

SAH Journal



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Billboard

Wanted: The Automobile (British magazine). Contact Gary Fisk at gfisk24506@aol.com.

SAH in Hershey: The annual meeting will take place on Thursday, October 11th, and the gala awards banquet will take place on Friday, October 12th, at the Hershey Country Club in Hershey, Pennsylvania. (that's during the annual AACA "Hershey" Fall Meet). The registration form was mailed with SAHJ 292 and emailed to all members. One could register by sending \$62 for each attendee via PayPal to sahtreasurer@outlook.com (please specify "Banquet 2018" with the payment). Also, we will be on the

field during Hershey week - visit the Orange Field: OBB 17-19.

Searching: The Rolls-Royce shown at the bottom of the facing page is often mistaken for a Phantom II (chassis 126MY) on the Internet; but it's actually a Derby Phantom I with coachwork by Baltasar Fiol y Cia, Barcelona, and thought to be lost. If you have any information on this car, please contact the editor directly. *Thank you!*



Front cover: This photo is related to our Greenwich Concours story on page 6. It is a 1952 Cunningham C-3, owned by Donald Bernstein. This description appeared on the concours' display placard for the car: "This is the first C-3 delivered with front vent windows and the only one delivered new with Borrani wire wheels. It has been on display in the Henry Ford Museum." For more on Briggs Cunningham and his cars, read *Cunningham: The Passion, The Cars, The Legacy* by Richard Harman, and see the book review in SAHJ No. 271.

Back cover: There was a seminar on Saturday, June 9th, on the Fisher Body Craftsman's Guild during The Elegance at Hershey concours. The panel included SAH members *Chris Ritter*, *John Jacobus*, and *Paul Sable* (who was the moderator for the panel, as well as the Chief Judge for The Elegance). On display were these 15 model competition entries. For more on the subject, consult these McFarland books by John Jacobus: *Inside the Fisher Body Craftsman's Guild: Contestants Recall the Great General Motors Talent Search*, and *The Fisher Body Craftsman's Guild*; and see the reviews for both books in SAHJ No. 255.

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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The Society of Automotive Historians, Inc.

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Join, renew and more right on-line!

President's Perspective

The 50th Anniversary of SAH is fast approaching. In 1969 two enthusiasts, *G. Marshall Naul* and *Richard Brigham*, wisely decided to mail out a questionnaire to 75 people they were aware of who might have an interest in the preservation of automotive history. They received an impressive 60% response with many expressing a “wildly enthusiastic” sentiment to the formation of a society.

The first newsletter was sent out in September 1969 and incorporated comments from the survey including three international replies from Argentina, Canada and the UK, the last identified as GNG of London likely from recently deceased *GN Georgano*. This first edition encouraged a meeting at Hershey, Pennsylvania, in October, 1969. The second newsletter, out early in October, advised that the meeting would take place at the AACA National Office in the office of *William (Bill) S. Jackson*, editor of *Antique Automobile*. Nineteen people attended this meeting.

It is therefore most fitting that Bill Jackson is the guest speaker at the 2018 SAH Banquet to kick-off our 50th year celebrations. Joining him is someone who has handled most every position with SAH, namely *Kit Foster*. We have been celebrating everybody else's history, now it is time to focus on our own.

Plans are evolving to congregate on the West Coast in Los Angeles during the last week of April, 2019 to visit several car collections and help stimulate the revival of the SoCal Chapter that *Bob Barr* has been nurturing. We have tentatively secured a most significant keynote speaker for our



2019 Banquet in Hershey, someone who has held key executive roles in the major three North American manufacturers. This memorable event will conclude a significant year for SAH.

Already in place under the guidance of *Kevin Kirbitz* and *Bob Merlis* is a public relations initiative to ensure that we gain maximum exposure from this milestone year. Besides encouraging new memberships, we are surveying relatively new members who do not renew to understand their expectations and reason for losing interest in SAH.

One interesting discovery has been reports that some potential members have asked if they need to be nominated by an existing member in order to join SAH. At first we felt that such an impression would hinder membership growth. Upon further

reflection we realized that such a perception reflected highly on what the Society represented. None of your Directors wishes to view SAH as elitist, but there is value in having an impressive image.

Given the choice between quality versus quantity in our membership, quality should always be our goal. But we must not lose out on potential membership because there is inadequate exposure of SAH. Fortunately with the introduction of digital memberships we are catering to new trends while keeping our cost structure low preventing the need to grow so as to cover any overhead.

As we approach the next half century of SAH we are mindful of the need to constantly encourage the younger generations to embrace automotive history. This will almost certainly occur through a digital medium such as our website and social media like Facebook with *Carla Lesh* and *Bob Merlis* providing constant updates. The ever expanding LINKS page is highly popular.

We encourage all members to promote SAH to fellow enthusiasts. If you have not joined us at Hershey, the next two banquets should prompt you to make the trip. In addition do not forget the Michael R. Argetsnger Symposium put on by *Don Capps* over November 8 and 9, 2018.

—*Louis F. Fourie*

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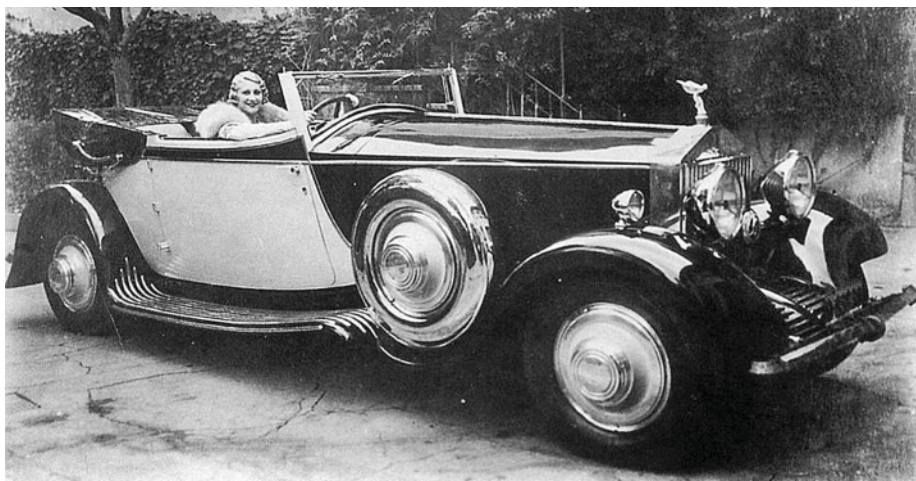
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EYESON DESIGN LECTURE SERIES




**WOMEN IN
AUTOMOTIVE DESIGN:**
A conversation with author Constance Smith
and GM Designer (1950) MaryEllen Dohrs,
moderated by GM's Director of Design User
Experience, Liz Wetzel.



This event is produced in conjunction with
The Society of Automotive Historians Leland Chapter

Friday, June 8, 2018
The Peacock Room - Fisher Building



DEPARTMENT OF OPHTHALMOLOGY
Detroit Institute of Ophthalmology

The EyesOn Design Lecture Series of the Detroit Institute of Ophthalmology (DIO) and the Leland Chapter of the Society of Automotive Historians in Detroit jointly presented a panel discussion about women in automotive design on Friday, June 8th, in the Peacock Room located in the Fisher Building in downtown Detroit.

Forty attendees enjoyed a ninety-minute panel discussion, conversation and Q&A session hosted by *Brian Baker*, SAH Leland Chapter President, automotive consultant and former GM designer, and moderated by Elizabeth Wetzel, Director of Design, User Experience Studio, General Motors Global Design.

The distinguished panelists were *Constance A. Smith*, author of the book *Damsels in Design, Women Pioneers in the Automotive Industry 1939-1959* (ISBN 978-0764354359), and MaryEllen (Green) Dohrs, who began her design career at GM in 1950 working for Harley Earl. The late designer Margaret Elizabeth Sauer, hired by Earl in 1955, was represented at the event by her longtime friend Julie Sabit.

Ms. Smith, a graduate of the Pratt Institute in New York, was recruited by GM's Charles "Chuck" Jordan. Her comprehensive automotive design experience included safety, advanced electronics and airbag implementation. Her 2018 book *Damsels in Design* may come to be regarded as a benchmark in bringing the history of women in the automotive industry to light. The book focuses on twenty women who were active in automotive design from 1939 to 1959 and presents their stories, frustrations and accomplishments, as well as their post-automotive design work and personal achievements in the arts. The staggering number of period images Smith collected for this book is a masterful accomplishment in itself.

MaryEllen Green joined Harley Earl's GM Styling group in 1950, straight out of the Pratt Institute, at the age of twenty. Her father was a successful automobile dealer and distributor, so Green stemmed from automotive roots, which she considered to be a significant advantage in her early career. At GM she worked on concept cars, show cars and special projects. From GM, Green moved to Sunberg-Ferar design, where she was loaned to Dick Teague's design department at Packard to design the seats and interior panels for the 1955 Packard Caribbean. Green is one of the women featured in Part I of Smith's book.

The late Margaret "Peggy" Sauer, one of the women featured in Part III of Smith's book, joined GM Styling in 1955 in the Oldsmobile studio. She later worked in the Cadillac and Buick studios before joining Raymond Loewy's Avanti team. Her Oldsmobile concept car credits include the *Mona Lisa*, the *Chantreuse*, the *Carousel* and the *Rendezvous*. Julie Sabit and her nephew Doug Didia, a former GM Design studio artist from the Detroit area, appreciated seeing several examples of Sauer's original automotive design artwork on display for the event. Sabit is the custodian of Sauer's estate and archive.

Wetzel and Smith set the tone during this afternoon event with a dialogue about women's roles in the automotive industry, past and present. Green reminisced with poignancy and humor about her daily experiences at GM in those early years, the projects she worked on and the challenges of working in the male-dominated world of automotive design. After



From left: Elizabeth Wetzel, MaryEllen (Green) Dohrs, Julie Sabit, Douglas Didia, Constance Smith, and Brian Baker

the panel discussion, there was a lively Q&A session, during which audience members shared their personal reminiscences and memories of the experiences of parents, relatives and friends in the industry.

During the program, Baker introduced Philip C. Hessburg, MD, founder and Medical Director of the Detroit Institute of Ophthalmology, which is the research and education arm of the Department of Ophthalmology of the Henry Ford Health System. The annual EyesOn Design Automotive Design Exhibition, held on Father's Day at the Edsel and Eleanor Ford House in Grosse Pointe Shores, Michigan, is a major fund raising event for the DIO. This stellar automotive exhibition is by invitation only, with entrees selected on design criteria. The judges are active and retired automotive designers.

Crain Communications, *Automotive News* and *Autoweek* to the likes of us, generously provided the "Women in Design" banner for this event.

The iconic Fisher building (pictured right) was constructed by the Fisher family with the proceeds from selling Fisher Body to GM. Completed in 1928, it is considered to be architect Albert Kahn's masterpiece and is referred to as "Detroit's largest art object" with its lavish use of marble, mosaics, brass and bronze. The beautifully restored retail space of the Peacock Room, located on the lobby level, was graciously made available for the event by shop owner Rachel Lutz.

Congratulations to the SAH Leland Chapter, the DIO, and EyesOn Design in partnering to present this exceptional event.

Robert Barr



Source: loopnet.com/Listing/3011-W-Grand-Bldv-Detroit-MI/7366041/



HISTORY ON THE FIELD: THE GREENWICH CONCOURS D'ELEGANCE

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

Here are examples seen at the 2018 Greenwich Concours d'Elégance. This year's show (May 31st–June 2nd) featured the cars of Briggs Cunningham. Of the 35 Cunninghams produced, 33 are known to survive; and—amazingly—all 33 surviving cars were present. The concours itself takes place over two days, featuring American cars on Saturday, and international cars on Sunday.

The concours uses display plates and placards with brief owner-provided histories. Here we utilize those sources, editorializing when necessary.

1934 Studebaker President Year Ahead Land Cruiser; owner: Bob and Mia Belling [1]: This is the only 1934 Land Cruiser known to exist in the U.S. The design was highly aerodynamic for its time. This is the first showing after a six-year restoration. It took over three years alone to recreate the interior upholstery!

1915 Dodge Brothers Five-Passenger Touring; owner: Parker & Gwen Ackley [2]: The Dodge Brothers Touring car was the primary “staff car” used by American Expeditionary Forces in France during WWI. This particular car was featured in the award winning documentary *All Things Bakelite*, as well as Masterpiece Theater's *The Chaperone*.

1966 Oldsmobile Toronado Fitch Phantom; owner: Kevin M. Fear [3]: There was no placard displayed when photographed. The following is sourced from hagerty.com: “One of the two Fitch Phantoms built and the only survivor,

the two-tone Phantom was Fitch's attempt to do to the luxurious new Bill Mitchell-designed Oldsmobile Toronado what he had done to the Corvair. The car was shipped from the dealer to his shop where the shocks, exhaust system, and brakes were upgraded, along with some interior and exterior modifications that included an 80,000-candlepower driving light. Horsepower was said to be up to 405 because of the low restriction exhaust, and Fitch was way ahead of his time in developing seats with motorized fans to blow cool air through them as well as modifying the shifter mechanism for the automatic transmission to make it



1



Here and at the top of the previous page are the surviving 33 Cunningshams C-3s, all with Vignale coachwork. There were other Cunningshams models there as well (e.g., C-1, C-2R, C-4R, C-5R, and C-6R) as well as "continuation" examples.

much more controllable manually by the driver. However, the mods added \$2,000 to the price of the already expensive \$4,600 Toronado (today that's like adding \$15,505 to \$35,660), and the market never developed."

1955 Fiat 1100 TV Pininfarina Coupe; owner: Gary A. Pezzella [4]: Fiat only made 127 of this model, of which only 10 had the "Panoramic" rear window. This one was shown at Villa d'Este and featured in *Automobilismo* magazine. The car was cosmetically restored in 2016. This car was awarded the "Honorary Chief Judges' Award" trophy.

1951 Moskvitch 400; owner: Walter Miller [5]: Making its show debut here at Greenwich, this diplomat in the 1990s. The Soviet Union captured the Opel Cadet factory in WWII, and this is the result. The Soviets built the Moskvitch as a "people's car."

1922 Alfa Romeo RLTF; owner: Richard King [6]: There was no placard displayed when photographed. The following is sourced from conceptcarz.com: "The Alfa Romeo RL was produced from 1922 through 1927. It had a displacement size of 2.9-liters from its six-cylinder engine, that would continue to increase in size throughout the years, culminating with a 3.6-liter size and around 125 horsepower. There were four versions of the RL created, the Normale, Turismo, Sport, and RLTF (for Targa Florio). The RLTF was a purpose-built, racing version that was stripped of non-essential items, given a sleek design, and weighed about

half of the other versions. The engine was finely tuned and given seven main bearings and double carburetors. It was used in competition by such legendary

drivers as Ugo Sivocci, Enzo Ferrari, Antonio Ascari, and Giulio Masetti. One example driven by Sivocci won the 1923 Targa Florio race." This car was awarded



Parker & Gwen Ackley got into the "concours spirit" with dress to compliment their Dodge. Right: a Boyce Moto-Meter monitors coolant temperature, and features a Dodge logo. Below: judge Kit Foster interviews Mr. Ackley.





3

The brochure cover announced it as "The Phantom by Fitch" followed by "Toronado Inspired." Note the Webasto-like top. Under the header of "The Toronado Phantom introduces features totally new to the automotive scene," it is referred to as the "Sliding scenic sun-roof."



The 1966 Oldsmobile Toronado Fitch Phantom on display looked to have a 1967 headlight surrounding panel. Above is the 1966 trim with its parallel grille and the "brows" at the top of the retractable lights. The change for 1967 (top) featured a squared grille pattern and the "brows" were deleted. The Sept. 1966 issue of *Popular Mechanics* featured a two-page article on the Fitch Phantom where the headlight "brows" are clearly visible on the picture of the car in the article.

the "Chairman's Choice - International" trophy.

1963 Volkswagen Type 34; owner: Christopher Turner [7]: The Type 34 is a rare VW in the U.S., as it was never imported here. The engine is a 1500 cc

air-cooled 4 with 45 hp. Styled by Ghia, the Type 34 was the most expensive Volkswagen sold in the 1960s until it was replaced by the VW-Porsche 914.

Be sure to peruse the Cunningham on the cover captioned on page 2.

—R. Verdés



4



5



6



7



MIKE WORTHINGTON-WILLIAMS RECEIVES QUEEN'S HONOURS

SAH Honorary Member and Friend of Automotive History *Michael Worthington-Williams* has been named in the 2018 Queen's Birthday Honours List as a Member of the Order of the British Empire. The MBE, as it is familiarly known, is the fifth class of recognition in the Most Excellent Order of the British Empire, an order of chivalry that rewards contributions to the arts and sciences, work with charitable and welfare organizations, and public service outside the Civil Service.

Mike has been cited for "service to automotive history."

The Order was created by King George V in 1917 to recognize the many thousands who had participated in World War I in non-combatant roles. In 1918 it was divided into Military and Civil Divisions. In recent times, MBEs have been awarded to the likes of Grand Prix motorcyclist Mike Hailwood, scientist Alan Turnbull, singer-songwriter Ed Sheeran, *Game of Thrones* actor James Cosmo and The Beatles.

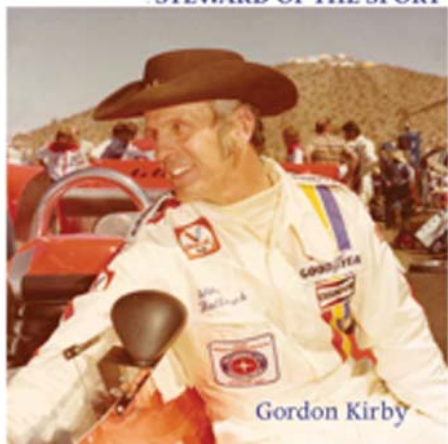
Mike W-W has been writing about automobiles and their history for 63 years, his first article published when he was 18. His work has appeared widely throughout the world, both in commercial and club magazines. His columns on what we now call "barn finds" have been favorites in most British motoring journals for decades. He was the founding editor of *Classic Car Mart*, and has the distinction of being published in every issue of *The Automobile*, a British magazine covering pre-1960 cars and previous Brigham Award winner, since its launch in 1983. He is also the author or coauthor of eight books, and been recognized as UK Journalist of the Year and received the National Motor Museum Prince Henry Trophy.

He joined SAH in 1972 while living in Sussex, England. He was the Society vice-president in 1974-75, received two Cugnot article awards and was named a Friend of Automotive History in 1998. (The Cugnot article award was renamed the Carl Benz Award in 1982.) He currently lives in Carmarthenshire, Wales. He will receive the MBE medal from Queen Elizabeth II at Buckingham Palace in November.

—Kit Foster



Wally Dallenbach STEWARD OF THE SPORT



Gordon Kirby

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Book Reviews

Hector Halhead "Steam" Stewart: The History of Stanley Steam Cars in New Zealand and More

by Donald R. Hoke

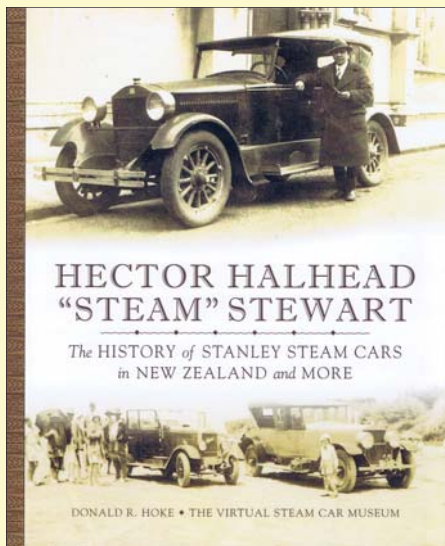
The Virtual Steam Car Museum (2017)

virtualsteamcarmuseum.org

664 pages, 9¼" x 11¼" hardcover, dustcover
42 color, 313 b/w photos, and 750 illustrations,
notes, index

Price \$80

ISBN 978-0991101108



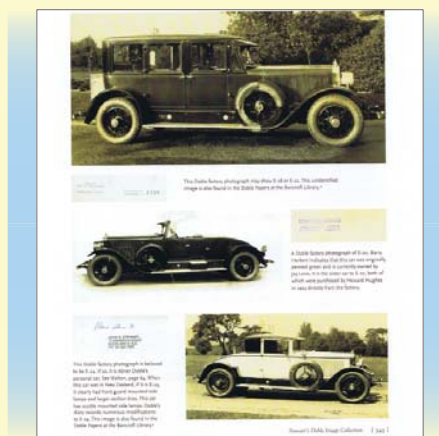
Chances are you've never heard of Hector Halhead "Steam" Stewart. When you are finished reading this book you will know all about Stewart, his family, his fascination with engineering (in particular steam propulsion), his career as an automobile distributor and dealer in New Zealand, his extensive travels in the United States and his interactions with such better-known personalities as the Stanley twins, Abner Doble, the Besler brothers, Eric Delling and Oland Brooks. This hints at Too Much Information, which, for many people, it will be, but there's a lot to learn that is fascinating, too.

HHS, as he was frequently known, was born April 11, 1888, near Woodville, a small town on the North Island of New Zealand. He was raised in a suburb of Wellington,

the capital city, and studied at Wellington College for about two years. "He left the school on May 5, 1903 at the age of '15 years 1 month' having completed 'Form IV 2.' His character was recorded as 'a.c.'" As I said, the reader will learn a lot about him.

After school he apprenticed to William Cable, New Zealand's largest machinery company. In 1906, HHS and his father, George Stewart, started a garage business in Featherston, where they sold a number of makes of cars, reportedly Rover and Crestmobile, but turned down a Ford franchise because the elder Stewart considered the cars "too flimsy for New Zealand roads." Father and son manufactured a few motorcycles, which they called the Sun, with two-cycle engines made by HHS himself. He designed and patented a piston with exceptional scavenging properties; a diversion from vehicles had him devising a means of adding a sound track to movie film in 1913. During World War I, H.H. Stewart sold used cars at his Imperial Garage in Wellington, but at war's end he embarked on a journey to America to research the steam car business.

He was not a newcomer to steam. In the early 'teens, HHS had built his own steam car from the remains of a 1900 Locomobile. Several other cars supplied frame, axles and brakes. He located the Locomobile boiler at the front of the chassis, and fitted a condenser ahead of it. While on his postwar travels he naturally visited the Stanley Motor Carriage Company in Newton, Massachusetts, among other stops, and returned home with a Stanley franchise covering all of New Zealand.



The management at Stanley was probably only too glad to welcome an overseas distributor. The Stanley twins had retired from business and F.E., moreover, had died in a car accident the year before. The company was headed by his sons-in-law and had been somewhat rejuvenated by investors

from Chicago, but the steam car market in the United States was faltering. It wasn't any better in New Zealand, and despite extensively advertising and demonstrating HHS had trouble selling the few cars he imported. He kept at it, though, right through the Stanley company's last gasp as Stanley Steamer, Inc., in 1929.

Stewart never gave up on steam. After the Stanley venture, he played a pivotal role in bringing Abner Doble to New Zealand to continue work on steam-powered buses that had begun in Detroit. This involved A. & G. Price, Ltd., an industrial machinery firm. Stewart also had involvement with a steam airplane project being developed in California by brothers George and William Besler. He dabbled in such projects as the steam-powered Unit Railway Car, begun by F.E. Stanley before his passing, and the Bryan Light Steam Tractor in Indiana. Stewart died in 1950, but his family kept his archives, which gave rise to this book.

Taken in sum, the work is more archive than book. To be sure, it is in book format, and prodigiously referenced and well illustrated. The references, though, are almost too prodigious, for not only are there superscripted endnotes, but a great many of the references are also reproduced as images adjacent to the relevant text, and, for triple good measure, extensively captioned as well. Thankfully, though, it obviates much of the annoying flipping back and forth that the endnote format usually requires. Another benefit is that one can do one's own further research and analysis without having to travel to the archives themselves.

With this near surfeit of information and sources, it seems almost churlish to ask for more content. This reviewer, however, would have liked a short chapter on the general state and form of the automobile market in New Zealand during the period. There are little glimpses, of course, but mostly as they pertain to Stewart's exploits or those of his compatriots.

Donald R. Hoke describes himself as a "recovering museum director." Over the years he has become obsessed with watches, clocks, typewriters and steam cars, and written about all of them. He holds B.A., M.A. and Ph.D. degrees, the latter from the University of Wisconsin, and has published more than 125 articles, books and scholarly works. His Virtual Steam Car Museum, a cyberarchive, received the Society's E.P. Ingersoll Award for non-print media in 2015.

—Kit Foster

Masters of Mayhem: Lawrence of Arabia and The British Military Mission to the Hejaz

by James Stejskal

Casemate Publishers (2018)

casematepublishers.com

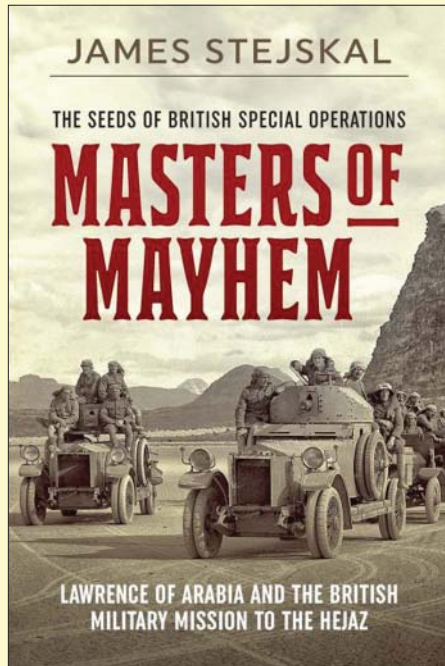
304 pages, 7¾" x 9¾" hardcover

16 pages of b/w photos

Price: \$32.95

ISBN-10: 1612005748

ISBN-13: 978-1612005744



Thomas Edward Lawrence—best known by his moniker of “Lawrence of Arabia”—is, undoubtedly, one of the most written-about figures of the Twentieth-Century. My own “Lawrence” library includes more than 50 titles and yet it is far from comprehensive. Lawrence has been the subject of biographies, glorifications, canonizations, hit-pieces, fact, fiction, legend, myth and memory to the extent that even the primary records surrounding his life and accomplishments must be treated gingerly by historians.

Only in the last decade, perhaps in part due to renewed interest in the Great War coinciding with its centenary, have a number of serious historians taken a fresh look at Lawrence. With the tools of the modern historian at their disposal, these authors have been snipping away the legends and the myths to attempt to piece together a realistic portrait of Lawrence as a soldier, a statesman, an author, and—in some ways—a tragic figure.

This task has been made more difficult by the fact that Lawrence himself withdrew

into obscurity and refused, after WWI, to correct the historical record surrounding his achievements and the Arab Revolt. This allowed authors to trade on the Lawrence name and legend in books that ranged from fanciful to downright damning. Puff pieces such as Lowell Thomas’ *With Lawrence in Arabia* (1924), Robert Graves’ *Lawrence and the Arabs* (1927) and Alistair MacLean’s *Lawrence of Arabia* (1963) were countered by biting criticism from authors such as Victoria Ocampo’s *338171 T.E.* (1948) and Richard Aldington’s *Lawrence of Arabia: A Biographical Enquiry* (1955). Many of these authors attempted to profit by either building up or tearing apart Lawrence. In dozens of books, articles, serials, movies and other media between the end of the WWI and the early 2000’s, dozens of authors have thoroughly muddied the waters leaving a handful of modern historians the task of trying to pick up the pieces.

Despite the challenges, several superb books have been published in the past few years. These include Jeremy Wilson’s *Lawrence of Arabia: The Authorized Biography of T.E. Lawrence* (1989); Scott Anderson’s *Lawrence in Arabia: War, Deceit, Imperial Folly and the Making of the Modern Middle East* (2012); and Ronald Florence’s *Lawrence and Aaronsohn: T. E. Lawrence, Aaron Aaronsohn, and the Seeds of the Arab-Israeli Conflict* (2007). Each of these books cover Lawrence through a slightly-different lens and each shows the author’s passion for accurate, supportable history and their skills as researchers when it comes to cutting through the myth and fiction surrounding Lawrence. Though it may be impossible to create the perfect portrait of Lawrence, these authors accurately place him in historical contexts or portray him based on fact and research, not on myth and memory.

There is one more book about Lawrence that belongs with the above list of superbly-written and researched recent books about Lawrence and that is Dr. James J. Schneider’s *Guerrilla Leader: T.E. Lawrence and the Arab Revolt* (2011) in which Schneider, an historian and at the time, an instructor at the U.S. Army’s Command and General Staff College, examined Lawrence’s leadership skills through the eye of an experienced army officer and a teacher of future military leaders. Schneider’s book represented the first real look at Lawrence in a book written by a fellow military leader. Schneider’s examination of Lawrence’s leadership traits,

his interactions with the Arab forces and his later crises of confidence and gnawing self-doubt showed Lawrence in an entirely new light and one that is highly-relevant to modern conflict. Schneider’s examination of Lawrence was revolutionary in that it came from within the military community.

James Stejskal’s book *Masters of Mayhem: Lawrence of Arabia and The British Military Mission to the Hejaz* is also a book written by an historian whose examination of Lawrence is shaped by a career that included more than 20 years in the United States Army Special Forces and a further 13 years serving as a field officer in the Central Intelligence Agency’s Clandestine Service. Stejskal’s examination of Lawrence, like Schneider’s, is based on a lifetime working in the special operations and intelligence communities around the world. As a result, these two books are in a class of their own when it comes to examining Lawrence in the context of his military accomplishments—and there were many.

To set the stage for the reader, Stejskal does an excellent job in the early chapters of *Masters of Mayhem*, providing context for the Arab Revolt in the First World War. His descriptions of the events that led to the broadening of the war into the Ottoman Empire, the Hejaz, and today’s Middle East, are concise and flow well. He also provides interesting background on the conflict’s early days, but without going into a level of detail that pulls the narrative away from the core theme of the book: that Combined Operations, often thought-of as a WWII innovation, had their roots firmly in the First World War. He examines, too, the often-forgotten rescue of British prisoners from the HMS *Tara*, an auxiliary cruiser torpedoed off of Libya—an operation that was a proving ground for some of the concepts that would gel into modern Combined Operations. This flows into more detailed looks at the Arab Revolt and the core events as one traces the flow of battle from early skirmishes to the triumphant entry into Damascus in 1918. Throughout, Stejskal demonstrates how these small unit actions formed the blueprint for what, today, we call Special Operations and Low Intensity Conflicts.

It is also important to note that the book is called “Masters” of Mayhem... not Master. This is not a book solely about T.E. Lawrence, but about the events in which he played a role, surrounded by a highly-motivated and expert team of British military and

intelligence officers. In fact, this is one of the most interesting aspects of the book because it shows how experts in their individual fields came together to bring industrial-age technology, ranging from aircraft to Rolls-Royce armored cars to Improvised Explosive Devices into the ancient art of guerrilla warfare. Stejskal shows how these nascent Combined Arms efforts served as a proving ground for the more famous Second World War actions by groups such as the Special Air Service, the Chindits (officially known as the Long Range Penetration Groups) and the OSS “Jedburgh” teams as well as showing how modern military units such as the Special Forces got their start.

One notable chapter in the book is “Advisors, Dromedaries and Guerrilla Warfare” in which Stejskal describes Lawrence’s initial interactions with Feisal’s sons and his efforts to pull together diverse Arab tribes into a fighting force. Whether Stejskal does this consciously or not, his description of the process could serve as a script for the Special Forces Qualification Course culmination exercise called Robin Sage, in which candidate Green Berets live and operate for weeks in a simulated guerrilla war. All of the interactions between the British advisors and the Arab fighters would be familiar to today’s special operations soldier. It shows how small teams can act as force multipliers, work with indigenous personnel and create battlefield outcomes that are disproportionate to their small numbers and often limited resources. This chapter is at the core of what makes *Masters of Mayhem* an especially-timely book, because it shows that the principles of guerrilla warfare, despite the changes in technology, are timeless. It is no coincidence that Vo Nguyen Giap carried a copy of Lawrence’s *Seven Pillars of Wisdom* with him as he led Vietnamese forces during that conflict. And no coincidence that military leaders today, ranging from David Petraeus to James Mattis find value in the Hejaz campaigns of 1916–1918.

Another welcome feature of *Masters of Mayhem* is its generous use of maps! Far too many military history books either leave out the important visual elements of maps or they use hopelessly-complicated military-style maps decipherable only to those trained... to decipher military maps. Stejskal’s book offers the reader outstanding visual depictions of the campaigns. The photographs are also very well-chosen, and the book includes not only photographs

taken by the author during his visits to the battlefields as an archaeologist and military history advisor, but reveal quite a large number of excellent, previously-unpublished period pictures from the war in the desert.

If there is one fault I can find with the book it is that I would have liked more in-depth character details on the other officers, men and even Arab fighters who were part of the campaign. Stejskal briefly introduces individuals such as demolitions expert Herbert Garland, Col. Stewart Francis Newcombe, Pierce Joyce, Ronald Storrs and Ralph Alger Bagnold, all fascinating characters whose diverse skills gelled into a highly-skilled special-operations team. It left this reviewer wanting more information about these counterparts to Lawrence. That said, Philip Walker’s recent book *Behind the Lawrence Legend: The Forgotten Few Who Shaped the Arab Revolt* (2018) also does an excellent job of fleshing out many of the “others” who were the true masters of mayhem.

Overall, Stejskal’s book deserves its place in the ranks of the recent, superbly-researched books that revolve around Lawrence and the Arab Revolt. In addition, it deserves to stand (almost) alone in a category of books that examine Lawrence and the Arab Revolt through the trained eye of the professional military and intelligence officer. James Schneider accomplished that brilliantly when he looked at Lawrence through the lens of leadership. Stejskal has accomplished an equally important new facet of the Revolt in the Desert [also the title of Lawrence’s own 1926 book —Ed.] through the lens of the special operations and covert operations professional. In that regard, *Masters of Mayhem* stands alone.

—R. Pierce Reid

Old Car Detective: Favourite Stories, 1925 to 1965

by Bill Sherk

Dundurn Press, Toronto (2011)

dundurn.com/ 416-214-5544

216 pages, 6" x 9" softcover

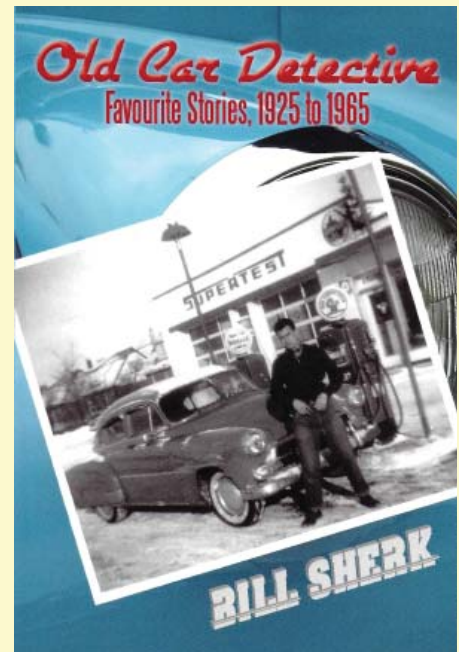
95 b/w images

Price: \$19.99

ISBN-10: 1554889057

ISBN-13: 978-1554889051

This modest book turned out to be quite special with its stories of the enduring mark a car had made in the lives of various people. It’s well suited for bedtime reading,



too, with its 80 short chapters of quick, entertaining reads. And if the book slips from your fingers because you nod off, its comfortable size won’t inflict pain.

You’ll not be bored to sleep, however, for Bill Sherk is a veteran auto feature writer whose weekly syndicated column runs in 30 plus papers all across Canada, and especially in *Old Autos*. He’s a natural and skilled story teller and writer, making each word count as he tells these engaging tales of “the cars that shaped the economic and social history.” That he should see and find importance in presenting the stories in such a way makes perfect sense as we learn in a later chapter that he majored in history at university. His mastery of the English language as well as the short story art form make the pages fairly sing.

Some stories attest to the “power of the press.” One netted the owner of a particular 1930 Model A Ford the entire provenance of his car after it was published in April 2010. And it even temporarily reunited a prior owner and his wife with the car they’d been loathe to have to sell in the first place. Another enabled a man to find a 1958 Pontiac Parisienne that he’d been seeking for years.

Chapters are arranged chronologically from (per the subtitle) 1925 to 1965, thus the pages take you through the ever evolving lifestyles. Some of the incidents are, in retrospect, very funny. There’s one about a young man who had to leave his date “as collateral” with the tow truck driver while he took the trolley home to borrow some

money from his mom to have his '28 Essex pulled from the snow. Or the one in which the one time owner of a Nash Metropolitan he purchased for "an amazing \$10" as a young man reminisces about the limitations of the back seat, hence "perpetual virginity!"

Among the most heartwarming is that of a 1959 Corvette convertible purchased in 1972 and still owned to this day. It's the car in which he and his lady courted, and then carried them on their honeymoon trip. Thirty-four years later they observed their anniversary by recreating that same trip in that same car. During intervening years, as their daughters came along, "they slipped four of them in for jaunts out for ice cream, but they later outgrew their spots. Now their little grandson is excited to ride in "Papa's Varoom."

I had no idea what to expect as I began the book. By the time I finished reading, I was awed by Sherk's skill and look forward to reading some of his other books from Dundurn Press, like *60 Years Behind the Wheel*, *500 Years of New Words*, or *I'll Never Forget My First Car*.

—Helen V Hutchings

Lost Road Courses: Riverside, Ontario, Bridgehampton & More

by *Martin Rudow*

CarTech, Inc. (2016)

cartechbooks.com/ 800-551-4754

176 pages, 8½" x 11" softbound

155 color, 183 b/w images, and 18 track layout maps

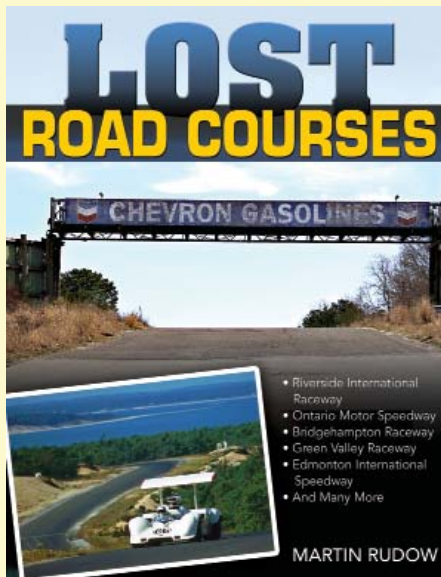
List Price: \$29.95

ISBN-10: 9781613252222

ISBN-13: 978-1613252222

The irony! Your commentator was reading this *Lost Road Courses* book in the same time frame as I was writing an editorial piece on one of, if not the, oldest continuously operating road courses; Lime Rock Park in Connecticut, which marks its 61st year in 2018 and is itself the subject of one of the earliest of these "track histories" books, *Lime Rock Park*, by Rich Taylor, published in 1992.

Another very early track history tome, *Where They Raced* published in 1996, actually began as author Harold Osmer's graduate thesis. Now track history books are numerous. Your commentator has well in excess of twenty such titles and that's certainly not all that are in print as there are books that cover North American tracks of all types and



others that tell of European and British Isles tracks. Some books focus on a single specific track (Pete Lyons' *Riverside International Raceway* published 2015 by Spry), others are themed by types (i.e. dirt, road courses, drag strips, ovals, etc), and others by geography (*Silent Speedways of the Carolinas* by Perry Wood, published by McFarland in 2007).

The subject of this commentary is, obviously, one of those track history books that focuses on a type of track: *Lost Road Courses*. And the way author Martin Rudow and publisher CarTech approached conveying the information does a real service bringing some stories to closure that are presented, but not as fully, in other books.

As an example, the late Joel Finn in his book *Bridgehampton Racing: From the Streets to the Bridge*, published in 2004, chose for reasons known only to him to stop the narrative at 1970 although the track continued to host and hold races through 1984 before pressures of increasing land values finally forced its closure forevermore.

Each chapter of this book tells the story of a different track in words and of-the-era photos with the information organized and presented in a most useful fashion. Each chapter opens with a clear and detailed map of the particular course as well as the basic statistics for each track. Thus *Lost Road Courses* is both an interesting read and later a useful resource in spite of it lacking an index.

Martin Rudow, a lifelong fan of road racing, and his wife roamed the country in

Stardust International Raceway
Motorsports Meets the Mob in Vegas, 1965-1971

Randall Cannon and Michael Gerry

Professional motorsports found their way to Las Vegas in the mid-1950s at a bankrupt horse track swarmed by gamblers—and soon became enmeshed with the government and organized crime. By 1965, Stardust International Raceway was constructed, hosting the biggest racing names of the era — Andretti, Jones, Surtees, Unser, Gurney, Garlits and others.

Established by a notorious racketeer, the track stood at the confluence of shadowy elements— wiretaps, casino skimming, Howard Hughes, and more. This history draws on auto racing monthlies, newspapers, interviews and FBI files to tell the track's colorful story.

McFarland

McFarlandPub.com • 800-253-2187

429 pages \$49.95 softcover (7 x 10)
290 photos (27 in color), notes, bibliography, index
ISBN 978-1-4766-7389-9
Ebook 978-1-4766-3291-9 2018

their little Rialta motorhome visiting the eleven states and one Canadian province where fifteen of the seventeen subject *Lost Road Courses* were located. Traveling an excess of 8,000 miles they missed personally visiting only two track sites, the one furthest north in Edmonton, Alberta, Canada and the one furthest south in Nassau where the Bahamas Speedweeks party held forth from 1954 through 1968.

For those who have interest in or need of a reference tracing road course histories, this particular book is both a good, clear, well-presented read and worthy of inclusion on the library shelves.

—Helen V Hutchings

The Design History of the One-Cylinder Oldsmobile

by Gary Hoonsbeen

Self-published (2018)

Orders c/o:

Nancy Hoonsbeen

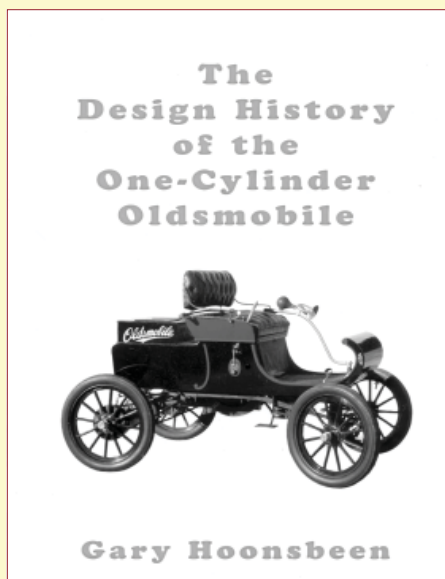
3455 Florida Avenue North

Crystal, MN 55427, USA

565 pages, 1,384 b/w images, hardcover

Price: \$81.50

ISBN: 978-0692999073



The late Gary Allen Hoonsbeen co-founded the Curved Dash Oldsmobile Club and was the newsletter editor from its inception in 1977 in which he shared much of his research and documentation on the single-cylinder Oldsmobile. His son, *Mark Hoonsbeen*, and *John Gebhard* edited and formatted the material that Gary had written.

It quickly becomes apparent that this book is primarily a shop manual and targeted

at owners of single-cylinder Oldsmobiles with the Curved Dash being the most prolific. However, there were also what became known as French bodies with a conventional brass radiator fronting a hood, but all that was inside was the fuel and additional coolant tanks, the single-cylinder remained beneath the seat.

While a manual might not be as pleasant to read as a history, this reviewer found much of interest. Clearly there were frequent updates to these early designs, with change-over dates difficult to determine because many cars likely were retrofitted with such changes. It would appear the current owners of these cars are more interested in revisions that make the car more dependable and drivable versus maintaining originality that is sometime difficult to determine.

Also of interest is developing an understanding of the frequent maintenance required of the owner who clearly would need to have a mechanical aptitude. A pre-trip checklist could take almost half-an-hour, much like an aircraft. But then early motorists would have been enamoured of their new toys and getting to know how they worked and what they expected of the driver would have been part of the appeal.

The reader also gains a good appreciation of the state of automotive technology of the time, some of it being pretty primitive. An example would be early carburetion. But you also learn the characteristics of the clincher tire. The body is virtually all wood with no sheet metal evident in the first Model R; the optional fenders were made of patent leather. From the second Model 6C, sheet metal fenders were standard but the rest of the body was made from wood.

The book is broken up into separate parts, each representing the various models to serve the interests of the owner of a given model. Differences from model to model are identified but where no changes occur there is a requirement to backtrack for earlier model descriptions.

Hoonsbeen amassed a significant collection of period documents, photos, and engineering drawings of Oldsmobile's one-cylinder models and a listing of the number of surviving vehicles. Unfortunately determining which components were built by the Dodge Brothers versus Leland and Faulconer Manufacturing is not revealed.

This hardcover book is the effort of a dedicated enthusiast to provide a detailed mechanical history of the one-cylinder

Oldsmobiles produced from 1900 to 1907. He discusses each component of the early Olds vehicles to provide the reader with a comprehensive understanding of how these cars evolved during their production. Included is information on how to properly restore them and keep them running. If you are not an owner of a CDO, the appeal of this book would also apply to those of you with a keen mechanical curiosity.

—Louis F. Fourie

Henri Chapron, Carrossier

by Noël van Wilgenburg

Van der Vliet (1985)

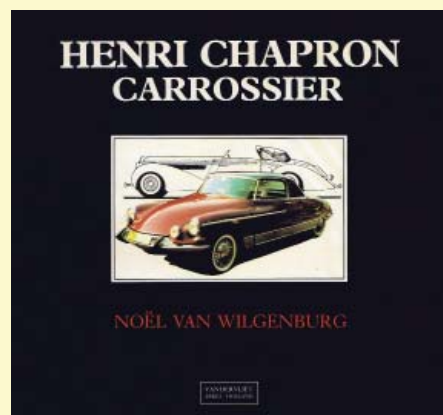
151 pages, 9.33" x 8.75" hardcover

19 color, 116 b/w images, and 15 illustrations

Price: out of print.

ISBN-10: 9071448010

ISBN-13: 978-9071448010



Books featuring a single coachbuilder are rare compared to the many dedicated to single marques. To date—though there have been subsequent books—this is likely the only Chapron book in English (actually, it's in three languages: Dutch, English and French). For this, and perhaps for other reasons too, it is difficult to obtain a copy, and when one appears, it is usually very expensive. As of this printing, one copy is available at AbeBooks.com for \$785.84.

Its modest page count breaks down into three sections: a seven page introduction, history covering Cadillac, Delage, Delahaye, Grégoire, Hotchkiss, Peugeot, Renault, Rolls-Royce, Salmson, and Talbot, and the third section is dedicated to Citroën. Most of the content is photographic, largely featuring postwar automobiles. The narrative is about the length of a magazine article. While there is value here, the reader comes away hungry. One hopes for an English successor to come.

—R. Verdés

In Memoriam

Glenn Baechler (1927-2018)

Glenn Harry Baechler is best known for his research and interest in antique automobiles, particularly the history of Canadian automobile manufacturers. He amassed the largest collection of original Canadian automotive literature and discovered several cars of these long-gone manufacturers. Glenn restored some of these finds including a Kennedy and a McKay that now reside in the Canadian Automotive Museum in Oshawa and a Galt Electric.

He was the founder in 1951 of the first Horseless Carriage Club in Canada in which he served as an active participant for over 65 years. He was also a founding member of the Society of Automotive Historians (38F) as well as The Canadian Automotive Historians Association which, in February

2010 selected him as the Canadian Automotive Historian of the Year.



In 1973 he coauthored the book *Cars of Canada* (Hugh Durnford) and contributed to many other automotive publications including *The Complete Encyclopedia of the Motorcar*. The Horseless Carriage Club of America awarded him the celebrated Marian Welch Service Award in 2007 in

recognition of his outstanding contribution to the automobile history. He was the first Canadian to be so honored.

Glenn was born in Tavistock, Ontario, in December 1927 and was married to the late Dolores for 65 years. He will be missed by his children—Robyn and her husband Douglas Bates, Kim and his wife Joni Baechler, Heidi and her husband Michael Pasley, and six grandchildren.

Glenn had been an active manufacturer in several veneer and plywood-related industries in Kitchener and Mount Forest until his retirement in 1977. He was associated with many Twin City (Kitchener, Waterloo) activities, including 30 years with the YMCA camping committee. Throughout his life Glenn was very charitable to church, hospitals, associations and foundations. His interest in the challenge of research produced several genealogical studies including his family's history in Canada from 1852.

—Douglas Wells

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This ad's inclusion was inspired by the review on page 14 of Gary Hoonsbeen's book. Note that the marketing pitch included children. The ad metaphorically recognizes the age of the automobile passing the horse. (From the editor's collection.)

