

SAAH Journal



THE ELEGANCE
AT HERIWEY



ISSUE 288
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Billboard

SAH Annual Meeting of Members & Gala Awards Banquet: The annual meeting and gala awards banquet will take place on Friday, October 6th, in the Traditions Dining Room at the Hershey Country Club in Hershey, Pennsylvania (that's during the annual AACA "Hershey" Fall Meet). For details and how to register, please go to the SAH website: autohistory.org. *Thank you!*

SAH Tent & Authors' Book Signing at Hershey: *Vince Wright*, Book Signing Event Committee Coordinator, is pleased to announce an authors' book signing, artists and publishers event on Thursday, October 5th, 2017, from 12:30 P.M., until 3:00 P.M., in the SAH Hospitality Tent which will be located in the Orange Field at OBB 17- 19. The venue will be the Annual Fall

Meet of the Antique Automobile Club of America in Hershey, Pennsylvania.

You are welcome to bring any titles, recent or not. Each author will be provided a name place card and table space to exhibit and sign their books.

The Society will provide Credit Card customer purchases processing to you at no charge. For any questions, please contact him at: wrightfilms@me.com. To participate, please send him a short description of the books, along with website, and social media links.

SAH in Paris XXIII European Meeting Update: It has become necessary to change the venue for the European dinner; this will likely cause a change in date from Tuesday to Thursday, February 8th during Ré-tromobile—HOWEVER, this is a new development and it's in flux, so please stay tuned for further updates.

Our front and back covers are related to our "History on the Field" story covering the 2017 concours d'élégance: The Elegance at Hershey.

Front cover: This is the 1908 Studebaker Electric "To and Fro" Carry-All; owner: The William E. Swigart Jr. Automobile Museum (PA). The rest of the details are on p. 4.

Back cover: This car won the "Best European Open Car"—an ex-Howard Hughes 1925 Rolls-Royce Springfield Silver Ghost (S135MK) Piccadilly Roadster (owned by Guy Lewis, FL; this car also won Best of Show at the Pinehurst Concours d'Élegance in May). This car was among the last 600 or so of the 1703 US-made Silver Ghosts that featured left-hand drive.

Submission Deadlines:

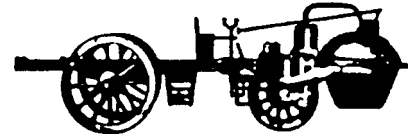
Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/Jun	Jul/Aug	Sep/Oct	Nov/Dec
Mailed:	1/31	3/31	5/31	7/31	9/30	11/30

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.

SAH Journal

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



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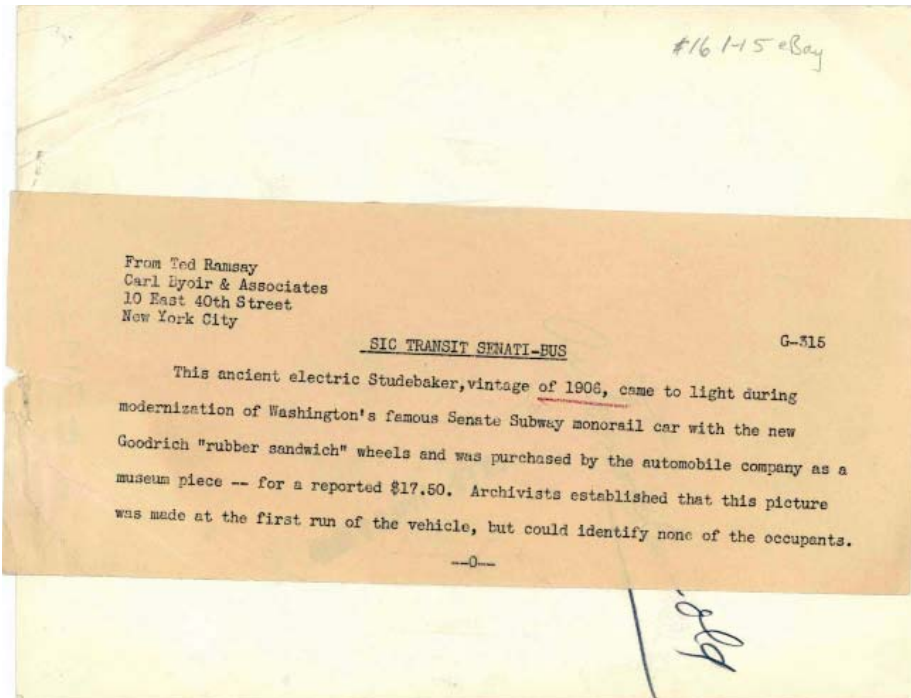
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Wheels in Time



Source: chuckstoyland.com/category/automotive/early-electric-cars/studebaker/



This "Wheels in Time" photo relates to our cover car, which is described on p. 4. It is not known if this is "Peg" or "Tommy" but the description (left) notes that this was the first run of the vehicle, though the names of the occupants were not known.

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NEW MEMBERS



1

HISTORY ON THE FIELD: THE ELEGANCE AT HERSHEY

From Rétromobile to Pebble Beach, there's History on the Field. This and future articles will look to highlight certain examples at shows and concours—vehicles with automotive history appeal.

Here are three examples seen at The Elegance at Hershey. Now in its seventh year, this concours d'élégance took place over the weekend of June 9-11 at the upscale Hotel Hershey. There are few concours that manage a “less is more” approach like this one does—75 cars in all, with 52 of those prewar. Every car drives up to the podium during the concours' award presentation. Also, each entrant car is pictured (two per page) along with a bio in the show's program written by *Bill Rothermel*—here are those histories for these three cars:

1908 Studebaker Electric “To and Fro” Carry-All; owner: The William E. Swigart Jr. Automobile Museum (PA) [1]: Construc-

tion of an underground subway between the U.S. Capitol and the old senate office building was completed in 1908, and Studebaker was contracted by the federal government to build two battery-operated 12-passenger coaches. Constructed of cherry, the pair quickly received the nicknames Peg and Tommy. This is Tommy.

The driver changed positions depending upon the direction the vehicle was heading. Originally, solid rubber tires were used, but were later changed to pneumatic tires for a softer ride. The cost of each vehicle in 1909 was \$2,691. Range between charges was 85 miles, and it was used an average of 225 trips per day carrying 2,200 passengers through the 760-foot-long tunnel. Both vehicles were semi-retired in 1912 and only used during rush periods through 1916. They were sold at auction on August 16, 1939, for \$35 each. Peg resides in the Studebaker National Museum in South Bend, Indiana, and Tommy is part of the Swigart Museum in Huntingdon, Pennsylvania.

1924 Isotta Fraschini 8A Landaulet, Sala & Riva; owner: Joseph III & Margie Cassini (NJ) [2]: Isotta Fraschini began in 1899 when Cesare Isotta and Oreste Fraschini began producing cars in Milan, Italy. (*In all there were three Fraschini brothers involved in the business: Vincenzo, Antonio, and Oreste.* —Ed.) I-F had a reputation of building not only fine cars, but also military machines, marine and aircraft engines. The Tipo 8 Series of cars were built from 1919-1935 and are recognized as the world's first quantity production straight-eight engine. This is the earliest known Tipo 8 Series extant and may likely be the first of that series produced. It remains, incredibly, in unrestored, original condition. It was first bodied by Cesare Sala of Milan. In 1926, it received solid side-mount covers and special interior fitments by Carrozzeria Riva.

When new, the car was reportedly sold but never delivered, and likely was retained by the factory as a demonstrator for chauffeur training. I-F later put the vehicle in stor-



2

age off-site of its factory, likely sparing the car from destruction during WWII. The car was found in July 2016 stored in an Italian defense and security company warehouse, then was exported to the U.S. some 92 years after it was built! (*Isotta Fraschini is often seen with hyphen, but as noted by Michael Sedgwick (UK) in SAH Journal No. 57 p. 3: "Alfa Romeo lost its hyphen without anyone's noticing, and neither Armstrong Siddeley nor Isotta Fraschini ever officially had 'em."* —Ed.)

1960 Plymouth XNR Concept, GHIA; Owner: Paul & Linda Gould (NY) [3]: The XNR was Chrysler stylist Virgil Exner's dream for a sports roadster. Naming the car after himself, he began with a modified 106.5" Valiant/Lancer chassis and a tuned 170cid/250hp "Slant Six," so named as it was canted over at a 30-degree angle within the engine bay. The chassis was shipped overseas to Turin, Italy, where Ghia's craftsmen followed Exner's designs and hand-formed the entire body of steel.

Unlike most concept cars of the era, this one was meant to be driven. Barely 43 inches high, the car was ultimately clocked at Chrysler's high-speed proving grounds in Romeo, Michigan, at 152mph. After making the auto show rounds, and the cover of both *Road & Track* and *Motor Trend* magazines, the car was sold to a Swiss man who then sold it to the Shah of Iran. It was later sold to a man in Kuwait and another in Beirut, Lebanon, before joining the Gould's collection.



3



Photo: Elton McGoun

THE PAN-EUROPEAN AUTOMOTIVE HISTORY CONFERENCE

On May 26-28, the first Pan-European Automotive History Conference was held at the Musée National, Cité de l'Automobile in Mulhouse, France, and at the Volante Museum in Kirchzarten, near Freiburg, Germany. Having had a long career as a university professor, I've attended numerous conferences, most of which were forgettable, and some of which I wish were more forgettable. Given my experience, I can confidently vouch for this conference easily having been among the most fascinating and the most memorable I have ever been to.

At any conference of automotive history there are by definition historical presentations, and this conference was no exception, with papers concerning the histories of marques (Spyker, Maybach, Bugatti, Renault), histories of racing (post-war Silverstone, Targa Florio) and histories of individuals and firms (Louis Coatalen, S.F. Edge, Carrosserie Vanvooren) among others. All were very interesting; however, the breadth of topics was especially fascinating as it also encompassed automobile museum management, automobile preservation, and

automobile book design. And the presentations were bound to be informative, as the presenters themselves were noted authors, museum personnel, and preservationists, with whose names those of us in this discipline would be familiar.

As with every conference, the formal program was only part of the experience. Conference participants were given free entry to the Musée National on Friday before the official opening of the conference and a comprehensive tour of the Volante Museum on Sunday by owner Martin Waltz. Official dining included a delicious banquet with a *ménu Alsacien* on Saturday evening at the Musée National and buffet on Sunday afternoon at the Volante Museum. Along with this, the organizers arranged informal dinners on Friday and Sunday for those participants who had arrived early or stayed late.

On a more personal note, I thoroughly enjoyed the very interesting conversations I had with the other participants, all of whom are deeply committed to automotive history and involved in furthering it in numerous ways. It was often a little embarrassing,

however, to admit that my own participation doesn't extend to vintage or antique vehicle ownership, being too inept to maintain the mechanics myself and too poor to pay someone else to do it. I did have the opportunity to be introduced at the conference to the president of the Association of Automotive Historians of Serbia, who was kind enough to have a coffee with me when I was in Belgrade the week following the conference.

Perhaps the most memorable part of the conference for me occurred on Saturday night. The Cité de l'Automobile display area is roughly divided into three parts: a chronological display of the regular collection of production automobiles, a chronological display of the collection of competition automobiles, and a display of the special gems of the museum featuring Hispano-Suiza, Isotta Fraschini, Farman, Rolls-Royce, Bentley, and others. Of course, these "others" included a phenomenal selection of Bugattis. The official dinner was held in a room adjacent to the one in which these vehicles were displayed, and leaving the dinner before most others, I walked through

this room by myself. Being alone with these masterpieces—including two Bugatti Royales—beautifully spotlighted in an otherwise darkened room could only be described as a magical experience.

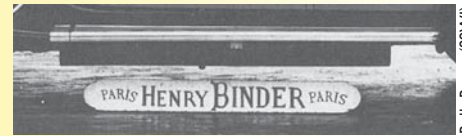
The conference organizers *Thomas Ulrich* of the Automotive Historians of Germany and *Anders Ditlev Clausager* of the Society of Automotive Historians of Britain and the hosts Richard Keller of the Musée National and Martin Waltz of the Museum Volante did an outstanding job assembling the program, preparing the sites, and ensuring that everything ran perfectly smoothly. The event was so successful that a second conference is being planned for 2018 to be held at the Louwman Museum in The Hague in the Netherlands. I certainly urge all SAH members to consider attending for what will certainly be an excellent opportunity to meet a very interesting group of historians from Europe, to hear the presentation of stimulating papers, and to be close to the amazing vehicles usually only seen on book covers.

—*Elton McGoun*



Bugatti Type 41 (41.111) at Pebble Beach (2009). Photo: R. Verdés

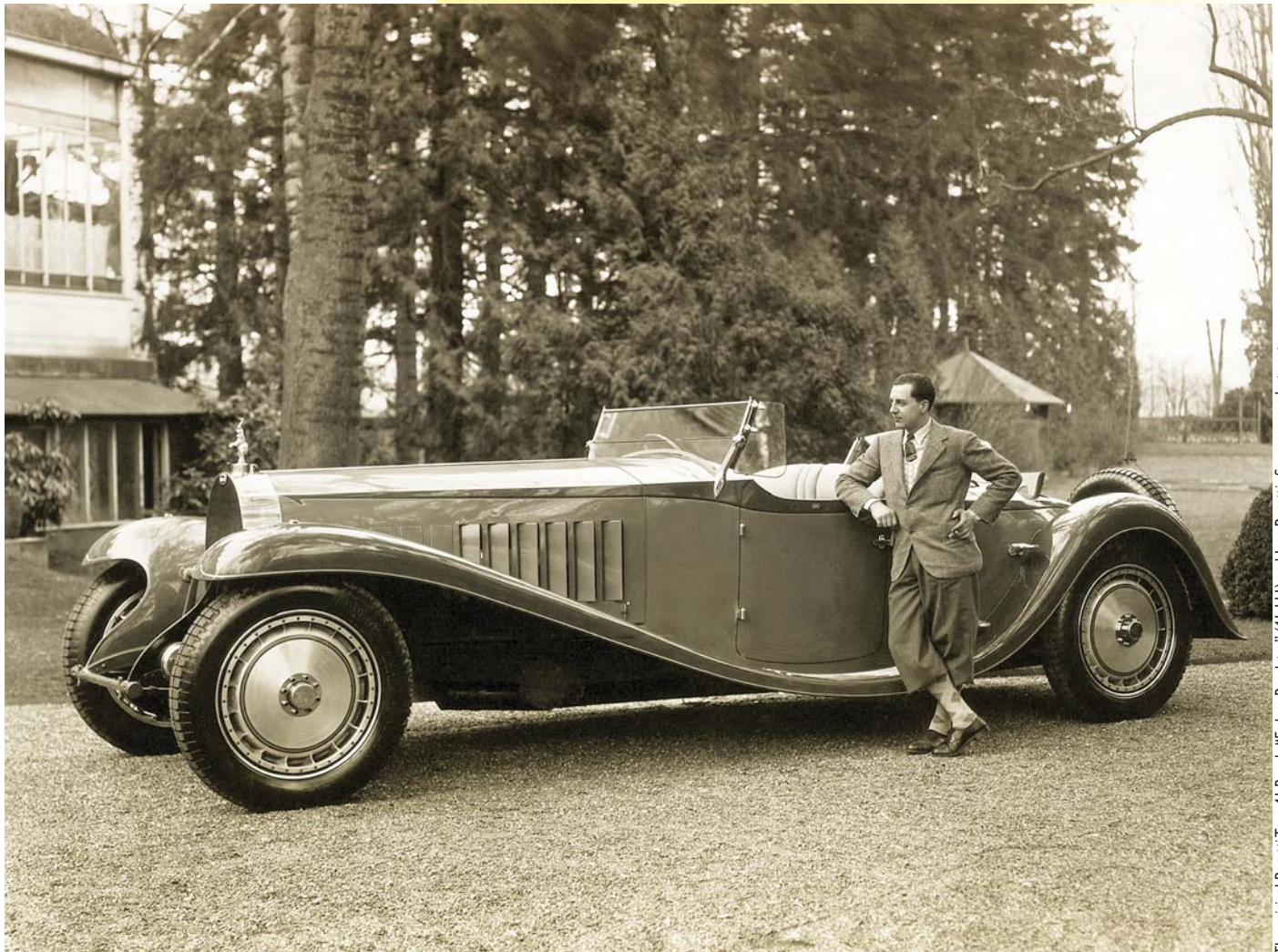
The Cité de l'Automobile houses two of the six Bugatti Type 41 Royales (chassis 41.100 and 41.131) and a reproduction of the Esders Roadster (41.111). That car was pictured in *SAH Journal* No. 274, so we'll use what is probably the least cropped version of the picture below showing the original coachwork with its designer, Jean Bugatti. The original (above) was rebodied by the French firm of Henry Binder in the 1930s and is now owned by VW. The coachbuilder is often shown as "Henri Binder"—but the firm's photo placard and coachplate (right) attest to the correct spelling.



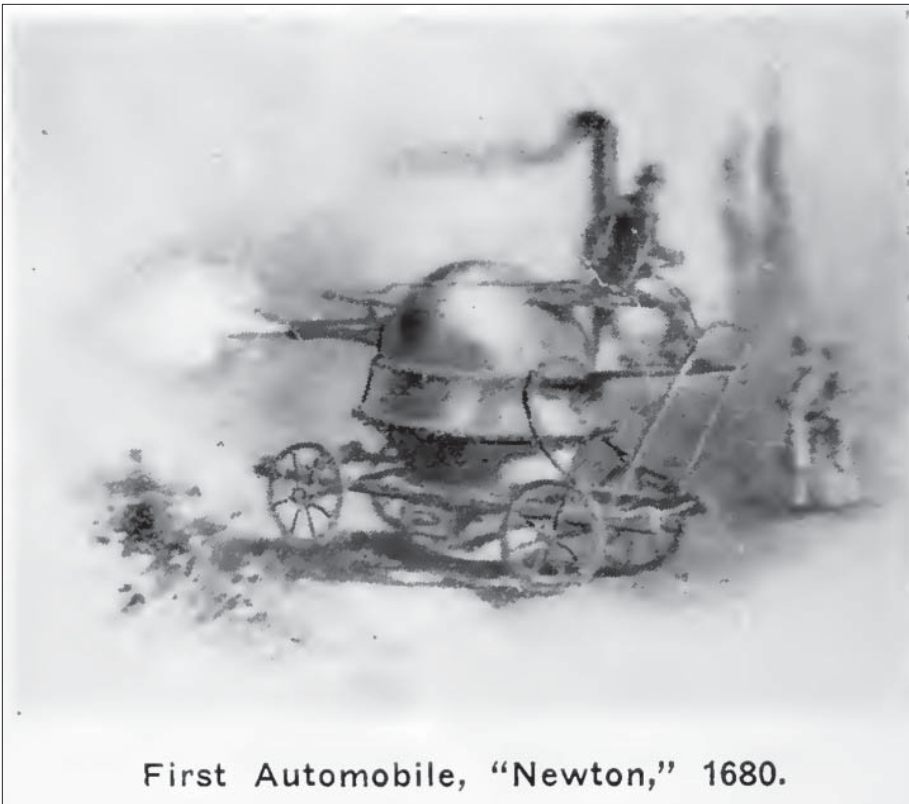
Rolls-Royce (89VJ) The Derby Phantoms



Rolls-Royce (41GX) Photo: R. Verdés



The original Bugatti Type 41 Royale "Esders Roadster" (41.111) and Jean Bugatti. Source: armedcats.net



First Automobile, "Newton," 1680.

STORY OF THE AUTOMOBILE AUTOMOTIVE HISTORY FROM A 1905 PERSPECTIVE

Editor's Note: Sports of the Times published a 217-page book called Story of the Automobile: From the First Toy car to the Present Perfect Self Propelled Vehicle in 1905 (no author was credited). Today it can be purchased via Forgotten Books (forgottenbooks.com/ISBN 978-1334203145). The paragraphs and illustrations herein are from pages 4-11 of the original book. In theory, as time passes, historians refine the historical record as more reliable source evidence comes to light. That process involves reviewing and knowing of past accounts, and learning what-and-where the errors were (e.g., from what follows: it was not "Michael Joseph Cugnot"—it was "Nicolas-Joseph Cugnot"). All of these factors are in play in this excerpt; so fellow automotive historians—please read on accordingly.

From the description left by Hero, 300 B.C., of a primitive engine, which he terms aeolipile, has been developed the motor engine. Simple in construction, requiring but little space, yet it gives the power of many horses for the world's work.

Automobiles are not of recent use. For three hundred years mechanical engineers have given the horseless vehicle much attention and study. Men with an inventive turn of mind in different European countries have

experimented with devices for propelling vehicles. Wheels as rolling devices by ox and horse power were known four thousand years ago; with mechanical power about three hundred years ago.

First Automobile.

The first automobile was built and run in 1680, by Sir Isaac Newton. The car was a simple affair with an aeolipile suspended on a frame on four wheels. The inventor sat in front holding a long pole that controlled the steam emission. As long as the water generated steam, Newton could ride, but at best it was only a toy.

Automobile in China.

Father Verbiest, a missionary at Peking, China, wrote in 1680 that an aeolipile was constructed in a horseless wagon there, and the steam from the boiler was made to blow on a wheel with four wings attached. Motion was given to the wheels of the car by gears, and the vehicle moved with much velocity as long as the steam lasted. The car was guided by a helm.

From the appearance of the Newton automobile until a century later the progress of automobiling was slow. Scientific men of the time, though, never doubted the ultimate success of motor vehicles.

The development of the steam engine for work in mines, tunnels and other large enterprises made rapid progress. Engineers were giving their attention to stationary engines. Suggestions for experiments with horseless vehicles were presented to Watt in 1759, but he was too busy to give them attention. Mr. Boulton, his partner, made a few experiments.

Nuremberg Car.

The citizens of Nuremberg, in Germany, were startled out of their lethargy in 1649 by Johann Hantsch, an inventor, who built and ran an auto car in that city. It was elaborately constructed. On the front were two fierce looking dragon images, with mechanically moving eyes, and steam was snorted forth from their nostrils. If that was not enough to frighten the pedestrian and clear the way for the auto car, two angels attached to the upper part of the car were constructed to blow trumpets of warning. The car was considered passing strange; 'twas wonderful. It was purchased by the Crown Prince of Sweden, and attracted so much attention that a duplicate was ordered by the King of Denmark. The principles of mechanism, it is stated, were supposed to be a system of cog wheels worked by two men concealed in the car.

Elie Richards, a physician of La Rochelle, owned and ran an auto car about the time the Nuremberg car was popular. It had a canopy, and the steering was by reins attached to the front wheel. A servant was placed in a box in the rear. His duties were to rotate the rear wheels by a tread which set a cog wheel device in motion.

French War Automobile.

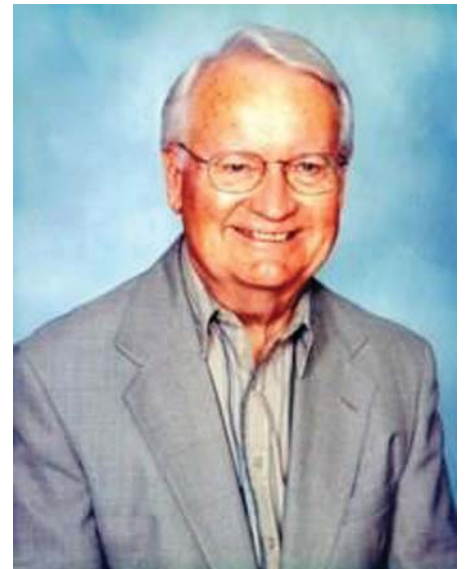
In France much attention was given to the development of automobiling.

The first war automobile was built by Michael Joseph Cugnot, a French army officer, in 1769. It was constructed at Paris for transporting French artillery. The car had one speed forward and reverse.

The Cugnot machine was the first application of the high-pressure engine, with cylinders and pistons, which produced rotary motion. The car was the first in the world to be propelled by steam. It had three wheels. The front wheel was driven by two cylinders acting upon a crank shaft and geared by ratchets to the wheel shaft. The boiler and engine overhung the front steering wheel. Its speed was $2\frac{1}{4}$ miles an hour. The car would skid into ditches and against fences

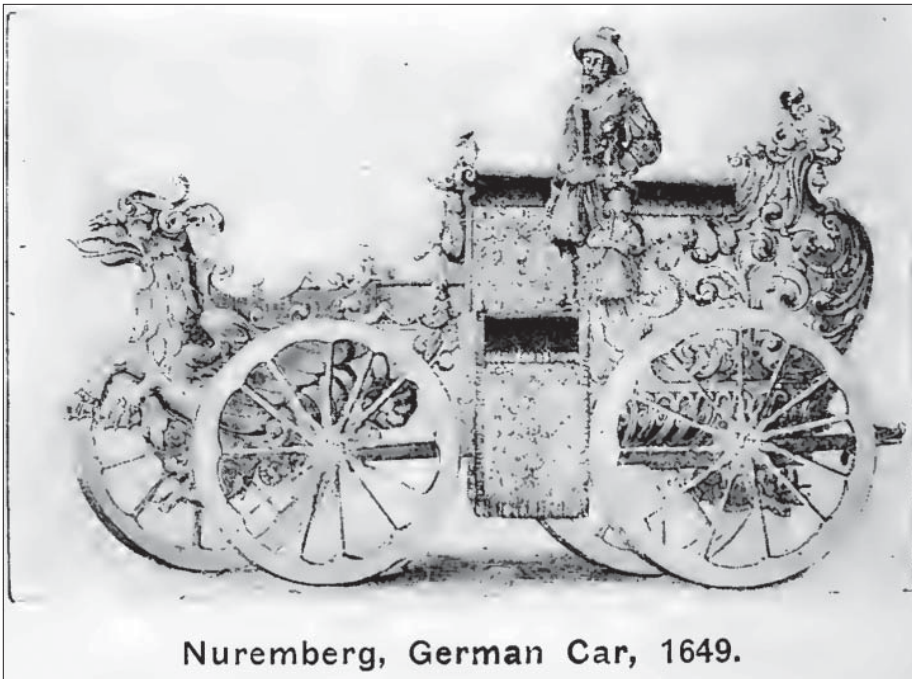
Robert Barnard (1931-2017)

Robert Gene Barnard, past Hoosier Heritage Chapter president, passed on August 7, 2017. He was 86. He served in the U.S. Air Force at Sandia Base in New Mexico and later worked as an assistant manager at the Indianapolis Life Insurance Co. He received a Master of Divinity degree from the United Theological Seminary in Ohio. Thereafter he served in the South Indiana Conference of the United Methodist Church and later as an AIDS Program Consultant with the Indiana Department of Health. Later he worked in a variety of service oriented jobs.



The Hoosier Heritage Chapter was founded in the late 1970s by *James Hoggatt, Jr.* and Robert served as its last president. In addition to his support of the SAH, he organized the Indiana chapter of the Lambda Car Club. He collected automobilia and built model cars and enjoyed a variety of crafts. He was also a member of the Indiana Historical Society and the Union County Historical Society. He served as a trustee of the Union County Public Library for sixteen years, and as treasurer, and was a member of the library's book discussion group and Friends of the Library from which he received the Golden Bee Award in 1996 for his years of support of the library. Contributions in his memory may be made to the Union County Public Library, 2 E Seminary St, Liberty, IN 47353; or the Greenwood United Methodist Church, 525 N Madison Ave, Greenwood, IN 46142.

—*R. Verdés*



Nuremberg, German Car, 1649.

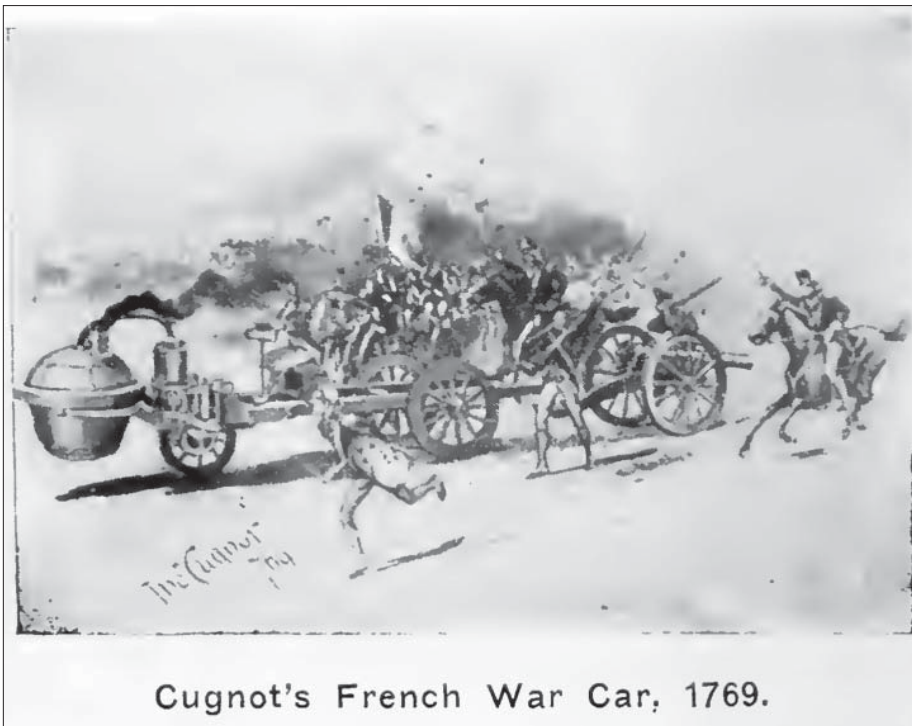
which made the invention a questionable blessing, but the intrepid Frenchman was not discouraged. In fact, all of the early inventors never wavered in their belief of the practical solution of a horseless vehicle.

A second car was built by Cugnot in 1770, with a 13-inch steam cylinder.

It had a single acting cylinder with pistons connected to oscillating arms with pawls acting on ratchet wheels fixed to the driving wheel axle. Each stroke of a piston made a quarter revolution of the driving wheel. It was front heavy, and took a header

while turning a corner. The uncertain habits of this second war monster dampened the enthusiasm of the promoters and affairs settled down to the old condition of things. The mortal remains of War Car II are preserved in the Conservatoire des Arts et Métiers in Paris.

The latest war automobile is in service in the French army. The armor about the body of the carriage is high enough to protect the gunner. The gun in the car may be swung in all directions, like the turret gun in a battleship.



Cugnot's French War Car, 1769.

ELECTRIC AUTOMOBILES.

By **H. F. JOEL, Assoc. M. Inst. C.E.**

A highly interesting and valuable paper was read by Mr. H. F. Joel recently before the Institution of Civil Engineers, the subject being "Electric Automobiles." The author stated that electrical energy is an economical and readily applied form of power, noiseless in its application, and giving rise to neither smell nor refuse, and it possesses the advantage that it can be turned off and on at will. Other advantages are that it possesses the features of braking power and recuperation of energy, which are not a feature of any other form of energy. Touching upon the extensive developments made in America with electric cars, the author said that two years ago at an exhibition held in New York there were 70 electric carriages competing against 73 steam carriages and 81 petrol carriages. The subject of the accumulators was well treated. The Planté cell was brought out in 1873, but the Faure type, upon which principle modern cells were constructed, was first made in 1881.

THE IMPROVEMENTS UP TO DATE

are mostly in the mechanical details of the

supporting plates for the active material which is oxide of lead. Batteries for car work now gave three to four times the output weight for weight of that obtained from electric lighting batteries. It was possible by using electrodes of zinc with peroxide of lead to construct a cell having a voltage of 2.446. Recent tests of storage batteries have proved that cells for car work can be obtained which will give 1 h.p. weight of complete cells, with a durability of 3000 ton miles. This

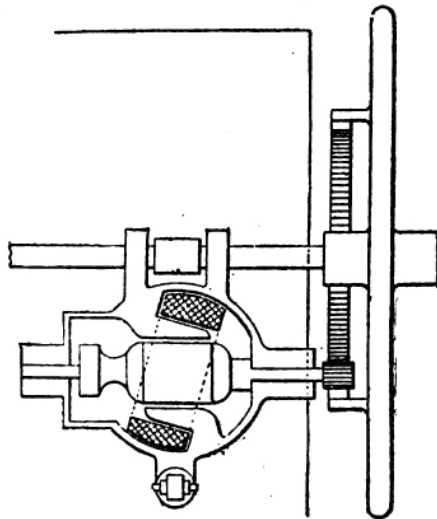


FIG. 1.—BI-POLAR SUSPENDED MOTOR WITH GEAR DRIVE.

means that an electric vehicle weighing 6 cwt., and with battery 6 cwt. and a load of same amount, could run 10 miles per day for 330 days in the year at a total loss of efficiency in the battery of 10 per cent. Dealing with the types of motors used the author said that the electric motors for traction purposes are of high efficiency and capable of standing for a short time an overload of 100 per cent. The illustration (Fig. 1) shows a type of motor and method of suspension

MOTOR IS PIVOTTED ON THE DRIVING WHEEL

axle, whilst the other end is suspended from the carriage on a jointed hanging rod between two spiral springs. These springs allow movement up or down as required by the movement of the carriage. They also diminish the strain at starting. The armature drives from a pinion on the end of the axle into an internally toothed gear wheel attached to the spokes of the driving wheel of the car. The motor shown is of the Lundell bi-polar type, and is much used in America. A type of motor designed by the author is of the

8-pole type, with the armature revolving outside the field magnets, and thus in this respect it differs from other motors. The armature has a long sleeve bearing with a pinion at its end, and drives by means of a chain the large sprocket wheel attached to the driving wheel of the carriage (Fig. 2). The chain is adjustable by means of the screwed rod and lock nuts at the end of the supporting tube. This motor weighs 112 lbs..

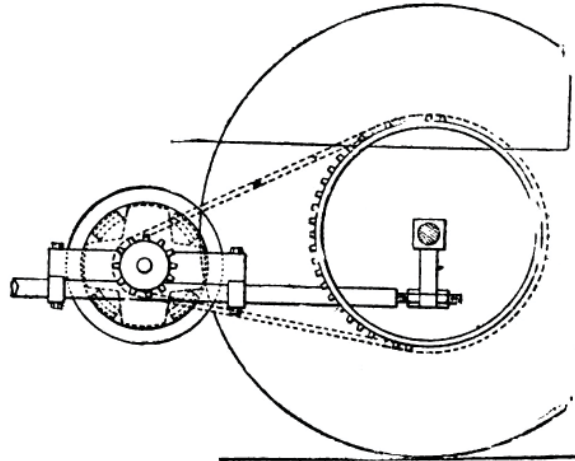


FIG. 2.—8-POLE JOEL MOTOR, WITH OUTSIDE ARMATURE, DRIVING BY CHAIN.

giving 2 b.h.p. at 700 revolutions per minute. It can stand an overload of 100 per cent, and has an efficiency varying between 80 and 90 per cent. according to the load.

A VERY INTERESTING TYPE OF MOTOR

is the "Still" for driving automobiles—a type much used in Canada. This is shown in Fig. 3. This has the special feature that the armature revolves in one direction and the field magnets in the other. There is a chain sprocket pinion attached to each axle. The whole motor is supported in a case on springs attached to the underside of the carriage. Motors are in use in which the armature is fixed direct to the driving wheel hub of the car. Worm and bevel gearing have also been employed with considerable success. Speaking of the self-contained brake action of an electric motor, the author said on many long runs he had not used the mechanical brake at all, and had relied solely on the reactive effect of the motor—that is, converting it into a dynamo. This makes the control of an electric motorcar simpler than that of any other self-propelled vehicle. He gave an instance he knew of: an electric carriage which won a prize for quick stopping was, when running at a speed of 10 miles an hour, stopped in a distance of 14 ft. 6½ in.

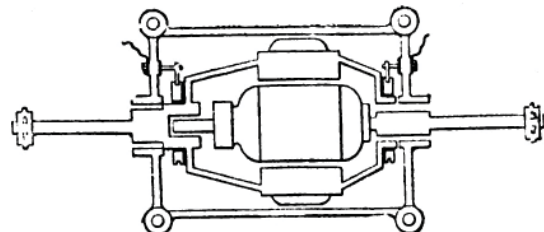


FIG. 3.—"STILL", MOTOR, WITH REVOLVING MAGNETS AND ARMATURE FOR CHAIN DRIVE.

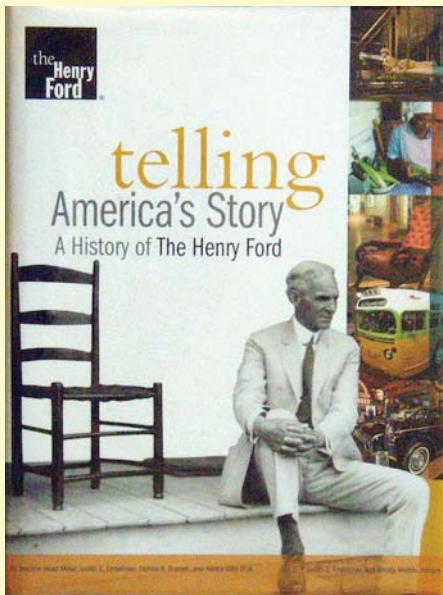
C3

Automotive history from a 1903 perspective. This January 28, 1903 article from The Motor (Vol. 2, No. 51: the first issue reflecting a name change from Motor Cycling & Motoring) is a reminder of the state and maturity of electric vehicles in the day.

Book Reviews

Telling America's Story: A History of The Henry Ford

by Jeanine Head Miller, Judith Endelman, Donna Braden, Nancy Villa Bryk
 Donning Company Publishers (2010, 2013)
 donning.com/ 800-369-2646
 216 pages, 9.25" x 12.25" hardcover
 180 b/w, 180 color photos, index, photo credits, bibliography
 Price: \$29.95 (The Henry Ford gift shop: thehenryford.org)
 ISBN-10: 1578645778
 ISBN-13: 978-1578645770



Angelo Van Bogart, editor of *Old Cars Weekly*, wrote in a recent issue (Vol. 46, No. 17, June 1, 2017) of the importance of automotive museums even as he acknowledged the challenges all museums face to remain financially viable. A feature article in the issue tells of GM's recently completed restoration of Durant-Dort Factory One and turning it into an archive for automotive history while the prior issue of *OCW* had noted the permanent closing of the Chrysler museum in Detroit.

The Henry Ford tells the story of another stellar repository for history, and not just automotive history but that of the country itself. Henry Ford, the man, began gathering

artifacts that spoke to him of how America was built and how the Industrial Revolution was effecting everything. But it wasn't until he visited a fellow collector in Doylestown, Pennsylvania that he saw artifacts displayed in a way that inspired him to create his own institution. How he went about telling America's story is related and beautifully shown on the 216 pages of this book.

Each of the authors works daily with various aspects of American history and each has authorship of other books credited to her. Jeanine Miller is domestic life curator at The Henry Ford while *Judith Endelman* is director of research at the Benson Ford Research Center. Donna Braden's expertise is American lifestyles which she curates at The Henry Ford, a role previously held by Nancy Bryk. Thus these ladies bring their passion and knowledge to the pages of this book.

If you've visited Greenfield Village and The Henry Ford you know just how eclectic it is. Henry Ford's interests were neither esthetic nor intellectual. Quite simply he respected people who did things or made things and he wanted to preserve that which they made, built, or lived with. By putting everyday Americana, as it is often described, on display he hoped other generations could see, learn and understand what had come before them.

Construction of Greenfield and the Museum began in 1927 but official opening wasn't until 1933. During Henry and Clara's lifetime "his energy (was) the animating force." As the book chronicles, it took a few years after their deaths for the Village and Museum to establish effective management and then create an evolving mission statement without which the respected and popular institution we know today might have foundered. (*For that mission statement, see: thehenryford.org/history-and-mission/ — Ed.*)

The book then spends pages showing and telling of the changes over the decades enabling The Henry Ford to remain relevant while fulfilling its mission statement. Today various venues operate under the name The Henry Ford: Greenfield Village, Henry Ford Museum, Benson Ford Research Center, Henry Ford Academy, Rouge Factory Tour, and IMAX Theatre.

Greenfield Village received special attention as the millennium dawned for its seventy years of daily use had taken its toll. The statistics of work accomplished in near-record time are amazing; 35 miles of underground systems (water mains, sewer

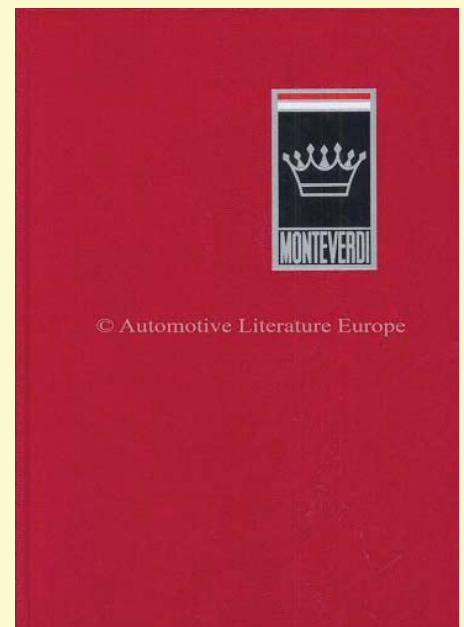
pipes, natural gas lines, etc) were replaced, 11 miles of roadway and sidewalks were poured, three all-new buildings were erected, while ten historic structures were relocated. Then 350 new lampposts were planted as well as 25,000 new trees. Credit goes to Michigan's Heavy Construction Association and the Association of Underground Contractors whose workers managed all of this in nine months, which included the winter months (and one of those winter months had record-setting cold).

Each of the other areas of The Henry Ford have received equal attention. There's little doubt that the manifestation of Henry and Clara Ford's desire to create a repository, where the achievements of everyday men and women who had dared to dream and take risks in wide-ranging fields of endeavor—including that of the automobile—could be showcased, is clearly shown and communicated on the pages of this well-produced over-size, yet very reasonably priced, book.

—Helen V Hutchings

Monteverdi: Geschichte einer Schweizer Automarke

(Monteverdi: History of a Swiss Marque)
 by Roger Gloor and Carl L. Wagner
 Paul Berger, CH-4102 Binningen (2016)
 monteverdi.ch/ [Monteverdi-Book@bluewin.ch]
 212 pages, 8.6" x 11.7" hardcover, German
 255 b/w, 215 color photos
 Price: SFr. 87
 ISBN-13: 978-3033059535



This is the second edition of the only book on the history of this interesting Swiss marque.

The first edition published in 1980 has been sold out for a long time and rarely available on the secondary market. The new edition was written by the same two authors—both are well known, competent automotive journalists—and they have only slightly modified the original text. In addition to its modern size and layout, they have added a substantial number of illustrations, interesting new information learned since 1980, and excellent lists of all Monteverdi cars with technical data and production details.

Peter Monteverdi, born June 7, 1934, was an outstanding personality. The biography begins with his youth as son of the owner of a humble repair shop, his education and professional formation, and his dreams and ambitions. Even before he obtained his driver's license he had built his first sports car, the Monteverdi Special with a modified Fiat engine.

In 1957 he not only obtained his international license as a racing car driver, but he also met Enzo Ferrari, which led to a dealership agency. He won various top places in races on circuits and hill climbs in Italy, France, Germany, Austria and Switzerland. Three years later he started on his own MBM-racing cars formula Junior and F.1. In 1961 he suffered a serious accident with his F.1 car on the Hockenheimring in Germany and gave up racing completely.

When Monteverdi lost his Ferrari agency in 1965—which he had held for part of Switzerland for nine years—he decided to build his own luxury sports cars. His first production sports car was launched at the Frankfurt Auto Show in 1967. The Monteverdi 375S had a box chassis with De Dion axle, Chrysler engine of 380 SAE-hp, and an elegant two-seater body by Frua of Italy. After a dozen cars Monteverdi decided to have Fissore, another Italian coachbuilder with a higher capacity, produce the various bodies for the fast touring cars. While these powerful and fast coupés and convertibles were admired and enthusiastically described in the press, production remained limited to a total of about 200 in the following years. With the new fashion of 4-wheel-driven cross country cars, Monteverdi switched to this type of utility vehicle and approximately 2,700 examples were produced—mostly with Nissan diesel engines—until the final years of regular production in 1981-82. Peter Monteverdi died from cancer on July 4, 1998 in Binningen, his home town.

The next 60 pages are filled with plenty of information and illustrations of the vari-

ous models. These include the 375S, 375L, the fabulous Hai 450 SS, 375C, 375/4 sedan, Palm Beach, Safari, Sierra, Sahara as well as some prototypes and design studies.

The remainder of the book deals with the era after 1980, the Monteverdi Team with racing cars in action in 1990, the Monteverdi museum and foundation, the new Hai 650 F1 of which only two cars were made, and various articles and—last but not least—an index.

This fine book with its red hardcover—displaying the Monteverdi emblem, its excellent quality of binding, lay-out and print—contains the complete history of a small but highly respected marque created by an outstanding man with great vision and engagement. All those seriously interested in automotive history will want to put this book in their library with pleasure.

—Ferdinand Hediger

Strom-Linien-Form: Die Faszination des geringen Widerstands
(**Stream Line Form: The Fascination of Low Resistance**)

by Horst-Dieter Görg (Editor)

Georg Olms Verlag AG, Germany (2016)
olms.de/ +49 (0)5121-150 10

227 pages, 9¾" x 9" hardcover, German
Hundreds of b/w and color illustrations
Price: €24.95 / \$29

ISBN 10: 348708581X

ISBN-13: 978-3487085814



The idea of a special exhibition of streamline vehicles at the Zeppelin Museum of Friedrichshafen was born in 2013 by the F-kubik, an informal group of automotive historians and journalists, together with the museum. (See f-kubik.de for details. —Ed.) From November 2016 till April 2017 a wide range of streamline vehicles and models were on display at the museum and admired by many thousand visitors. Instead of a simple catalogue Horst-Dieter Görg proposed to

publish a book containing a wide variety of important historical information. In 18 chapters experts contributed detailed text and pictures on many aspects of streamlined vehicles either contained in the exhibition or relevant to the theme. The contents filled with famous authors and competent historians make it a joy to leaf through and to read. The list of contents shows a wide variety:

Theory and basics of the streamlining,
L. Löfdahl

Shape of airships, J. Bleibler
History of wind tunnels till 1945, J. Wichner
Cars with Paul Jaray bodies, J. Sloniger
Europe's fastest road (Dessau Autobahn),
K.E. Ludvigsen

Outstanding achievements in automotive
engineering (Auto Union), Prof. P.
Kirchberg

Mercedes record cars, K.E. Ludvigsen
Against the wind (Aerodynamic cars in
the USA), R. Manthey

"Flying Trains" in the wind tunnel (Propeller-
driven express trains), J. Bleibler

Faster than the wind (Motor cycles), S. Knittel
Competition cars, R. Faul

Diesel record cars since 1935, H.D. Görg
Daimler-Benz C111-3 beats all diesel
records, R. Faul

Aerodynamics today, T. Schütz
Restoring a Tatra, F. Kanamüller
Design and visions, H.D. Görg &
M. Kaluza

Rony Lutz and his work, E. Bartels &
H. Schrader

Streamline miniatures, J. Alfväg & A. Berse

Every contribution is well illustrated with drawings, paintings, photographs in black/white and many in color. The first page of each chapter shows a corresponding painting by the artist Rony Lutz. Some of the illustrations are well known from earlier publications but many are not. The many sources are listed and detailed acknowledgements of all support for the book as well as literature on the subject for all readers interested in additional information are printed on the last pages.

The majority of the chapters deal with automobiles and motorcycles. Even if, as the editor explains, the field is much too vast for a single in-depth and scientific work, the book is full of amazing information and a great pleasure to read. The beautiful layout and presentation, the high-quality production and the most reasonable price make it a must for any member interested in streamline history.

—Ferdinand Hediger

Making a Morgan: 17 days of craftsmanship: step-by-step from specification sheet to finished car

by *Andreas & Dagmar Hensing*

Veloce Publishing (2016)

veloce.co.uk/ +44 (0)1305 260068

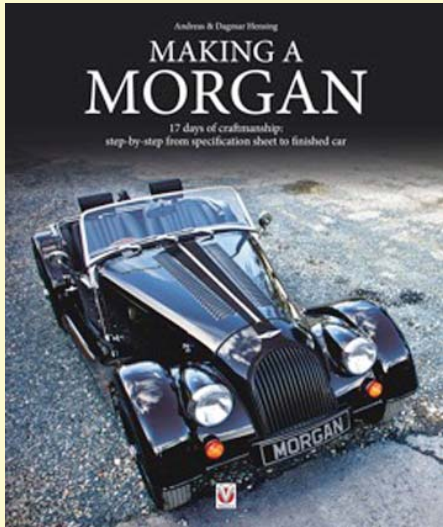
160 pages, 9.8" x 11.5" hardcover

380 illustrations

Price: £40 / \$75

ISBN-10: 184584873X

ISBN-13: 978-1845848736



"The 4/4 and the Plus 4 have remained 'The Morgan' typified, in classic style since 1954, or, in terms of basic concept, since 1936. As such, these models leave in their dust any other automotive claimants to the title of longest production run. Moreover, the end of Morgan production is nowhere in sight."

Everything about this book is remarkable—the idea, the execution . . . and that no one had thought of it before. When you think about it, the almost completely handbuilt Morgan seems the obvious choice for a blow-by-blow look over the shoulders of the folks who make it—some of them third-generation descendants of the original crew—in pretty much the same place it all started, over a hundred years ago.

It is especially remarkable that no British author had thought of it (this book is written by German Morganists) because the UK despite running its entire automobile industry into the ground in the 1970s has kept a superlative cottage industry alive. With annual revenues of £35 million and some 160 people on the payroll the Morgan Motor Company, founded in 1910, is somewhere in between the small and the large manufacturers but it does take them more than two weeks to bolt a car together

(Lamborghini, for instance, does it in two days nowadays.)

This is the authors' third book about Morgans so they are not new to the car or the maker. Also, they own their own small publishing house so they know how to put a publication together that maintains their own standards (although the German original of this book was produced/distributed by the big-league house Heel). And this book, let it be said, is a fine specimen in terms of the quality of the writing, layout/design, and re/production. In fact, Veloce Publishing in the UK who produced the English version could hardly do better than to emulate this more opulent approach for their own books! Neither the translator nor the proofreader are named but they deserve kudos for exemplary work.

Two years in the making, and with full cooperation of the "factory," the book describes 17 consecutive days of a complete build, from clocking in/out to tea breaks. Also described are such ancillary steps as placing the order and spec'ing the car, the latter of relevance because it triggers warehouse actions before the build commences to either pull from stock or otherwise source specific items that will be needed on the shop floor.

Naturally the book begins with a look back. Very, very far back. We pick up the story in . . . 1534. Well, indirectly, because a political decision made then would hundreds of years later afford a Morgan who had joined the clergy the possibility to marry, a union from which would spring the founder of the Morgan company. His church, if you are or become a Morganist, is a must-see on your pilgrimage to Malvern (unusual for a church, any church, its stained glass windows even show Morgans).

So, the story proper begins with a good overview of the company's philosophy and history, the Morgan product range and, not least, some thoughts about the sort of customer who willingly shells out a quite steep amount of money for a car (or three-wheeler which amounts to 25% of the orders) that is so Spartan that it takes real commitment to own. Not considering the (\$80,000+) Aero range of cars, electric power steering is as fancy as it gets, and that only on the Roadster! With a survival rate of 90%—and a wait time, at the best of times, of several months and on occasion several years—these machines are obviously cherished.

Visitors who've been to Malvern in Worcestershire may be positively shocked to

see that a CNC machine was installed some years ago. The book will obviously appeal to anyone who is curious about this type of work, regardless of any specific Morgan affiliation.

Absolutely every step is covered, as are the craftspeople and Morgan managers. The only thing that could have made the book more personal is if everyone had signed it! Incidentally, the owner of the car whose gestation is documented here had no idea his car would be immortalized in this way—and his courtesy copy will be autographed.

—*Sabu Advani*

This review appears courtesy of speedreaders.info where it was first published in substantially similar form.

Chrysler 300: America's Most Powerful Car
by *Robert Ackerson*

Veloce Publishing (2016)

veloce.co.uk/ +44 (0)1305 260068

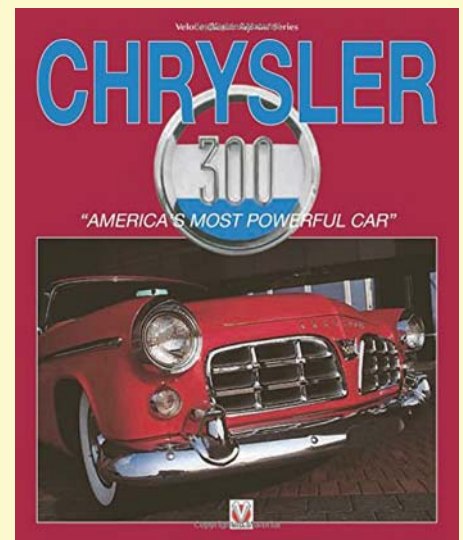
160 pages, 8.2" x 10" softcover

174 b/w & color illustrations, index

Price: £25 / \$39.95

ISBN-10: 1845849612

ISBN-13: 978-1845849610



"Thirty years after the final model was produced, the Chrysler 300 is regarded as one of a handful of post-1945 American cars worthy of international recognition as designs that, by rejecting the norms of the age, elevated the art form of the high-performance automobile to a new level of elegance, good taste, and refinement."

This "banker's hot rod" really, truly was the fastest production car when it was launched in 1955. And it didn't just convey

mostly elderly gentlemen to the country club with panache but tore up racetracks with equal aplomb, winning, for instance, the 1955 NASCAR and AAA championships.

Long out of print this straight reprint of a book first published in 1996 should easily find a new audience, not least since no one else has offered any new work since then (not counting several audio/visual products of 300 ads and the ubiquitous Brooklands series of road test reprints).

Why the book is being reissued now, 20 years later, in Veloce's "Classic Reprint Series" is not readily apparent. Ackerson has since written a number of automotive books, some for the same publisher, so, if nothing else, his name is more bankable. The original hardcover edition is still easily found (ISBN 978-1874105657) and it does have the benefit of better photo reproduction.

The book covers the 1955–1965 cars which we now classify as Gen 1–5. The 300 letter series was discontinued in 1966 and the model reverted to being just an ordinary Chrysler—except the name kept getting dusted off, for decidedly uninspired cars, and presently (since 2005) we're on the Gen 10 iteration. None of this is mentioned in the book; even a straight reprint should at least



have an up-to-date foreword because the passage of time does yield new perspective.

Ackerson, a retired public school teacher, begins with a good picture of the lay of the land. The US auto industry in the mid-1950s found itself saddled with quite dowdy-looking cars but that sported considerable performance. The solutions the first 300 offered were an answer to that, and it was uniformly praised by the press and the buying public. On that score, the book offers useful insights to anyone interested in the era.

But it is really, and obviously, the 300 enthusiast who will joyfully dig through the nano detail of styling and spec changes that make up the bulk of the book. And "dig" is just the word: the prose is not exactly peppy and the type set tightly, not easy on the brain or the eyes.

The eleven models are covered in year order, the comprehensive text being supported with various tables (specs, options, performance data and the like [in several data tables the wheelbase is given as "5.5in" which can't be right even if you move the decimal point around or use a different unit of measure]) and lots of photos from Chrysler, the Kiekhaefer Corporation which fielded many competition cars, and private owners. A few ads and brochures round out the picture; everything is b/w except for a color section in the center of the book.

That the book is thorough is undeniable, but already 20 years ago it looked 20 years old. Joy, there is an index.

—Sabu Advani

This review appears courtesy of speedreaders. info where it was first published in substantially similar form.



AISA

Italy has a lot to share about the history and development of the automobile. Most Italian historians and experts are members of **Aisa**, the Italian Society of Motoring Historians.

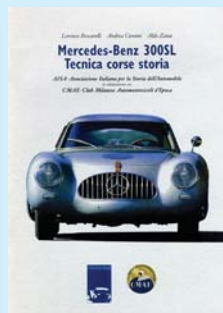
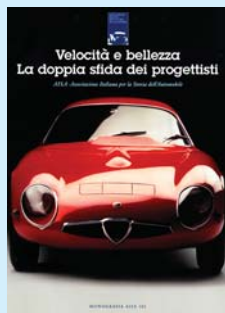
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This Studebaker advertisement is presented as a footnote to our cover car. It was published in The Horseless Age magazine of May 18, 1904, Vol. 13 No. 20 Page XXXVIII, and it makes clear that Studebaker made electric and gasoline automobiles very early on.

