicles (horse-drawn wagons to Gran Turismo Hawks and baby-blue, 2-door Daytona convertibles) ended.

The pace-setting 1962 Studebaker Avanti sports car designed by Raymond Loewy for Sherwood H. Egbert, Studebaker CEO and President (Jan 1961 to Nov 1963), was going to turn around Studebaker's fortunes and set the world on fire. This is what Loewy's 1947 and 1953 Studebaker designs had been expected to accomplish. According to Ebert, when Burlingame assumed his new leadership position, board meeting notes reveal "the Avanti had not been a success."

As Ebert makes clear, the story is convoluted and complex and his book sets the record straight. Based on primary sources (e.g., board meeting notes and letters, executive correspondence, annual reports and other primary sources), he chronicles the steps taken by management, as led by Byers A. Burlingame, to attempt to preserve stock holder equity and save the Studebaker automobile from extinction. He also organizes considerable quantitative information to support his analysis.

Although an integral part of his analysis and the data set he uses, Ebert does not discuss in detail the financial aspects of the Avanti sports car program or the other Studebaker divisions. Ebert states the other profitable Studebaker divisions offset the automobile division's losses. Studebaker was a conglomerate, or diversified corporation, and that's how they operated. Per a 1966 annual report, the other divisions included appliances, commercial refrigeration, generators, tractors, stud tires and STP (à la Andy Granatelli).

Written from an economist's point of view and using "for the record" information, Ebert is brief, concise and to the point. Following the chronology of events, he simplifies things for the reader by reporting the key "kernels" of information, and direct excerpts from board meeting minutes. Ebert prefers to use and quote numbers to prove his points. Also, while he reports and threads key pieces of information together, he keeps his commentary focused on guiding the reader from point to point rather than imparting his own views and opinions.

Although based on research at the National Studebaker Museum in South Bend, Indiana, most of the images in the book

come from Ebert's personal collection of Studebaker memorabilia.

This was a fascinating and eye-opening book to read and will help automotive historians understand the complexity of Studebaker Corporation's business and the decision faced by Byers A. Burlingame. He had the wisdom to define the "Go/No Go" performance criteria for its automotive division and the courage to abide by the results. Given all the cost cutting and consolidation achieved under Byers A. Burlingame, this reviewer believes he set a reasonable performance standard, gave Studebaker's automotive division a "fair chance" at proving its viability and that his decision was fair.

—John L. Jacobus

## David Kimble's Cutaways: Techniques and the Stories Behind the Art

by David Kimble

Car Tech, Inc. (Sep. 2015)

cartechbooks.com/ 800-551-4754

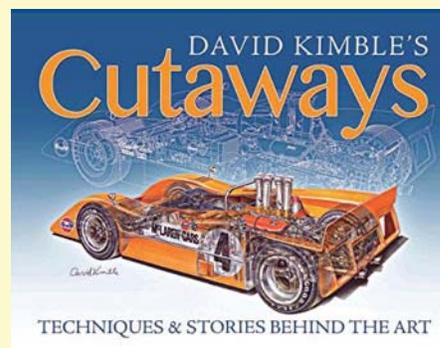
192 pages, 11" x 8.5" hardcover

39 b/w and 171 color images, indexed, and appendix: comprehensive chronological listing of Kimble's car cutaways.

Price: \$39.95

ISBN-10: 1613251734

ISBN-13: 978-1613251737



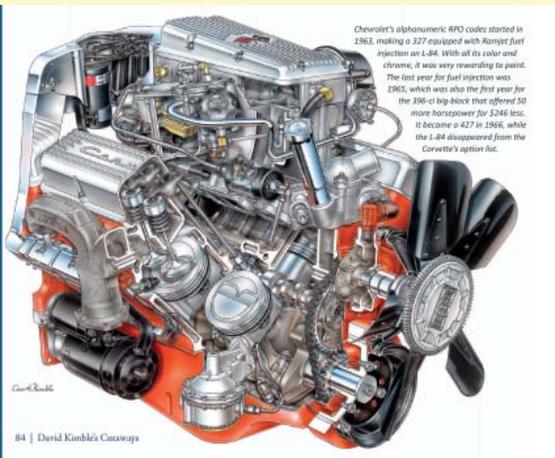
Whether you choose to call it x-ray or cut-a-way, you know the type of artwork. And you recognize when the image you are looking at has been created by a master. More often than not the master creator is David Kimble. And it's all accomplished by hand for no computer can replicate his style or detail although any number of software writers and computer artists have tried.

One of Kimble's own marketing pieces from the early '80s describes him as a "mechanical engineer with a fine arts background." And in that same marketing piece, Kimble writes "I think of my work as art first and technical information second. I approach every subject with the idea of not only accurately representing its anatomy and

physiology, but also glamourizing (sic) it.”

Now via the pages of this new book you are afforded the opportunity to have your own conversation with the artist for that's the way the book reads, as though you and David Kimble are sharing a living room chat while admiring his art as he reminisces about how the various pieces came to be created. An added “plus” too is the book's publisher, Car Tech, has wisely chosen to use landscape format so Kimble's cutaway images really are viewable in all their detail.

Kimble spends the first few chapters showing and describing the steps and process that he follows to create a cutaway, including the tools he uses. Seeing and reading how any individual work is created will leave you even more in awe of Kimble's creativity and abilities.



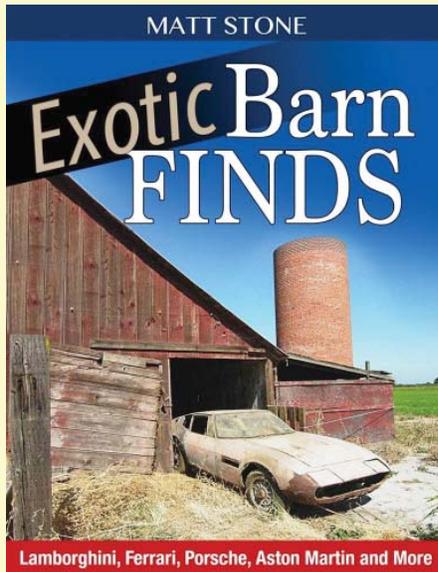
Following the “techniques” chapters, David Kimble traces his career verbally with, of course, more visuals accompanying the words. Although he's probably best known for his car, engine and motorcycle illustrations, happily he has included several others that happen to be particular favorites of your commentator, including that of the Starship Enterprise for Paramount Studios and the Highland Park, Michigan, Model T assembly plant done for National Geographic Society, which it originally published in 1988 in its truly oversize (18”x 12”) *Historical Atlas of the United States*. (This very image appears in SAH Journal issue 267—Ed.) And again kudos to Car Tech and Connie DeFlorin, who is credited for the page layout, for these images are both published double-truck.

There's so much more on the pages of this book that will edify and delight that you are strongly encouraged to obtain your very own copy. You'll not be sorry or disappointed.

—Helen V Hutchings

### Exotic Barn Finds: Lamborghini, Ferrari, Porsche, Aston Martin and More by Matt Stone

Car Tech, Inc. (Sep. 2015)  
cartechbooks.com/ 800-551-4754  
144 pages, 8.5” x 11” softcover  
3 b/w and 347 color images, no index.  
Price: \$24.95  
ISBN-10: 1613252021  
ISBN-13: 978-1613252024



That these “barn finds” titles have proliferated is acknowledged by both author *Matt Stone* in his introduction and publisher Car Tech in its marketing info. Each also strives to explain the reason for producing “yet another” citing that none of those published to date have focused exclusively on exotics as this one does, hence its title and subtitle: *Exotic Barn Finds, Lamborghini, Ferrari, Porsche, Aston Martin and More*.

The book's 32 chapters are arranged chronologically by year of the vehicle, from oldest “find” (a 1925) to newest (a 1974). As each stands alone the reader is invited to explore at random which is what your commentator did until the entire book had been read.

It feels like an “old saw” but again your commentator finds it difficult to overlook that such a nicely written and produced book is marred by some combination of sloppy writing and/or copy editing. The most glaring in this book appears on facing pages no less. The familiar name of a noted and respected car dealer in Southern California is first spelled incorrectly as Burt but then on the facing page and throughout the rest of the chapter, which is about a Shelby GT350 Mustang, H.F. “Bert” Boeckmann, founder of this nation's most successful Ford dealer-

ship, Galpin Motors, is spelled correctly.

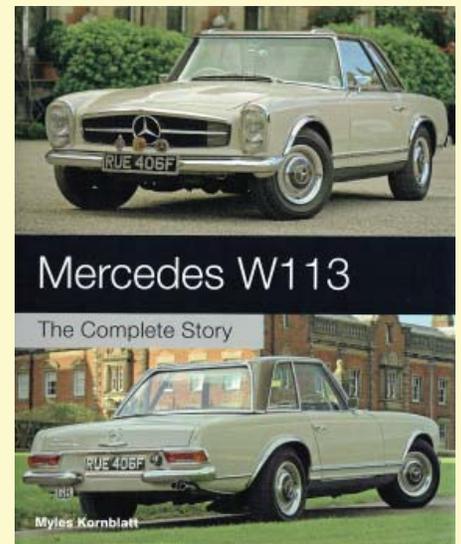
Nit-picks aside, on balance this is a pleasant and entertaining read. Some of the “finds” you may have read about elsewhere as author Stone acknowledges where applicable. Others he feels certain are being presented in general print and imagery for the first time. And while all of the cars were “worth” finding and saving, some are more historically significant than others.

Stone selected the stories to tell in this book based in part on availability of good photography. Yet, wanting to include some worthy others for which good images were lacking and unobtainable there are three “catch-all” chapters that conclude the book mentioning additional “finds.”

—Helen V Hutchings

### Mercedes W113: The Complete Story by Myles Kornblatt

The Crowood Press UK (Aug. 2014)  
crowood.com/ +44-01672-520320  
192 pages, 8.8” x 10.5” hardcover  
121 b/w and 118 color images, 9 drawings,  
and 4 charts, indexed  
Price: £25.00 (U.S. \$32.22)  
ISBN-10: 1847976956  
ISBN-13: 978-1847976956



You can't judge a book by its cover; but in case you didn't know what a “Mercedes W113” is, the front and rear views of the 250SL on the cover of this book help. These Pagodas—not a pejorative, but a moniker that has stuck given the distinctive roof styling of the 230SL, 250SL and 280SLs—are admired by collectors and nicely illustrate the historical evolution of the marque in the postwar era. The book helps make that point from the start by devoting a full third of its

pages to walk the reader from the origins of the company, right through the cars that this model replaced: the 300SL and the 190SL.

The publisher has 281 motoring titles to its catalog. The subtitle of this book—“The Complete Story”—while descriptive, is also shared with many of the publisher’s other marque-specific books in its “Crowood Autoclassics” series. There are no shortages of books on Mercedes-Benz, or its SL (“Sport Leicht”) models, or even W113s; the latest a few years earlier by Brian Long published by Veloce. But for popular marques and models, there is always interest in a fresh perspective, with more photos, etc, thrown into the mix. Also, in the competitive world of publishing, the price point on this tome is a plus.

Author *Myles Kornblatt* also adds a multitude of sidebars dealing with various subjects and personalities connected with W113s, in addition to charts spelling out the specs and available options. The author’s works appear mostly in periodicals (e.g., *Octane*), and he serves as curator at the Miami Auto Museum in Florida. In all the book’s 14 chapters there is scarcely a page without images. Once the story is told, it continues with the next SL, the R107; and it ends with a quick look at where we are today. There is also a chapter dealing with restorations and living with W113s—including a sidebar perspective by restorer and Creative Workshop owner *Jason Wenig*.



With its arching coverage of Mercedes-Benz history, this book serves the want for a history of the marque—an ideal gift for that young enthusiast, or a basic reference for any library. But with its focus on the W113, its value increases greatly—delivering on the promise of its cover.

—R. Verdés

### Ferrari Hypercars: The Inside Story of Maranello's Fastest, Rarest Road Cars

by *Winston Goodfellow*

MBI Publishing Company (Nov. 2014)

motorbooks.com/ 800-458-0454

240 pages, 10.2" x 12.2" hardcover

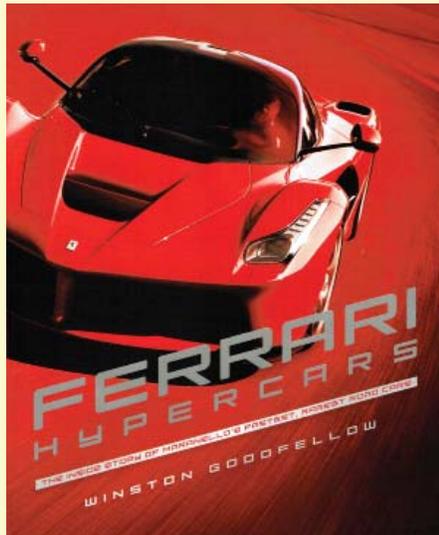
64 b/w and 236 color images,

bibliography, indexed

Price: \$60.00 (£40.00)

ISBN-10: 0760346089

ISBN-13: 978-0760346082



The term “hypercar” refers to those cars that take the exotic qualities of a “super-car”—speed, performance, engineering, workmanship, and price—to a cut above. While at first glance one might believe this would be a study in only the newer cars, author *Winston Goodfellow* also covers early Ferrari history, and those cars that were the “hypercars” of their day, right up to today.

The large format and quality paper are put to good use with lavish photo spreads and quality reproduction of vintage photos. The content is a happy mix of history, storytelling, interviews, and technical coverage.

The author’s connection to the marque is extensive, from having served as a chief class judge at the Pebble Beach Concours d’Elégance, to having authored six other books, including *Ferrari Road & Racing* and *Speed, Style & Beauty: Cars From the Ralph Lauren Collection*, which he coauthored with *Beverly Rae Kimes*. Did I mention his photography? (See: [winstongoodfellow.com](http://winstongoodfellow.com))

This is a book you can open and ingest parts at a time, or just lose yourself in for hours. Currently offered at reduced price, this is your chance to own this “hyperbook.”

—R. Verdés

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The start of the 1941 Indianapolis 500. (IMRRC's AP Collection)

# CALL FOR PAPERS



At the 1959 German Grand Prix. (AP Coll.)

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 and the  
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**Nov. 12, 2016 in**  
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The **2nd Annual** Jean S. Argetsinger Symposium on International Motor Racing History continues the mission of the International Motor Racing Research Center and the International Motor Sports History Section of the Society of Automotive Historians to provide an opportunity for researchers to present their work on automotive competition history.

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**The history of international** automotive competition falls within several realms, all of which are welcomed as topics for presentations, including, but not limited to: sports history, cultural studies, public history, the history of technology, sports geography and gender studies, as well as archival studies. We encourage submissions from faculty members, graduate students and independent researchers wishing to present his/her research on a topic related to automotive competition history.

**In addition to** the presentations given by researchers, a keynote address by a significant person in motorsports is planned. Several activities related to the symposium will be offered to participants on Friday, Nov. 11.

**Submit a 250-300** word abstract of the presentation/paper not later than **Friday, Aug. 12, 2016**, to Glenda Gephart at [glenda@racingarchives.org](mailto:glenda@racingarchives.org) or to H. Donald Capps at [cappshd@gmail.com](mailto:cappshd@gmail.com). All presentations will be reviewed and decisions rendered by **Monday, Aug. 22, 2016**. The abstract may be sent in the following formats, as appropriate: Word, PDF or PowerPoint.



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The mission of the International Motor Racing Research Center is to preserve and share history of motorsports, all venues and all series, worldwide.

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



MARCH 10-13, 2016  
An SAH Perspective

The “SAH Perspective” is shorthand for our ongoing look towards the degree and depth to which various concours address automotive history in their presentation. Now in its 21st year, the Amelia Island Concours d'Élegance (AIC) consistently labors over addressing this aspect, and it shows. This year it celebrated the 100th anniversary of BMW, Cord automobiles, Pegaso automobiles, rare Porsche 356s, and “The Great Racing Trophies”—this involved bringing and displaying the actual trophies. They were first displayed in the lobby of the Ritz-Carlton (no small task given the size and height of some of these trophies), then they were displayed with their winning cars, on the field.

The range of examples of all classes was impressive. The oldest car on the field was a 1903 Packard Model F, registered by Fayette



Above: No. 28, the 1914 Mercedes 115hp Grand Prix car in motion and in awards display lineup. From the AIC show program, below: No. 28 racing in 1914, right: Amelia Earhart with her Cord and Lockheed Model 10 Electra.



Enterprises, LLC of Perryopolis, Pennsylvania. Since 2005, the show has given top honors to one sporting and one elegant automobile. The “Best in Show, Concours de Sport” went to the Louwman Museum (The Hague, Netherlands) for their 1952 Pegaso Z-102, and the “Best in Show, Concours d'Élegance” went to Helen and Jack Nethercutt for their 1930 Rolls-Royce Phantom II (69WJ), the first Rolls-Royce to take that honor at the AIC.

The approach the AIC takes with its show program is to consistently produce a top quality publication that gives the reader an overview of the themes of the show to satisfying depth. This year, from its perspective on Cord to its review of the various racing trophies, it gave a historical depth to the show field that a spectator could learn from. It is the prized keepsake to take home.

—R. Verdés



## In Memoriam

### Karl Zahm (1936-2015)

We have learned that *Karl S. Zahm*, 78, of Rockford, Illinois, and Bonita Springs, Florida, died on March 1, 2015. A Founding Member of SAH, Number 23F, he came on board at the very beginning of the Society. Although not at the organizational meeting in Hershey on October 11, 1969, he had already signaled his intention to join, as his membership record dates from October 9 of that year. He served as a director from 1992 to 1995.

He was born in Rockford, Illinois, on August 19, 1936, graduated from Rockford's East High School and attended Cornell College and Lincoln College. A four-year veteran of the U.S. Navy, he worked for Sundstrand Aviation Company, Greenlee Manufacturing Company and Sundstrand Machine Tool Company. He was later co-owner and vice-president of Rockford Tool & Transmission Company. His lifetime passion, though, was automobiles and their history. He amassed a

huge collection of radiator nameplates, and over the years wrote more than 200 articles on vintage cars and contributed to several books. His special interests were Graham and Pierce-Arrow, and he wrote also on many of the rarer Full Classic marques. His *Bulb Horn* article on Locomobile earned an SAH Award of Distinction in 1993.



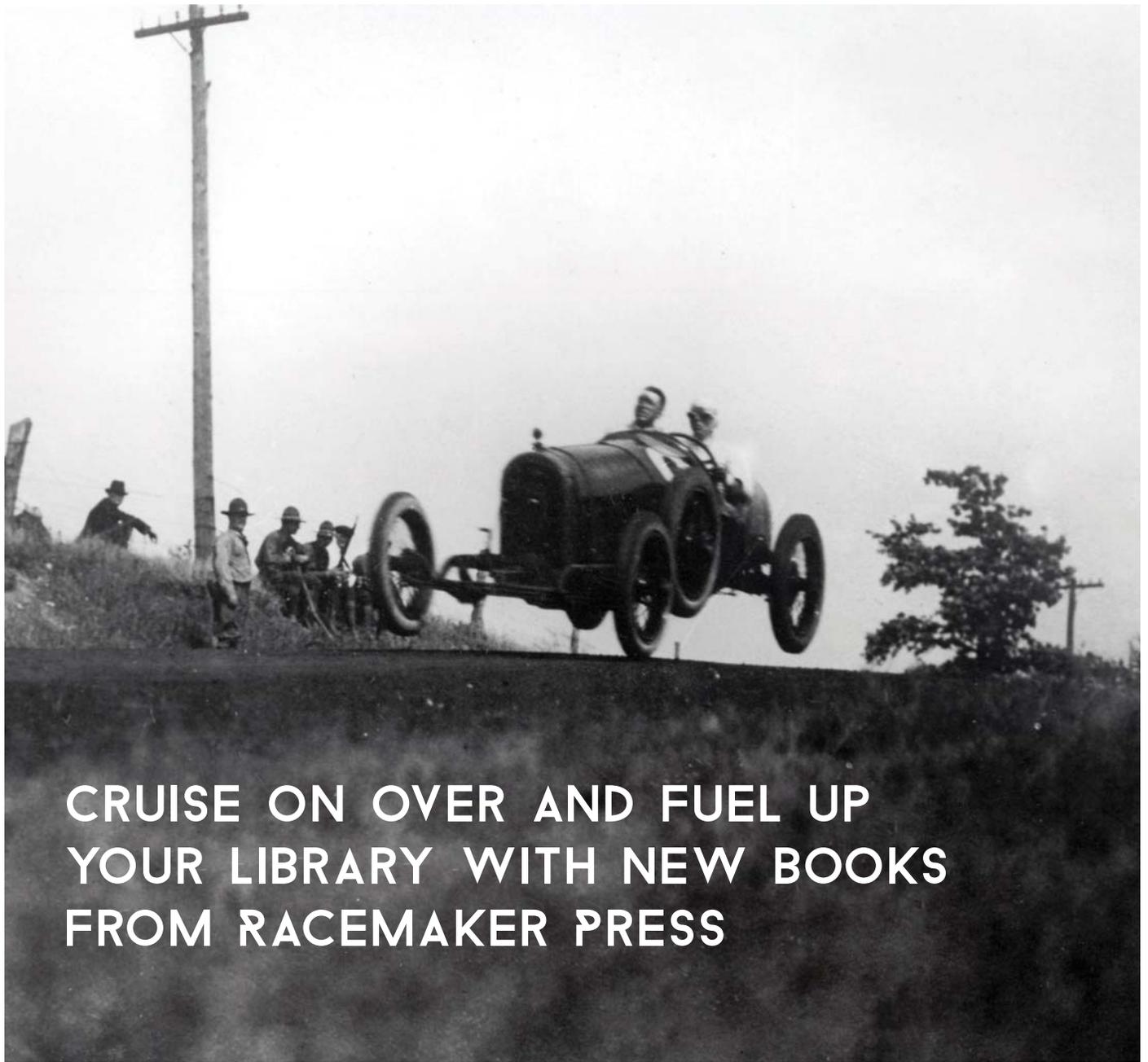
Long interested in the Graham marque, he participated in an unsuccessful effort to organize a club devoted to Graham and

Hupp during the early 1960s. When the Graham Owner's Club International was finally created in 1972 he became an enthusiastic charter member. He served a number of terms on its board of directors and edited the Club's magazine, *The Supercharger*. Publication of a series of his articles on the marque in *Cars and Parts* magazine resulted in renewed interest nationally and a surge of membership in the club in the early 1980s. His extensive knowledge and archive was invaluable in the writing and publishing of *Michael Keller's* award-winning books, *The Graham Legacy*.

In addition to SAH, Karl was a lifetime member of the Classic Car Club of America, the Graham Owner's Club International and the Pierce-Arrow Society. An avid golfer, he belonged to several golf and country clubs.

Karl is survived by his wife Colleen, sons William Zahm and Larry Dyer, daughters Laura Zimmerman and Lori Dyer, eight grandchildren and four great-grandchildren. Memorials may be made to the Alzheimer's Association, 1111 South Alpine Road, Rockford, IL 61108, or Heartland Hospice Foundation, 363 Financial Court, Unit 300, Rockford, IL 61107.

—Kit Foster



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