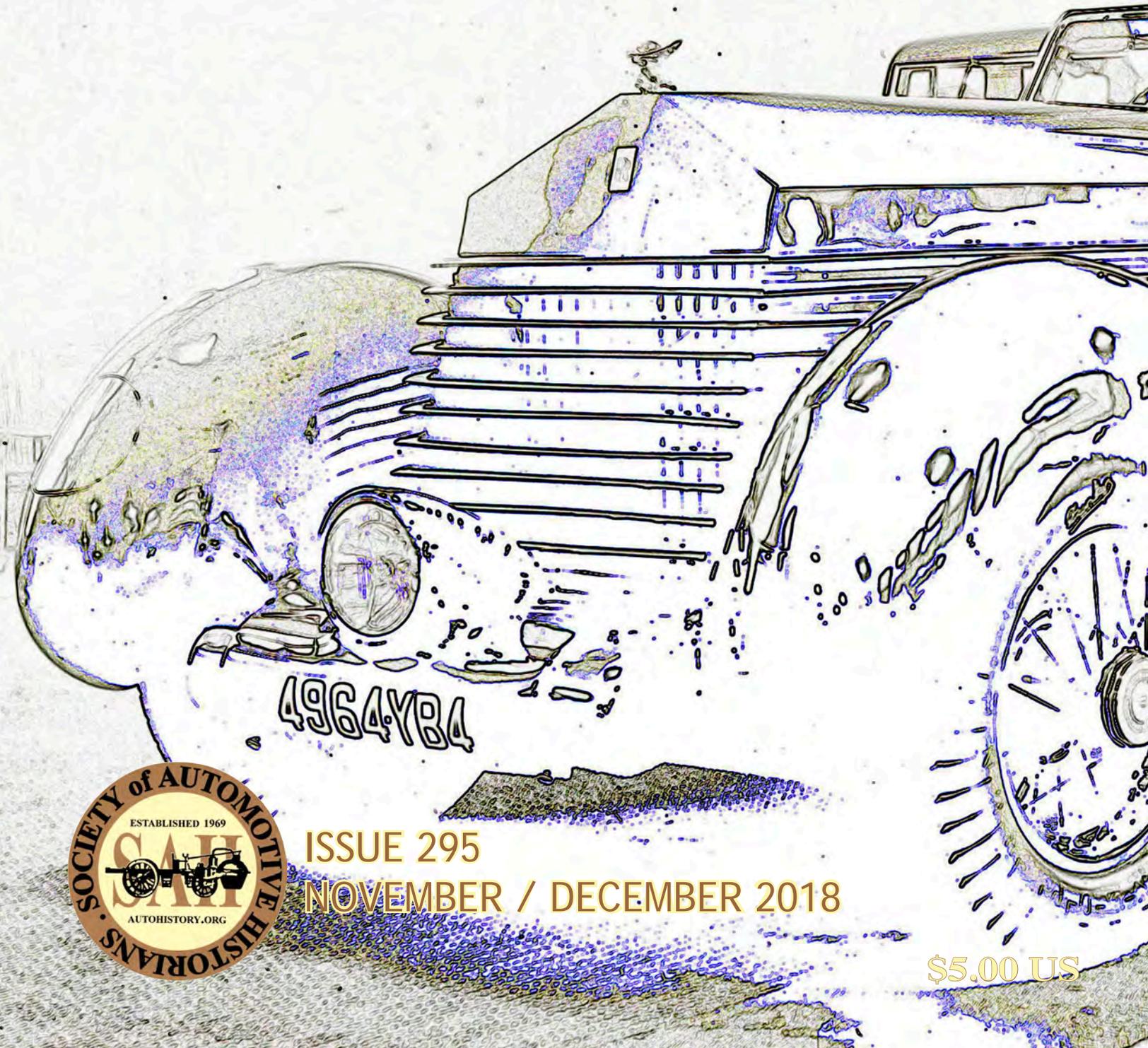


SAH Journal



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Billboard

SAH Publications for Sale:

SAH Journal #1-#289, \$1.00 ea. (\$145.00 all);
Automotive History Review #1-#56, \$1.50 ea.
(\$60.00 all). Contact Warren Westerholm, 818-
248-1878, warrenwesterholm@gmail.com.

The 2019 International Drive History Conference (and call for papers), April 11-13:

Celebrating 50 Years of the Society of Automotive Historians. For the next Automotive History Conference we will be returning to the The NB

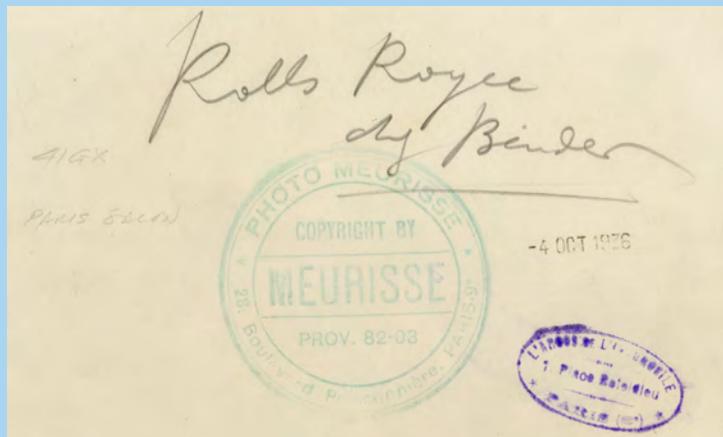
Center for American Automotive Heritage - also home of the HVA. Enjoy the opportunity to drive vehicles as well as enjoying a tour of the collection of Nicola Bulgari and the facilities. This on top of an excellent program of presentations on automotive history. For details, including details for the call for papers, visit the SAH website: autohistory.org.

Looking for Max Hoffman:

SAH member *Myles Kornblatt* is working on a new book about Max Hoffman, the US importer and dealer, mostly known for influencing *continued on page 3*

Front cover: the editor's artistic interpretation of the photo on the back cover.

Back cover (and below): This image and the one on the back cover are reproduced from an actual press photo (front and back) of a Rolls-Royce Phantom II Continental (chassis 41GX) while on exhibition at the 1936 Paris auto show. In the years that followed, books and publications would copy the pixelated photos from period publications, resulting in unclear and distorted images. This image, and another in our story on page 4, make it possible to see more detail than was previously visible; e.g., the radiator behind the Cord-like hood, as well as the outlines of the Cord-like hidden headlights. It is now known, after completion of the restoration process, that there was no evidence that a mechanism was in place to cause the doors to open and close; perhaps there was no time to complete the engineering in time to be displayed. The reverse side of the photo (below) displays the press agency stamp along with a date stamp indicating October 4, 1936. © Meurisse [dated October 4, 1936] / Source: *Peter Larsen*.



Submission Deadlines:

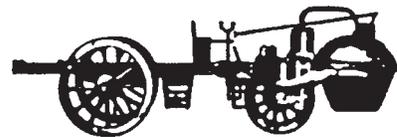
Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/June	Jul/Aug	Sep/Oct	Nov/Dec
Mailed:	1/31	3/31	5/31	7/31	9/30	11/30

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

SAH Journal

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President's Perspective

In my last message I mentioned how much automotive history has been created since the formation of SAH. We are at the cusp of big changes with electric cars and autonomous mobility, but that is in the future and we deal in the past. Maybe we should consider current and fairly recent events.

As I write this Carlos Ghosn is still in a Japanese jail, supposedly for under reporting his earnings, something that should be published by his employer in annual reports. There are rumors that Ghosn was on his way to remove the head of Nissan but it appears the tables got turned. Either way there is plenty of intrigue and future history to be uncovered.

There are likely to have been many fraudulent activities involving the automotive industry relating to raising capital, insider trading and other financial shenanigans. But I am inclined to believe that Volkswagen's Dieseltgate issue will end up close to the top of the list.

The U.S. justice system was quick to act with multi-billion dollar fines, vehicle recalls and repurchases. U.S. and to a lesser extent Canadian customers got compensation. But for three years no senior executive in Germany has been imprisoned except for one case and when that did happen it was because of tampering with evidence claims rather than any complicity in emission cheating.

In Europe fixes were found and most diesel-powered vehicles sold by Volkswagen's brands were recalled. Unfortunately these modifications impacted performance and economy and several owners complained of other defects. But unlike in the U.S., all cars had to be modified; otherwise you could not renew your annual registration. Yet unlike in the U.S. none of these European customers got any compensation.

Apparently the culture under Piëch and Winterkorn was sufficiently severe



that employees either found a solution to a problem or were shown the door. In a company town like Wolfsburg there are no other auto industry jobs, so a termination means uprooting your family—selling your house, taking your kids out of school and moving elsewhere. This scenario leads to desperate solutions.

What puzzles me is that the senior executives thought they might get away with this. Based on the fact that Piëch and Winterkorn remain currently untouched, it would appear that they have denied all knowledge of these defective devices. This is hard to believe because both men have a reputation of being engineers who investigate the minutest issues such as panel gaps of competitive makes and the width of A-pillars. There are no regulations in this regard. But do you expect a prosecutor to believe that these executives did not want to know how their engineers came up with a solution that conformed to the North American regulations and gave them access to this lucrative diesel market without urea additives?

Looking for recommendations from other published automotive history authors: SAH member *Ronald Sieber* is close to completing a book project and, in his own words, he is “looking to consult with other SAH members and authors in these areas: 1) editors who are conversant with automotive history texts, 2) book interior designers, and 3) book exterior designers. I am arranging for

Failing the above, the next question a prosecutor should ask is who is responsible for the intellectual property rights of Volkswagen? After all they had found a solution that nobody else in the industry had arrived at. The obvious course of action would be to patent the idea. When unable to gain the necessary patent application details the top VW lawyers would have reported these problems to their senior executives, if for no other reason than to protect their hides for not getting a patent. Why have these questions not been asked or why have the answers been buried?

It also puzzles me that other manufacturers did not search out a patent to explain VW's success. When none could be found surely they would have tried to reverse-engineer or duplicate the engineering. The silence on any such evaluations might be because of a reluctance to admit defeat.

Answers to these queries will challenge future historians when they evaluate why the diesel engine died and why many inner cities began banning certain cars. But maybe the biggest puzzle will be why the authorities failed to prosecute anyone of significance and the Volkswagen Group continued to lead in sales and maintain profitability.

A number of SAH members are visiting a few Los Angeles, CA, museums on a somewhat informal basis. On Friday February 22, 2019, we plan to visit the Nethercutt Collection in the morning and the Petersen Museum in the afternoon. On Saturday we head out to Oxnard to see the Mullin Automotive Museum. You are more than welcome to attend. Keep an eye on the website for further details.

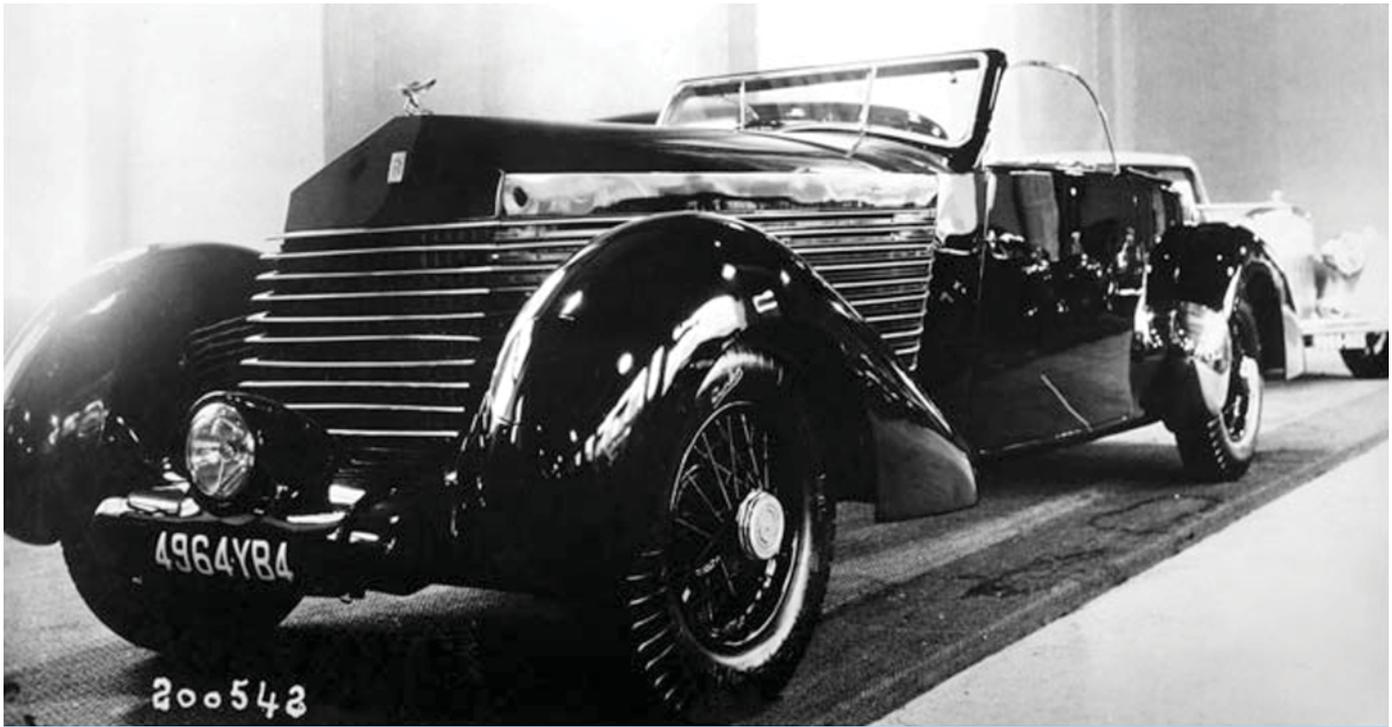
Don't forget about the third Drive History Conference in Allentown, PA from April 11 to 13, 2019. Note the “Drive” part of this conference, because participants get the chance to drive a variety of prewar cars. Those of us at the last event could not praise the experience enough. Be there!

—Louis F. Fourie

Billboard continued from page 3

the Mercedes-Benz 300SL and the Porsche 356 Speedster. In his own words: “I wanted to see if the greater SAH community might have some histories and stories they are willing to share. I'm guessing that we might have a few members that bought a car from him at some point. And I'm even just looking for people like me, who have collected some interesting memorabilia.” Please contact Myles at: mkornblatt@gmail.com.

photographs for my final chapters and will soon begin the next steps as listed above. In advance of the book, I have started a blog journal, which is on the topic and accessible via the website ClassicSpeedsters.com. I have a book excerpt that has been published in the Jan-Feb issue of *Antique Automobile* called “The Rise and the Demise of the Packard Speedsters.” Please contact Ronald at: rdsieber@gmail.com.



THE CAR THAT STRUCK A CORD

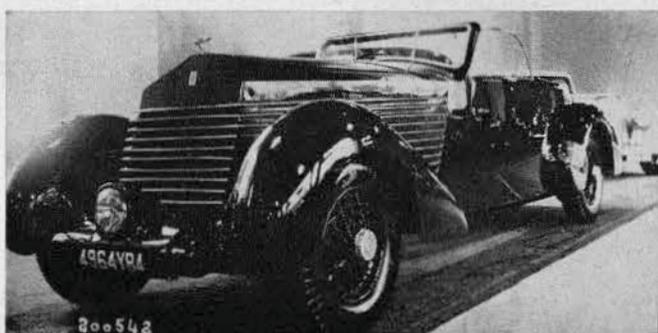
In 1969 on the first page of the first issue of this society's newsletter there was a statement of purpose, and part of that read, "... to rectify as far as possible the errors in existing compilations and articles." This is rather straightforward—perhaps with an inherent propensity to lead towards the pedantic—but often there's more to a story beyond errors that comes while separating fact from opinion and conjecture; and it's possible to end with conjecture in the form of open questions for future historians to grapple with. There's a little of all that in this story.

There was a retrospective article in the January 1964 issue of *Road & Track* titled "Salon de l'Automobile de Paris: Glories of the Past" showing examples of automobiles starting in 1930. On page 27 the example chosen for 1936 was a Rolls-Royce Phantom

II Continental with coachwork by Henry Binder, as shown herein. Indeed, the car was reported to have caused a sensation at that show—making it a rather good choice for the article's 1936 example; but is the entirety of the caption true?

This car survives to this day—it's a 1931 PII Continental, chassis number 41GX; and there's the first hint of an issue... how does a 1931 car get displayed in a 1936 show? Let's go step by step.

Indeed, the car was removed from the show, and its removal was "apparently at the insistence of Rolls-Royce, which supplied the chassis to Henri Binder, a Parisian coachbuilder." The most parroted error here is the name of the Parisian coachbuilder, it was: Henry Binder (not "Henri"). The car was supplied to Henry Binder by its then owner, Jacques Poberejsky, whose story and résumé can



1936 This unusual automobile (above) had the dubious distinction of being removed from the Paris Auto Show after a day or two on display, apparently at the insistence of Rolls-Royce, which supplied the chassis to Henri Binder, a Parisian coachbuilder. This brazen copy of an 810 Cord applied to a P-II Continental short-chassis Rolls drew rather pointed comments from the British journalists reporting the show.



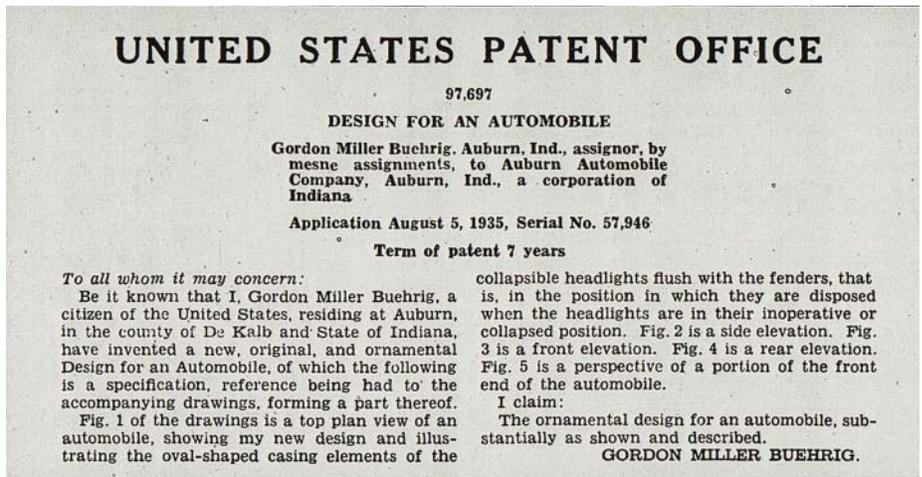
Left: the object of this article—the part of the January 1964 article in *Road & Track* that referred to the Rolls-Royce displayed in 1936. Above: for juxtaposition, an actual Cord 810. Top: the actual photo of the pixelated image seen in the 1964 article; and with the back cover image, the only two actual images known to exist of this car at the 1936 Paris show. Note that the radiator can be seen behind the horizontal vanes.

be drastically condensed to: aviator, engineer, inventor, automobile dealer, coachbuilder, and collector of fine Chinese art. The car was originally bodied by Kellner and displayed at the 1931 Geneva show.

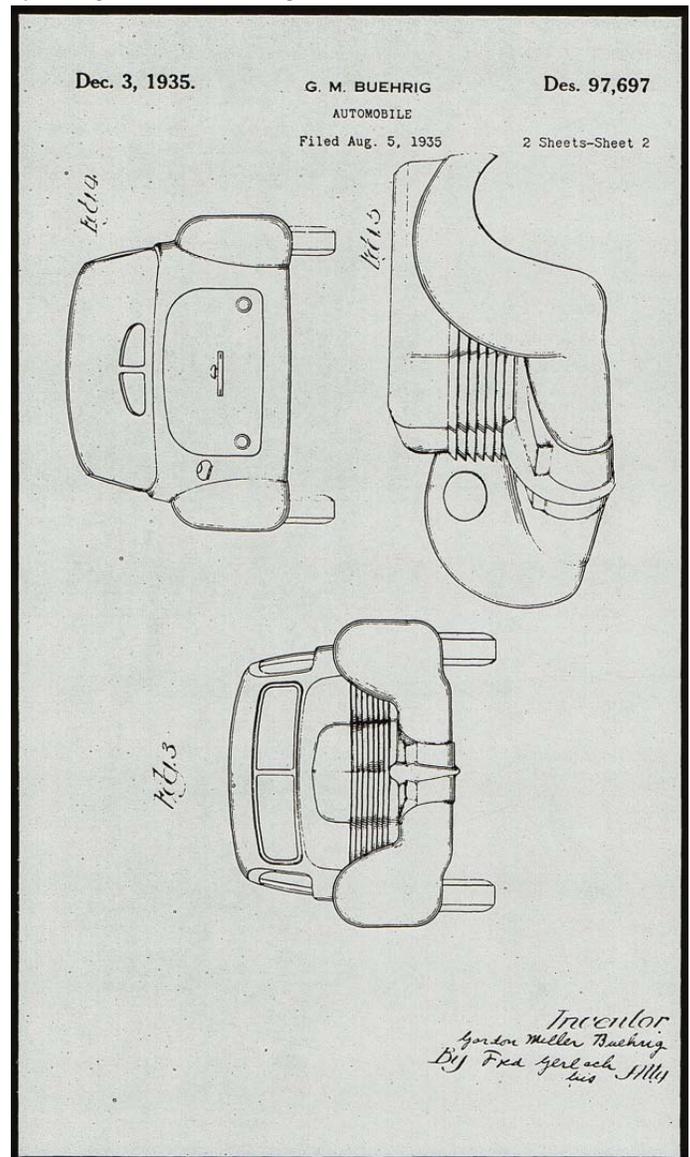
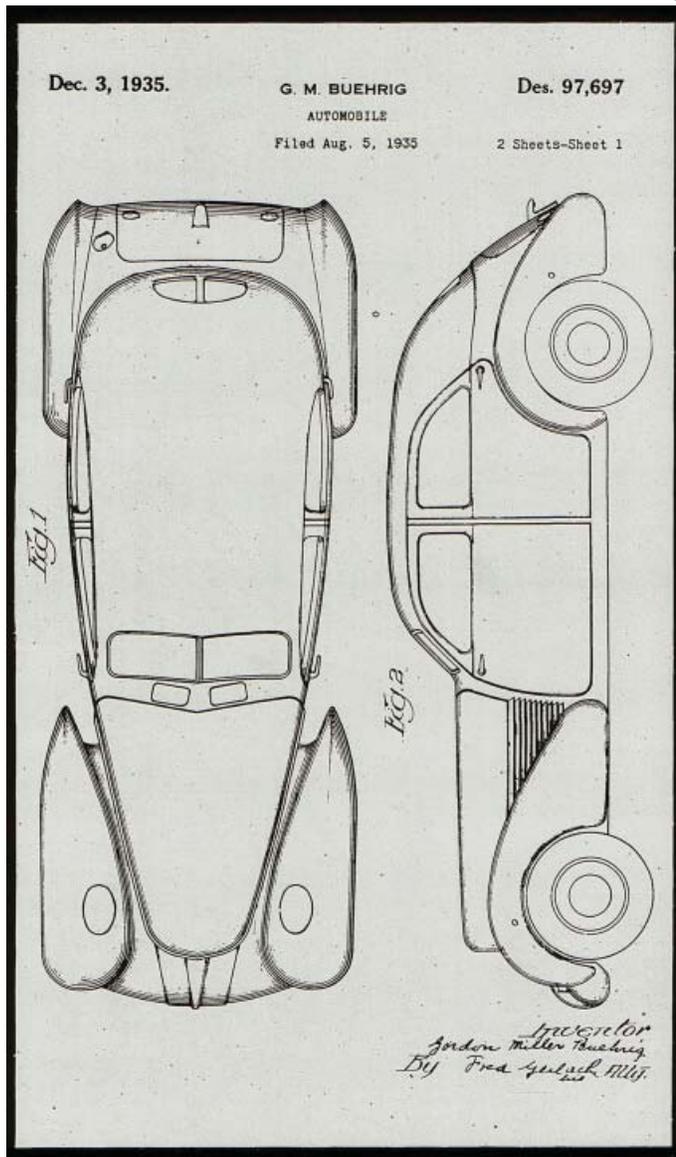
The next assertion was that the car was a “brazen copy of an 810 Cord”—what meets the eyes clearly backs this up. The Cord 810 was introduced at the New York Auto Show on November 2, 1935. The image of 41GX on the back cover was a press photo dated October 4, 1936. There was a rather short window for Mr. Poberejsky to be wooed by the 810 and for Henry Binder to remove the Kellner saloon body and produce and mount their one-off example on the Rolls-Royce. The Binder result was not an exact copy of the 810, but perhaps “brazen copy” is fair to say; but did Rolls-Royce call for its removal during the 1936 Paris salon?

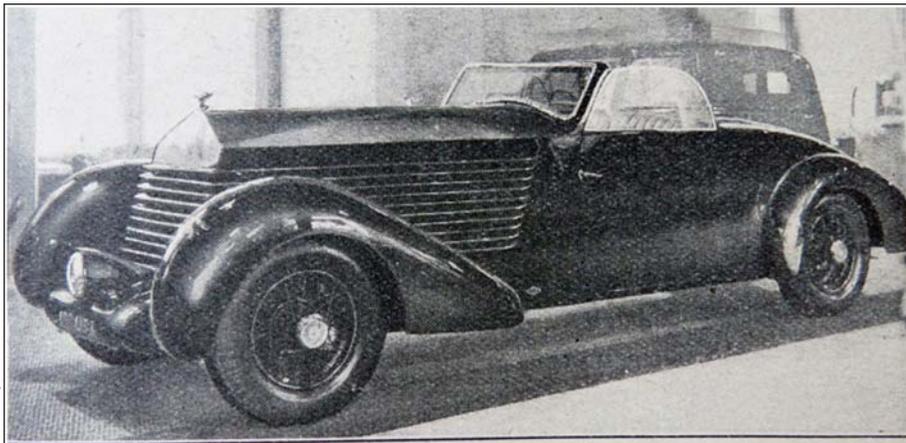
While it rings true that the removal of 41GX from the Paris salon could have been

“at the insistence of Rolls-Royce,” there is no evidence that it actually happened that way. It is also reasonable to conclude that such action would not be in documented form. Rolls-Royce greatly protected its trademarks all through its history; and the instantly recogniz-



Above and below: U.S. Patent Office documents detailing Gordon Miller Buehrig's submission, claiming "The ornamental design for an automobile, substantially as shown and described." Sourced from *Rolling Sculpture* by Gordon M. Buehrig with William S. Jackson.





Hardly recognisable as a Rolls-Royce, a Binder production.

Credit: The Autocar | Source: Timo Laitinen

Above: the only other pixelated published image. Below: 41GX with its original Kellner coachwork.



Credit: André Blaize | Source: The Kellner Affair (Vol. 3) by Peter M. Larsen and Ben Erickson

able radiator was also greatly valued and employed in each succeeding model since its very early cars. There are various examples of other coachbuilders that entombed the radiator like this Binder example, but no such calls from Rolls-Royce against those

instances have appeared in the record. Is there another possible explanation for the removal of 41GX from the Paris show?

Aspects of the design of the Cord 810 were the subject of a U.S. patent that was granted on December 3, 1935. There was

great hope that the 810 could save the company. It follows that of all possible aggrieved parties, it would be Cord that could have had the most objection for infringement of its patent that claimed the “ornamental design for an automobile” that was copied by Binder. It is unclear if such a U.S. patent could constrain a French copier, but then as now the prospects of sinking costs into a litigation as well as reputational damage are incentives to avoid such an exercise.

There are other instances where style design patents held sway; one example was the Pierce-Arrow patent on the incorporation of the headlights onto the front fenders. In any case, while some corrections are made here to the 1964 article, other conjectures have arisen that may never have an answer. For those curious about 41GX, there was a recent history printed in *The Flying Lady* (magazine of the Rolls-Royce Owners’ Club) in the 18-6 issue, pp. 12976-83.

So we leave the remaining issues to future historians. This includes, perhaps, a greater mystery of decidedly more intrigue—and that is, who actually designed the coachwork on this car? It wasn’t Henry Binder himself, since the firm’s patriarch died in 1901. So then who designed the Binder-bodied Bugatti Type 41 Royale (chassis 41111) and all those other wonderful examples of the coachbuilder’s art to come from the firm? To date, the best efforts of this historian have not produced an answer.

—R. Verdés



41GX on September 21, 2017, just after a complete restoration. The major difference from its appearance at the 1936 show is the removal of the Cord-like hood that entombed the radiator, which was removed in the late 1930s before the car left France to the UK, then to the US.



THE END OF THE YEAR GATHERING

The Henry Leland Chapter of the Society of Automotive Historians held their annual “end of the year” gathering on Saturday, December 15th, at the Ypsilanti Automotive Heritage Museum in Ypsilanti, Michigan. The topic of the meeting was “SAH Celebrates Corvette.” A buffet lunch was served and the group enjoyed the hospitality of our hosts, *Ron and Patty Bluhm*, representing the museum.

Chapter President *Brian Baker* kicked off the meeting with a summary of the year’s events, his vision for the coming year, and an overview of the meeting agenda and guest introductions. He also presented a tribute to retired GM Designer *Bill Porter* who was in attendance.

Chapter Secretary and Treasurer *Mary Elton* presented an update on the status of the chapter.

SAH Director *Bob Barr* gave an update of upcoming SAH activities. He especially noted the April 2019 SAH conference event to be held in conjunction with the Historic

Vehicle Association’s “International Drive History Conference: Celebrating 50 Years of the Society of Automotive Historians” at the NB Center for Automotive Heritage in Allentown, Pennsylvania. (To sign up, visit: historicvehicle.org/putting-preservation-on-the-road.)

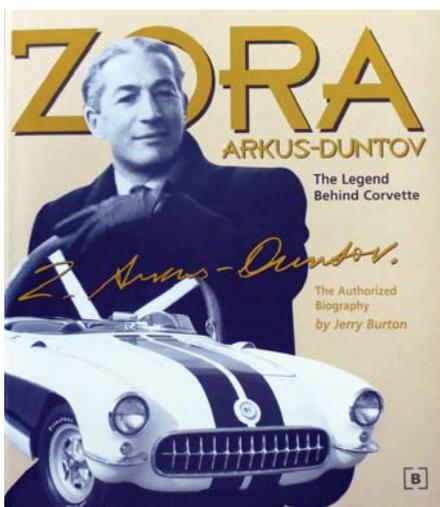
Steve Purdy’s summary of his SAH involvement in SE Michigan events was especially interesting and informative. Steve also mentioned various opportunities for further SAH involvement in area automotive events, including the National Automotive History Collection which is under the auspices of the Detroit Public Library. Steve offered to coordinate involvement if SAH members choose to pursue these opportunities.

Author *Jerry Burton* was most gracious and cordial. His introduction to *Zora Arkus-Duntov* held our attention and preceded his review of his book, *Zora Arkus-Duntov: The Legend Behind Corvette* (ISBN: 978-0837608587).

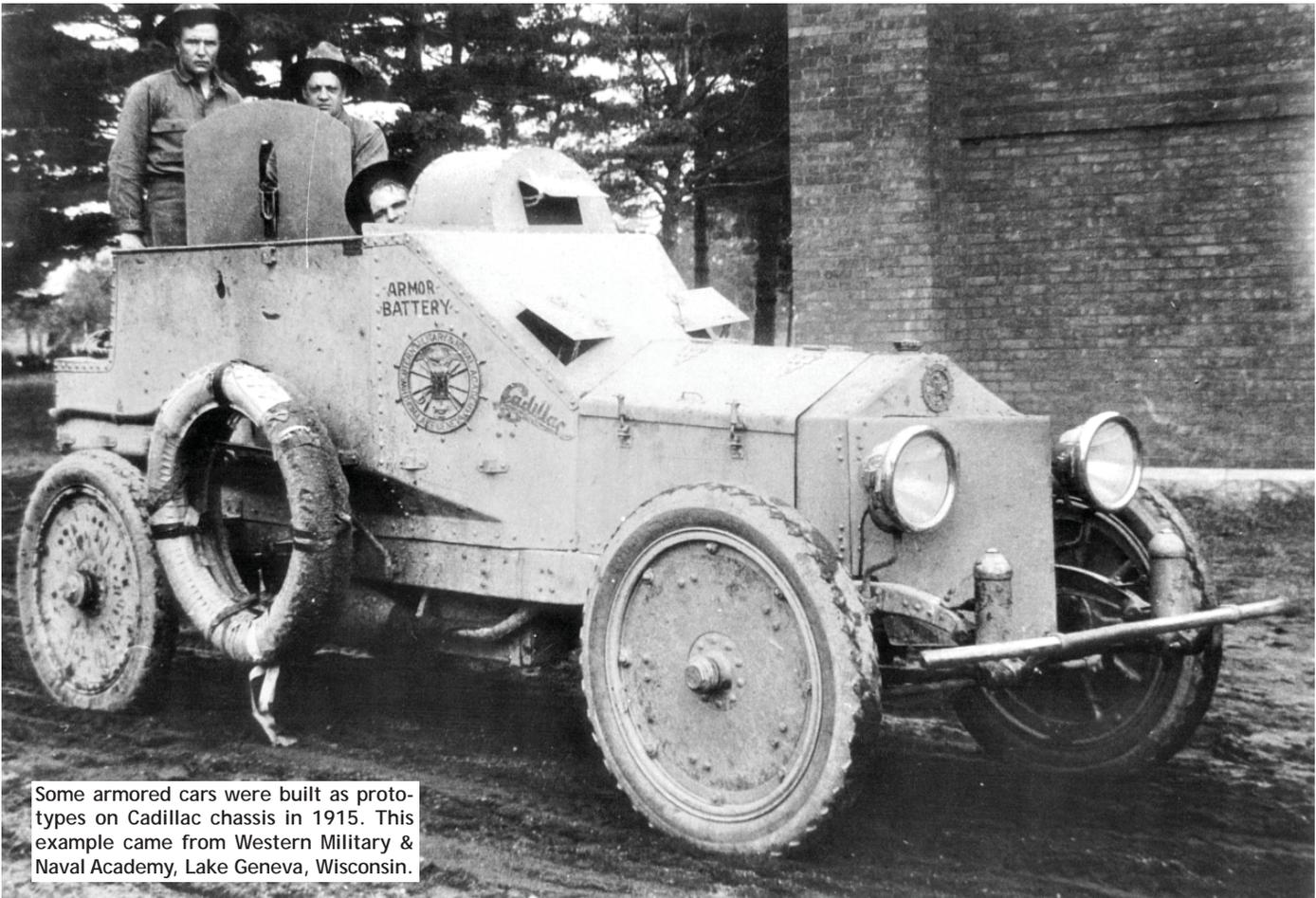
The main event was a roundtable discussion, moderated by *Jerry Burton* and *George Levy*, with four retired Corvette designers/stylists: *Jon Albert*, *Ben Salvatore*, *John Schinella*, and *Kip Wasenko*. To listen to these fellows reminisce about their projects and their work life was priceless. As *Leroy Cole* stated, “...we were taken into the dynamic of the inner-sanctum of Corvette creativity.” The recollections of events in the lives of these GM Designers—the behind-the-scenes decisions, and perhaps even a few turf battles—was true automotive history that few will ever hear. We were privileged.

Event organizers *Brian Baker* and *Mary Elton* and our museum hosts *Ron and Patty Bluhm* deserve much credit, as attendance exceeded expectations. All went well, and many lingered after the meeting for a bit of camaraderie and fellowship among car guys. To their credit, author *Jerry Burton* and our designer/stylist guests remained to answer many questions.

—Patrick Bisson



Top right: (l-r) GM Designers *Ben Salvatore*, *John Schinella*, and *Kip Wasenko*. Above: (l-r) GM Designer *Jon Albert*, author *Jerry Burton*, Leland President *Brian Baker* (in background), and Moderator *George Levy*. Left: author *Jerry Burton* signing his book, *Zora Arkus-Duntov*. All images by *Bob Barr*.



Some armored cars were built as prototypes on Cadillac chassis in 1915. This example came from Western Military & Naval Academy, Lake Geneva, Wisconsin.

GM AND THE GREAT WAR PART 1

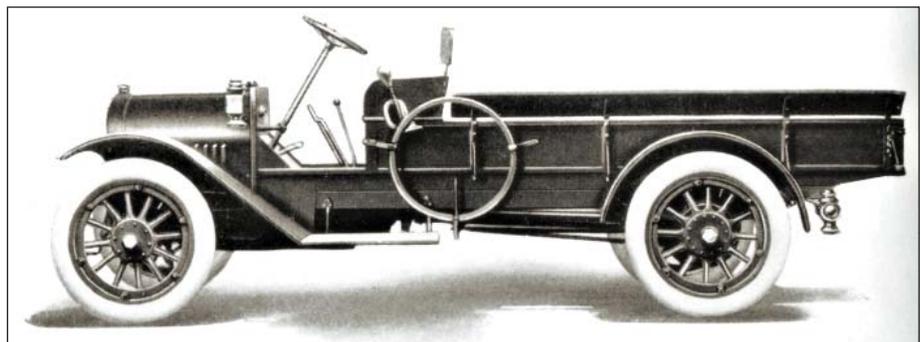
Editor's Note: Our author, Albert Mroz, has been a member of SAH and SAE for over twenty-two years. He is the author of The Illustrated Encyclopedia of American Trucks and Commercial Vehicles (Krause, 1996; see the book review in SAHJ 175, July/Aug 1998, pp. 10-11), American Military Vehicles of World War I (McFarland, 2009), and other books. In addition to ten previous contributions to the SAH Journal, the author has published over 200 pieces in periodicals, e.g., Vintage Truck; Go West; Pickup and Delivery; American History; American Iron; Antique Power; Collectible Automobile; Convertible Car; Army Motors; Militaria International; EuroSport Car; This Old Truck; Vintage Truck & Fire Engine Monthly; World War II; Jeep Junkie; Auto Moto; and elsewhere, including several websites. The entire article will appear in this and the next two issues of this Journal.

role in World War I, and because of its size and economic strength it became closely involved in socio-political changes through military action. One hundred years ago as of this writing, World War I finally skidded to a halt when the now-celebrated Armistice began at the eleventh hour, the eleventh day, and the eleventh month of 1918.

Although the United States did not formally enter the war until April 6, 1917, America supported England, France, Russia

and the other Allies with materials shipped across the Atlantic. In the beginning many motor vehicles were being sent to England, Europe, Russia and other regions in the form of ambulances and staff cars along with munitions, food and equipment. General Motors made an enormous contribution.

The list of American manufacturers was a truly long one—at a time when many dozens of companies were manufacturing motor vehicles in this country. In addition to GMC



General Motors began selling its 1915 GMC light trucks in England a year after the war started in Europe but before the U.S. directly entered WWI.

As a new company in a new industry, General Motors had a very significant



Buick built thousands of ambulances for shipment overseas after privately sponsored ambulances were sent by a variety of American businesses and organizations.



As part of General Motors, Buick built Searchlight Cars for protection against aircraft and zeppelins. Ads had swastika motif borders years before the Nazi party was organized.

(referring to staff, commercial and military production) those companies primarily included Autocar, Buick, Cadillac, Cunningham, Dodge, Ford, Hudson, Hupmobile, Jeffery, King, Kissel, Liberty Truck (with 15 builders), Locomobile, Mack, Nash, Pierce-Arrow and White. Many more companies were involved in smaller capacities. Donated ambulances were privately constructed on numerous American chassis and sponsored by a variety of organizations and businesses.

The development of armored cars and tanks also quickly evolved. Regarding General Motors specifically, which had been founded by William Crapo Durant six years prior to WWI, Buick, Cadillac and GMC would quickly become instrumental in motorization once the conflict began as nations declared war on one another. Entering the



From the beginning Buick featured overhead valve (OHV) design for its engines, such as this D-4 motor used in ambulances sent to Europe.

war directly was resisted by many Americans. When the *Lusitania* passenger ship was torpedoed by a German submarine on May 7, 1915, the sentiment was galvanized for the American people towards active participation in the war, and President Woodrow Wilson along with Congress declared war.

In 1915 Buick switched from 2-cylinder to 4-cylinder OHV engines. GM used Buick chassis to fabricate over five thousand ambulances which were shipped to France, according to company literature of 1919. The most famous volunteer ambulance driver was Ernest Hemingway, wounded in Italy in 1918. At that time radiological ambulances were developed by Marie Curie.

Having been built from the start in small numbers, by 1915 two commercial cars were built by Buick, named Model 3 and Model 4 (D-3 and D-4 referenced up to 1918), the latter finally rated at 18.23 hp (NACC: National Automobile Chamber of Commerce). Buick trucks were advertised as capable of doing "four times the work of a pair of mules."

These were called 10 cwt and 15 cwt or: ½-ton and ¾-ton (with 1 centum weight or hundred-weight equal to 112 pounds in British terms).

A major part of the initial success of Buick has been attributed to what was called the valve-in-head or overhead valve (OHV) engine. When inventor David Buick sold his share of the Buick stock, he received what would be over

2.5 million dollars in today's money. As with his colleague Ransom Olds, David Buick invested in oil as well as land in Florida without success.

He then tried his luck at manufacturing carburetors with his son, and in a brief return to the auto business in 1921, he appointed himself as president of the gossamer Lorraine Motors. In 1923 he helped design the Dunbar, an unfinished prototype using his middle name, but financial woes continued to follow him. Stocks in Dunbar did not sell once investors got wind of Buick's flimsy operations.

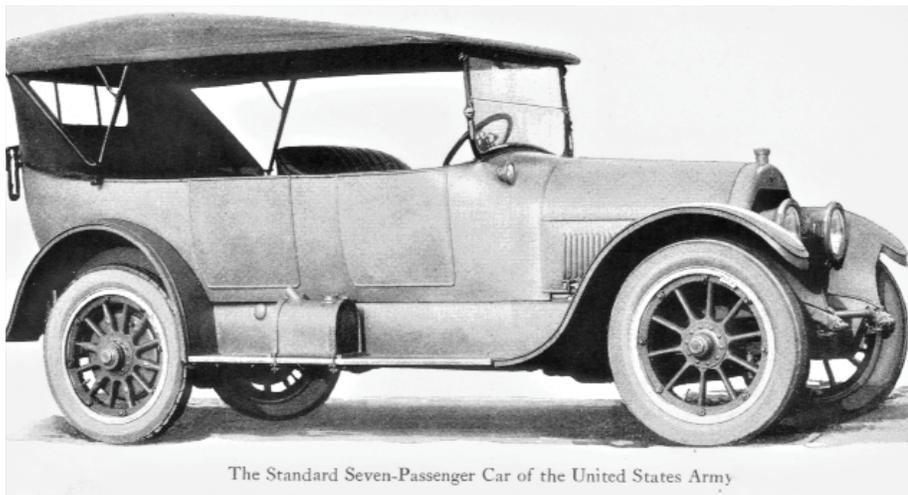
By 1928 David Buick stated he was near broke, "unable to even afford a telephone." Forced to work at the Detroit School of Trades in his final year, he died on March 5, 1929, at age 74.

In addition to Buick and Cadillac, Oldsmobile had also been absorbed by GM when the notoriously outgoing William Crapo Durant was expanding his empire in 1908. After Ransom Eli Olds left his own company in 1904 due to squabbles with investors over Oldsmobile design, as well as conflict over independence from the Selden Patent, by 1908 Oldsmobile was in financial trouble and was snatched up by GM. According to many automotive historians, Olds deserves credit for actually developing the moving assembly line.

Ransom Olds went on to form REO, using his initials under contractual restrictions by his former business partners. REO sold well for a decade before competitors expanded into the marketplace. By the Great Depression REO was in major trouble.



GMC built over 5000 ambulances on its Model 15 and Model 16 chassis. The one shown here was used for X-ray services, a new medical procedure in WWI.



The Standard Seven-Passenger Car of the United States Army

The Cadillac touring car Model 57 was used by the officers of the military here and abroad.

Olds himself was an absentee president of REO until 1925 while he spent time and money delving into unsuccessful real estate projects in Pinellas County, Florida. He had slipped away from his leadership position in the industry. Ransom Olds made a short one-year attempt at resuscitating REO. It was too late, and REO narrowed its production to include only trucks by WWII, before being sold in 1954 and absorbed by White in 1957. Then it disappeared entirely. In the meantime the Oldsmar project, the city planned by Ransom Olds and some business partners, went bust. Ransom Eli Olds died on August 26, 1950.

Completely apart from its famous founder, Oldsmobile would manufacture field kitchen trailers for the military in WWI while maintaining production of automobiles for the civilian market at GM. Despite this somewhat relegated military role, at the start of 1919 an Oldsmobile 6-cylinder Touring Model 37 was announced and displayed as the one-millionth car built by General Motors since the company's inception.

Oldsmobile built Economy Trucks from late 1918 until early 1924, initially powered by Northway side-valve 4-cylinder motors using a cone clutch and full electrics. The electric starter motor that had been developed at GM's Cadillac Division in 1911 by Charles F. Kettering, with Henry M. Leland, of Dayton Engineering Laboratories Company (DELCO), received U.S. Patent 1,150,523.

These "self-starters" were first installed in 1912 Cadillacs and most other GM vehicles soon thereafter under license, but many GM trucks—along with other companies for years—used hand crank starters, or other self-starting mechanisms, such as rare spring

and exhaust gas starters. Motor vehicles were expected to last for many years so in WWI soldiers were expected to use "elbow grease" to start motor vehicles, especially trucks.

American and European electric vehicles were not used in WWI because of the lack of infrastructure including the absence of charging stations and the vehicles' limited range. Although the first vehicle that Ransom Olds built in 1894 was steam powered, steam vehicles were not used in WWI, due to technical limitations of the automotive steam propulsion system. The abundance and low cost of oil and its derived carbon fuels would be key in expanding internal-combustion-engine based transportation. Air pollution was ignored at a time when cities' populations were more concerned with the health dangers and aesthetic challenges of horse manure as well as cost of equine care.

Among two dozen various other companies purchased by GM, the main producers of complete and kit vehicles (CKD or Completely Knocked Down) shipped overseas by General Motors were Buick, Cadillac, and GMC trucks; the latter formed from the bought-out Reliance and Rapid truck companies. Oakland, which would produce (and then become) Pontiac, was also in the mix before the war started when it was bought in 1909 by Durant. But Pontiac as an individual make did not arrive until 1926, and there is no record of Oakland or Pontiac cars being shipped to Europe for military duty. But as a division of Oakland, Pontiac was key in the assembly of GM vehicles and CKD kits for overseas.

While civilian truck production continued, by 1916 the British were buying GMC Model 15 trucks, a total of 4,027 of which were built between 1914 and 1917, according to some records. Original price

for chassis was advertised at \$790. The exact number bought by the British is not known, but what is known is that this model truck had been well tested in the desert of the Southwest in pursuit of José Doroteo Arango Arámbula (actual name) aka Pancho Villa who attacked Columbus, New Mexico, on March 9, 1916. Columbus was a very modest town, but Villa and his men killed some American citizens, causing mayhem and panic, and then galloped back to lands south of the border. Pancho Villa was never caught despite a major effort by General Pershing along with cavalry and motorized transport. Villa was assassinated by his own neighbors in 1923.

By mid-year of 1916 GMC dropped its electric trucks (of which a little over 500 were built) and had also brought out the 1-ton Model 21, the 1¼-ton Model 25 and 26, the 1½-ton Model 31, and the 2-ton Model 40 and 41. The Model 26, 31 and 41 were shaft drive, the others used chain. In 1917 both Models 15 and 16 were built. For 1918 Model 15 was dropped. The heaviest models were also offered as tractor-trailer models.

Some records state that GM was at some point building approximately fifty Model 16AA (Class AA) ambulances per day for the war effort. Both Model 15 and Model 16 were used as ambulances, and it has been claimed 13,316 were built for use overseas. Those that were not chain-drive used worm gear shaft drive for the heaviest models with bevel gear for the lighter trucks. Another source claims approximately 16,000 GMC 2-ton trucks were used in the war effort. Automotive historians may not agree on exact numbers, but it is indisputable that GM trucks, ambulances and staff cars were used in large numbers.

Marketing stunts by professional driver William Warwick, using a Model 31, included a one-month cross-country trip from Seattle to New York in July of 1916 carrying Carnation brand milk. He also climbed Pikes Peak on the return trip. At the time GM offered the ¾-ton Model 16 and 1-ton Model 21. They were powered by a 4-cylinder monobloc Continental side-valve engine using a 3-speed transmission, as with other models, but with 22.50 hp (NACC or refer to Association of Licensed Automobile Manufacturers, A.L.A.M.) as opposed to 19.60 hp for the lighter truck.

Next issue: *The story picks up with the GMC Model 23.*

—Albert Mroz

Book Reviews

On a Global Mission: The Automobiles of General Motors International

by Louis F. Fourie

Self-published via FriesenPress, Inc. (2016)

books.friesenpress.com/store/search?q=fourie

Three volumes, each: 8½" x 11" hardcover

1,209 color, 138 b/w images

eBook Price: \$99.97 [all three volumes]

Volume 1: Opel, Vauxhall, Saab and Lotus from Europe

Price: \$50.99 | 624 pages

ISBN-10: 1460296869

ISBN-13: 978-1460296868

Volume 2: Holden, Daewoo and Unique Variations of Chevrolet, Buick and Opel

Price: \$44.49 | 480 pages

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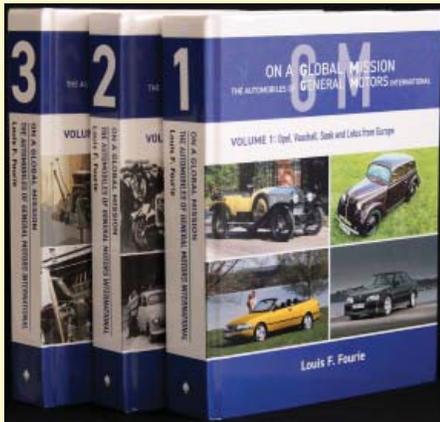
ISBN-13: 978-1460296882

Volume 3: GM Worldwide Review, North American Specifications and Executive Listings

Price: \$44.49 [eBook: \$4.49] | 492 pages

ISBN-10: 9781460296905

ISBN-13: 978-1460296905



On a Global Mission, The Automobiles of GM International, while not as diverse as Alfred P. Sloan's *My Years with General Motors*, certainly serves as a modern-day sequel to the establishment of GM at the turn of the Century when founder William C. Durant decided what properties and businesses to invest in and which ones to sell.

While the recent sale of some of GM's European properties in 2017—Opel and

Vauxhall among them—might cause us to forget them, other GM properties are still on our minds. With the change in tariffs worldwide, the topic of where and how something is manufactured directly affects our reusable resources and the bottom line.

Author *Louis F. Fourie*, who joined GM in 1968—the corporation funded his university education; and he currently leads the Society of Automotive Historians as its president—was the right person for the job. He also had the help of an assistant—Martin J. Schaefer—and the support of numerous corporate archivists. Fourie continues to maintain contacts with his contemporaries and actively continues to gather material on GM worldwide. Like with many of us, his fascination with and passion for the automobile are apparent.

Volume One is devoted to the history of Opel and Vauxhall from their inception, even before GM's acquisition. I well remember Opel's sewing machines. Bear in mind that through the years, the European divisions delivered global platforms to other locations worldwide. GM's purchase and sale of Saab and Lotus are also revisited. I was drawn to the vast number of factory images, specs, descriptions and stories. Collectors might check production charts that could influence the value of their vehicles as executives search for their names, assignments and tenure for some divisions.

Volume Two takes on variations of Chevrolets and Buicks made in the Southern hemisphere and Asia but not offered in North America. While not household words here, Daewoo, Wuling and Baojun were or still are forces elsewhere. This volume concludes with the history of Holden. Even many modern-day cars sold in the US, like the last Pontiac GTO, were designed in Australia—and upon the retirement of Ed Welburn, Holden's Michael Simcoe was selected as GM's VP of Design. Through the years, I have noted many times: "Why can't I buy that here?"

Volume Three begins with early corporate history originally recorded by Sloan and often revisited in Buick histories such as *The Buick: A Complete History* by *Terry B. Dunham* and *Lawrence R. Gustin*, and *David Buick's Marvelous Motor Car* by *Lawrence R. Gustin* and *Kevin M. Kirbitz*.

Other history includes material on the GM Export Group, GM Overseas Operating Group, Minority Interests and Joint Ventures Group, GM Europe, GM Asia,

GM Latin America and Mid-East production. Sales statistics are also referenced. This volume also includes an index of other GM executives from around the world from 1911.

For the authors, historians, researchers, engineers, mechanics and designers among us, *On a Global Mission* is a worthwhile investment not to be overlooked. It is a truly wonderful collection of stories, images, charts and appendixes. Fourie notes that GM Heritage has acknowledged that this is the most comprehensive history ever written about the full scope of GM.

However, these heavy volumes are not coffee table books as the graphic design, layout and some of the cluttered photographs could use some sprucing up—coated paper would enhance the images. Further, while this is not something to read on the way to work, it serves as a definitive reference work that all automotive and research libraries should also own.

This is the only complete book on GM International operations I know of. The GM North American model specifications are the most comprehensive to date found in a single work. Check it out—you'll be happy you did.

—Constance Smith

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

by Randall Cannon and Michael Gerry

McFarland & Company (2018)

McFarlandpub.com/800-253-2187

429 pages, 7" x 10" softcover

290 photos (27 in color), notes, bibliography, index

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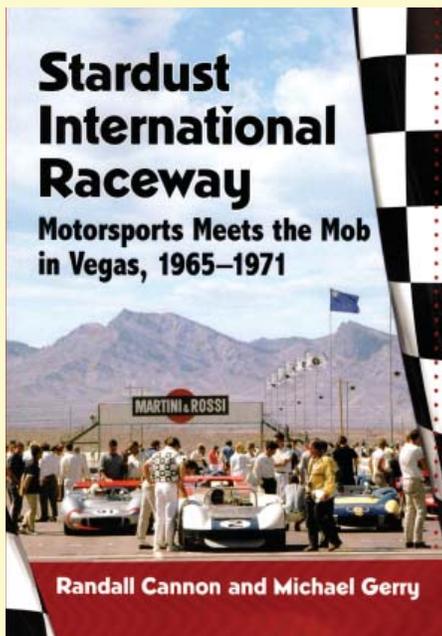
ISBN-13: 978-1476673899

New York is certainly, to borrow a phrase, "My kind of town."

Las Vegas, on the other hand, is definitely not "My kind of town."

Sorry, but I far prefer Manhattan, The Bronx, and Brooklyn to what basically amounts to the modern equivalent of Sodom and Gomorrah in the Desert.

Yet, I found myself intrigued by the announcement of a book focusing on a long defunct race track in Las Vegas, the Stardust International Raceway. I am not exactly certain just what I expected of the book; I will



openly admit to my initial thoughts being that it was merely another quickie history of a former racing venue. Then I noticed the name of the publisher. At this point, now thoroughly intrigued, I decided to order the book, with my curiosity mitigating any of my earlier possible reservations regarding the book.

And then, I waited.

And I waited.

And, I waited some more.

After an interval far longer than I imagined, during which I must admit that I had completely forgotten about the book, a copy of *Stardust International Raceway: Motorsports Meets the Mob in Vegas, 1965-1971* by Randall Cannon and Michael Gerry, finally showed up in the mailbox.

It was, I am happy to admit, well worth the wait.

Most today might think of motor sport in Las Vegas in terms of the current Las Vegas Motor Speedway, the 1.5 mile superspeedway that opened in 1996, or perhaps the four events held in the parking lot of the Caesar's Palace casino—Formula 1 in 1981 and 1982, then CART (Championship Racing Teams) in 1983 and 1984—or some perhaps even at the Stardust International Raceway. As it turns out, there is far more to the history of motor sport in the Las Vegas area than one might have imagined. The authors provide what can only be thought of as a detailed account of motor sport in the Las Vegas area during the first decades

of the postwar period. It is very well done and full of the nuance and complexity that is too often missing in such efforts.

The story of the development of the Stardust International Raceway makes for fascinating reading—something that even a synopsis cannot do justice, given the many twists and turns—both figuratively and literally—that saw the patch of desert turn into a race track, one that became a venue for the fabled Canadian-American Challenge Cup championship, the Can-Am, from 1966 (where it was the deciding round in the inaugural championship) to 1968 (where Jim Hall suffered a devastating crash in his Chaparral). The United States Road Racing Championship of the Sports Car Club of America (SCCA) held events there in 1966 and 1967; and the former was won by John Cannon driving a car entered by Dan Blocker, “Hoss” of the popular television series, *Bonanza*. The track also hosted an event on the United States Auto Club (USAC) National Championship Trail in early 1968, as well.

While the on-track action might have been exciting, the real action—as the authors make crystal clear—was off-track, in the way the financing and many deals were made, the not always on the up-and-up “sausage-making” that finally made the track possible.

And, yes, the mob was involved.

It is an intriguing story that simply needs to be read to be fully appreciated—and believed, for that matter.

I found something in *Stardust International Raceway: Motorsports Meets the Mob in Vegas, 1965-1971* that will probably surprise more than a few readers in the pivotal presence of drag racing in this tale, supplying a context that a lesser history would probably have omitted. Too often it is overlooked that the Stardust International Raceway also had a drag strip as an integral part of its physical plant. The National Hot Rod Association (NHRA) sanctioned four events there in 1967, 1968, 1969, and 1971.

During one of my rare visits to Las Vegas, visiting a friend who was donating research and archival materials relating to motor sport, it was a surprise to realize that, apparently, he lived just a short distance from the former race track. Although he certainly remembered the Stardust race track, that it was literally just within jogging distance of his house came almost as a shock given how many times he had passed the site and never realized what it once was. Of course, given

that the site is now simply part of another of a multitude of the housing developments that dot the Las Vegas area was a big disappointment.

If you are ever in Las Vegas, you can still visit the former site of the race track. Most of where the Stardust International Raceway was located is now in a residential area bordered by West Flamingo Road, South Rainbow Boulevard, West Tropicana Avenue, and South Buffalo Drive: look for Paul Meyer Park.

The authors deserve great credit for producing what I think is an excellent example of what motor sport history can and should be. It has footnotes, a bibliography, and the photographs are well-integrated into the text. Oh, my! Big bonus points right there, of course.

Not only that, but I will also honestly admit that I did not anticipate it to be as well-written as it is, having slogged through more than my share of books on motor sport that a ninth-grade teacher would have had conniptions over. Yes, some of it is standard motor-sport-book-writing (to which I personally must plead, *mea culpa...*), which is difficult to avoid in this sort of material, but that they also manage to lead one through some of the personalities and machinations involved on the Las Vegas scene definitely pushes it well into the background.

Overall, not only is it an excellent book, but a splendid example of what the often overlooked and underappreciated “enthusiast” or “hobby” motor sport historians can produce given the opportunity. It is not often that one has the great fortune to find monographs such as this one.

—H. Donald Capps

Lime Rock Park: Six Decades of Speed, Beauty and Tradition

edited by Gordon Kirby (eight chapter authors)

Lime Rock Park (2018)

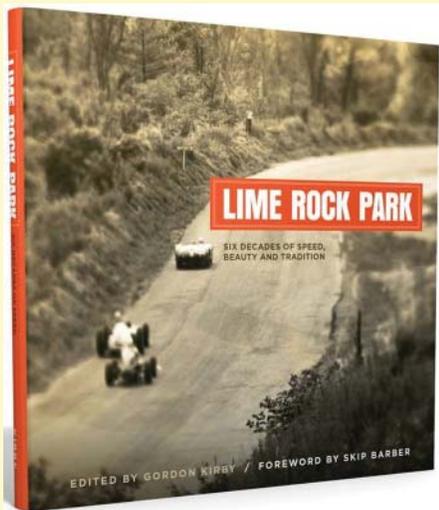
limerockstore.com (No ISBN)

224 pages, 10¼" x 10¼" hardcover, dust-jacket

70 color, 69 b/w images. No index

Price: \$75

The first book with the title *Lime Rock Park* was written by Rich Taylor and published in 1992 as a joint venture between his Sharon Mountain Press and Lime Rock when the race facility was 35 years old. (*See the review in SAHJ #143, p. 10. —Ed.*) Now, not quite 30 years later, another *Lime Rock*



Park book has been published. This time the track and its owner Skip Barber are the publisher. Rich Taylor is one of eight writers contributing chapters. Skip Barber sets the stage in his foreword mentioning the book is intended to mark and celebrate the track's 61st year.

The new *Lime Rock Park* book is a handsome presentation—rich with fine photographs. Its chapters share highlights over the track's span of years. Some focus on a particular series or car type, while others tell of specific individuals or personalities.

Rich Taylor has the opening trio of chapters with the first sharing the track's early history, a version abbreviated from his own earlier book. Taylor's next two chapters profile men who were influential during the track's earliest years. His well chosen and sensitive words clearly convey the respect and admiration he holds for both John Fitch and Briggs Cunningham.

Gordon Kirby, who is also the book's overall editor, pens the next chapter in which he introduces two more men, one of whom, Sam Posey, figures big over Lime Rock's history, and his friend and competitor on the track and later in broadcasting, the British-born race car driver turned broadcaster, David Hobbs. In that same chapter Kirby also tells of Skip Barber during his competitive, pre-driver-school and track-owning days.

A few chapters further on comes Kirby's standalone chapter on Barber relating how Barber went from race car driver to businessman, putting his driving skills and interests to work teaching others and how that driver's school eventually led to his becoming the sole owner of Lime Rock Park. Another chapter puts Sam Posey's sensitivity and communication skills on display for he truly

takes just the right tone and picks just the right words in creating his chapter on Paul Newman.

Your commentator's previous awareness of Scott Atherton placed him as an executive; the top guy at Panoz, IndyCar and other ventures. Turns out he also proves himself to be a clear communicator with the written word. His chapter is titled "The Future of IMSA Sports Car racing." Atherton not only puts his words together nicely but does so while also accomplishing what some of the earlier chapter writers found difficult—namely keeping his words focused on Lime Rock Park.

The concluding chapter is illustrative of the challenge involved with "keeping that focus." The chapter is an edited transcription of a session moderated by Judy Stropus, a lady well-known to the racing community. (Brief aside for those not familiar with Judy's history: Roger Penske was so impressed with her race timing and scoring abilities in the pre-computer days that he hired her. She then added ably performing public relations functions for various clients to her résumé.) For this book, as said, Judy moderated a "let's chat about Lime Rock" session. It's a delight

to read as she's chatting with David Hobbs and Sam Posey, two garrulous, energetic and humorous guys. But their conversation does tend to wander so Judy repeatedly tries to refocus them with something like, "Yes, but what about at Lime Rock?"

An oddity of this new *Lime Rock Park* book is its lack of an ISBN (International Standard Book Number). The ISBN is that all-important multiple digit number that identifies a specific book, as in each number is unique and specifically assigned (when applied for) to that one title. With no ISBN, there cannot be a bar code. And without a bar code the vast majority of retailers can't "ring up a sale"—and, in this day and age, that severely limits the ability to find a source from which to purchase a book. Thus the only place your commentator has found where the book is available for purchase is directly from the race track itself. So if you search for this new book on the internet and your search gives you a *Lime Rock Park* book with an ISBN, that's the earlier one published in 1992, not this newer one.

Each of the books with the title *Lime Rock Park* has its own attributes. The po-

**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 × 10)
290 photos (27 in color),
notes, bibliography, index
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tential reader-purchaser's interest should influence and guide whether one or both books are required to best fill the needs and interests. As examples: participants and enthusiasts along with racing historians will likely want both books on the shelves of their libraries. Enthusiastic Lime Rock race spectators are apt to be happiest with the book that best coincides with the years during which purchasers enjoyed events at Lime Rock Park.

Lime Rock, the track, is as popular and well-used today as when it was new. Thus its story at whatever stage involves just about every major series or car type. It's that wisely designed challenging versatility (credit John Fitch and Bill Milliken for that) coupled with its spectator friendly, not to mention beautiful, setting that have led to its longevity. And Lime Rock Park's future is just as promising as its history has been illustrious as its books of the same title show and tell.

—Helen V Hutchings

The State of American Hot Rodding: Interviews on the Craft and the Road Ahead
by David Lawrence Miller

McFarland & Company (2018)

McFarlandpub.com/800-253-2187

200 pages, 7" x 10" softcover

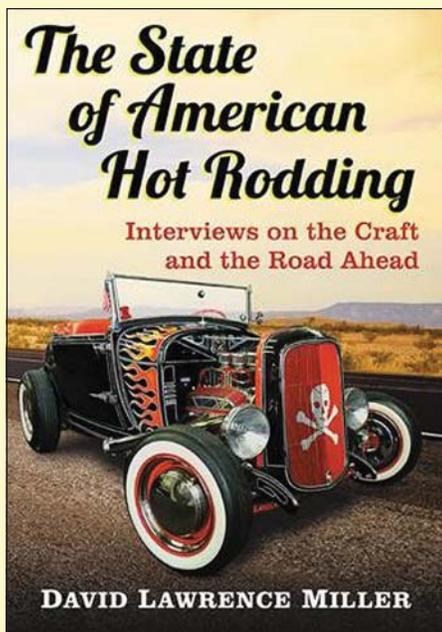
50 images, notes, bibliography, index

Price: \$29.95

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ISBN-10: 1476672911

ISBN-13: 978-1476672915



It's a familiar gearhead story. A car guy accidentally comes across an automotive

find in an out-of-the-way spot. He arranges for its transport home, then spends the next few years of his life shaping it into something he can call his own. Once the vehicle is completed to his satisfaction, he tests it by taking it out—to a car show, a cruise, or perhaps on a hot rod tour. However, when car guy David Lawrence Miller decided to crisscross America in his custom 1958 Chevy Apache pickup, he did so not only as a gearhead, but also as a research scholar. *The State of American Hot Rodding* represents one man's quest to uncover the origins of the hot rod phenomenon, to contemplate its current condition, and to determine the necessary steps for its continuation into the future. As he set out on his cross-country adventure, Miller sought to explore, examine, and appraise the past and future of hot-rod culture through the life experiences of its most famous and infamous members. As an individual invested in the practice of hot rodding, Miller also understood the importance of recording the stories of those whose time remaining in the hobby is limited at best. The book, therefore, is not only an investigation into the current and future state of hot rodding, but also serves as an homage to the legendary figures of American hot-rodding culture.

Miller's book has a simple construction. He begins with an explanation of hot rodding for the uninitiated, establishes his own credentials through a brief chronology of his involvement in the culture, provides a detailed description of his own build, and as a geographer and scholar, presents his research methods. In this first section, Miller is concerned with legitimacy—that of himself as a gearhead and that of hot rodding as a pastime worth preserving. Although Miller acknowledges the environmental costs associated with the hobby, he also recognizes and appreciates hot rodding's status as a "revolt against the commonplace." While hard core hot-rodders will have little argument with Miller's assessment, those without a gearhead gene may need additional convincing.

The large middle section of the book is devoted to interviews with 16 hot rod legends of various persuasions. The impressive list includes designers, builders, and restorers of pure hot rods, 50s customs, as well as rockabilly and futuristic vehicles. The conversations are, for the most part, unedited. Although Miller set out with a

list of discussion topics, the interviewees often meandered into tangential, but ultimately fascinating, recollections. Hot rod enthusiasts will recognize many of the individuals Miller engages, and will no doubt enjoy trips down memory lane with individuals such as Bobby Alloway, Bo Huff, Darryl Starbird, and the inimitable Gene Winfield.

While Miller's intent was—as the title suggests—to inquire about the current and future state of hot rodding, the stories included in this collection are overwhelmingly focused on the past. These are old car guys after all; consequently most chose to talk about their beginnings in the hobby, their successes as builders and designers, and memorable cars on their résumés. Aficionados will enjoy reading about Darryl Starbird's first bubble top car, Bo Huff's collection of "works of art on wheels," and the "Ohio Flames" Bobby Alloway made famous. The strength of Miller's book is as a repository for the oral histories of an impressive collection of aging hot rod pioneers. The car buffs interviewed for this project provide fascinating and illuminating personal histories of American hot rodding in all of its many guises. However, what is lacking in the responses is a convincing antidote to the greying of hot rod culture. While the men collectively agreed that interest in the culture must be passed on to younger generations if it is to survive, they were unable to offer concrete suggestions on how that might be accomplished.

In the last section, Miller reiterates the conditions leading to the culture's precarious future—rising fuel costs, costs to the environment, and the move toward autonomous vehicles—and contemplates possible solutions. The incorporation of new technology into old cars, Miller argues, provides the greatest opportunity for hot rodding's survival, as it will not only address environmental issues, but will make the hobby more attractive to younger car buffs. However, neither Miller nor those he interviews suggest that an effective way to increase participation is to make hot rodding more inclusive. As a cultural studies scholar, I must mention that hot rodding culture is now, and has always been, composed of individuals who are overwhelmingly white, male, and heterosexual. Making the hobby accessible to a wider audience has the possibility of bringing new interest, enthusiasm, and

ideas to the hobby. Muscle car culture, long a bastion of masculinity, has witnessed an influx of female enthusiasts. The inclusion of women has not only stemmed the tide of attrition, but has changed the face of the culture. In addition, by concentrating primarily on aging car buffs rather than up-and-coming builders and designers, Miller missed an opportunity to consult with those not as deeply rooted in the past who might have better insight into the future.

Miller's enthusiasm for hot rods and his reverence for hot rod legends is evident on every page of this book. For the hot rod aficionado, *The State of American Hot Rodding* provides an opportunity to hear from the old timers before they pass onto that great dragstrip in the sky. For the casual car buff, the book offers a unique glimpse into a specific car culture and introduces the individuals who made a name for themselves within it. As a certifiable gearhead, Miller loves the world of hot rodding; he interviewed men he has long admired in the hope that in their wisdom they would provide the key to the culture's survival. Only time will tell if, in fact, Miller succeeded.

—Chris Lezotte

Wheels in Time

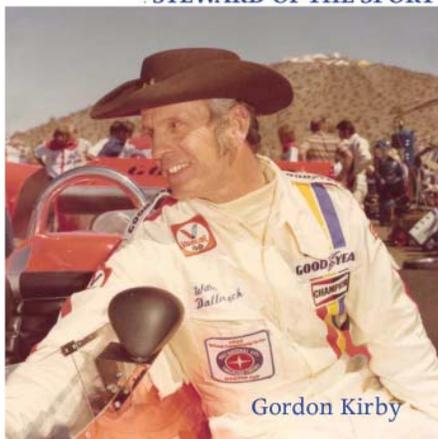
This image is sourced from:

reddit.com/r/Colorization/comments/6lv1j9/senator_george_witmore_and_his_wife_in_a/ We featured the original b/w image in SAHJ 284. The image below is from a website that circulates the work of artists who colorize images. As the site notes: "Colorization can be very time-consuming but the results are often amazing." This image is a good example to support that statement.



Wally Dallenbach

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