

SAH Journal



ISSUE 299
JULY / AUGUST 2019

\$5.00 US

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Billboard

SAH in Paris XXV Lieu Historique, Nouvelle

Date: The Society's 25th European Meeting, in established tradition, will convene again at the revered Automobile Club de France, the world's oldest motoring organization. To minimize conflicts with the many activities surrounding *Rétromobile*, we have advanced the date to Tuesday, February 4, 2020, the eve of the opening of that major event. Over the five days following there are numerous auctions and meetings of organizations that many of our members like to attend.

As in prior years, there will be a three-course *prix-fixe* dinner, at the same €95.00 price as last year (about \$105.00 at current exchange rates), including beverages. Dinner will be served at 8:00 PM Central European Time, but come earlier for networking and meeting old friends over drinks. A number of SAH awards will also be presented.

Space is limited, so make your reservations now by contacting our French organizer *Laurent Friry* (laurent.friry@gmail.com), *Peter Moss* in the United Kingdom (peter.moss12@btinternet.com) or *Kit Foster* in the USA (kit@kitfoster.com). Payment is



best made via PayPal to Laurent at his email address—use the “Friends and Family” option for the best currency exchange. Please email him for other arrangements.

The Automobile Club de France is located at 6 Place de la Concorde, Paris 75008, Metro station Concorde on Ligne 12. *Rétromobile* takes place at Paris Expo, Porte de Versailles from February 5th to 9th. Paris Expo is also easily accessed via Metro Ligne 12.

For Sale: We are saddened to learn that SAH member *Bill Blanchard* (4382) has passed. His widow, *Diana*, is hoping to sell his vast collection of automobilia (books, periodicals, and more—assembled over many years) to a collector or institution that could make good use of it all. Please contact Diana at diana.blanchard@att.net, 314.726.5737.

Front: The 1951 Le Sabre Concept car on the track at The NB Center for American Automotive Heritage in Allentown, Pennsylvania. Its placard when displayed at the GM Heritage Collection says: "Inspired by the lines of the F-86 Sabre jet fighter, the Le Sabre was GM's first postwar concept car, debuting at the 1951 Autorama. The Le Sabre was more than a styling exercise, boasting features such as an automatic rain-sensing top and built-in hydraulic jacks. Inner panels were cast magnesium and aluminum was used extensively. A unique feature of the Le Sabre was the use of two separate fuel systems with dual rubberized 20-gallon tanks, one for gasoline and the second for alcohol to provide an extra boost when more power was called for from the supercharged V8." **Back cover:** Astronaut Alan Bean's Corvette at the HVA display at the US Capital; for details see the photo's source at: historicvehicle.org/cars-at-the-capital-2019-gallery

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

ISSUE 299 • July/August 2019

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



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SAH Journal (ISSN 1057-1973)
is published six times a year by The
Society of Automotive Historians, Inc.
Subscription is by membership in the Society.

Membership dues are \$50 per year (\$60
per year outside North America & Mexico);
digital membership dues are \$20.

Dues and changes of address go to:

Society of Automotive Historians, Inc.
c/o Cornerstone Registration Ltd.
P.O. Box 1715
Maple Grove, MN 55311-6715 USA

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President's Perspective

You will likely be reading this President's Perspective close to SAH celebrating its 50th Anniversary. This is an remarkable milestone for any organization and it has been an honor and privilege to be at the helm during this auspicious occasion. This has not been a solo run, with much support from many people.

Editor of this *SAH Journal*, *Rubén Verdés*, has by far the biggest load to carry with the responsibility of six issues a year, plus tirelessly handling the role of Treasurer. On behalf of all Members, Rubén, I thank you for your dedication to SAH. Thank you also to *Don Keefe*, editor of the *Automotive History Review*, who is handing over the reins to *John Heitmann*. Don, we appreciate the enthusiasm that produced the bumper issues of the AHR. Behind these two top quality magazines has been *Tom Jakups*, Chair of the Publications Committee, plus *Kit Foster* and *Steve Wilson* who carefully polish the material you read.

The incoming president, *Don Capps*, has been instrumental in coordinating with *Diane Parker* of the Historic Vehicle Association for the most successful annual April Drive History Conferences. All those who have attended cannot praise these events enough. Put it on your bucket list. Also assisting at this conference has been *Bob Barr* who has impressed our Chapters and Sections through his involvement. He can be counted on to be the first person to put his hand up as a volunteer.



The SAH Awards have a battery of volunteers who review a multitude of entrants from students, magazines, books and websites all in the quest to identify worthy submissions. These awards have earned a great degree of respect for SAH because of the exacting standards set by our reviewers.

Current and many past Directors all handle important tasks and remain dedicated to SAH. Our longest serving Director, *John Marino*, has organized our banquets. *Carla Lesh* has kept our Facebook page interesting and connected with many followers. *Kevin Kirbitz's* role with GM Heritage has provided multiple benefits to SAH and AHR. *Bob Elton* has helped with 50th An-

niversary arrangements. *Dean Nelson* has the skills that have helped SAH immensely as have our Secretary, *Bob Casey* and vice President, *Ed Garten*. *Vince Wright* continues to organize the Hershey Book Signings and *Patrick Bisson*, *Stan Lyman* and others welcome many existing and new members at our Hershey tent.

Many past Presidents remain dedicated to SAH and have provided guidance, support and encouragement. Thank you *Kit Foster*, *Leroy Cole*, *Joe Freeman*, *Susan Davis*, *John Heitmann* and *Andy Beckman*. Current plans involve my continued role as the web editor, so I will be remaining in the wings for a while longer.

It is pretty certain that 50 years ago our founding members would not have anticipated the digital world we live in, capable of transmitting and storing files in seconds. Other than predicting the demise of paper storage of the vast majority of records, it would be unwise of me to make any predictions how SAH will celebrate its centenary. But I am certain that even with an invasion of autonomous vehicles there will be plenty of enthusiasts like ourselves exploring the history of automobiles. With that firm stand, this concludes my final President's Perspective. Thank you to everyone who has served SAH so diligently and for entrusting me with the reins to this wonderful society.

—*Louis F. Fourie*

This issue will reach you decidedly late—this both a notice and apology to SAH members. There are reasons, but no excuses are claimed. SAHJ 300 will follow soon. —Ed.

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Source: historicvehicle.org

Cars at the Capital, 2018. Left to right: 1984 Plymouth Voyager, 15 millionth Ford Model T, Ford Mustang from the 1968 movie *Bullitt*, 1918 Cadillac—believed to be the only known surviving car to serve the U.S. military in in France in World War I, and 1985 Modena Spyder, one of three vehicles built to pass as a Ferrari 250 California in the movie *Ferris Bueller's Day Off*. Cars at the Capital, 2019, which included the Jenkins' Microbus pictured on page 6 and the Corvette on the back cover, can be seen at: historicvehicle.org/cars-at-the-capital-2019-gallery.

MUSEUM WITHOUT A MUSEUM: HISTORIC VEHICLE ASSOCIATION CAR DISPLAYS

Editor's Note: The author, Roger White, is the author of The Motor Home in America (see SAHJ 190 p. 10), and he is the Curator of Road Transportation at the National Museum of American History, Smithsonian Institution.

In 2009, a small group of car enthusiasts and business people founded the Historic Vehicle Association (HVA), a historic car organization that emphasizes documentation, education, and the contexts of individual cars within transportation history and American history. HVA defines its purpose as commemorating cars with unique identities and qualities that transcend mass-produced cars and assuring that such vehicles reside in national memory now and in the future.

HVA administers several programs to achieve its goals. The National Historic Vehicle Register is patterned after the National Register of Historic Places, a Who's Who of American buildings and other properties created by an act of Congress in 1966. The word "places" is broadly defined; the RMS *Queen Mary* and many other ships are listed on the NRHP, but cars are not, prompting HVA to fill a significant gap in research, preservation, and shared information at the national level. The HVA created the National Historic Vehicle Register in partnership with the U. S. Department of Interior, which manages the National Register of Historic Places, and the Library of Congress, which stores photographs of properties on the NRHP. HVA officers select cars

based on several criteria: which cars can be located, how they stand out from other cars, and how well they represent the intersection of American social, cultural, and transportation history. Formal criteria include associative value (a connection with a person or event), design or construction significance, and facts that define the vehicle's original role and its place in history. The HVA raises funds to photograph each car on the Register, including 3D imaging at a facility in Allentown, Pennsylvania.

The public side of HVA includes first-person videos about cars on the National Historic Vehicle Register ("This Car Matters") and frequent displays of borrowed cars, some listed on the NHVR and some not listed. In 2014, HVA launched a varied display program that does not depend on owning and operating a traditional brick-and-mortar museum. In addition to pop-up historic vehicle displays at well-established venues like the Amelia Concours d'Elegance, the Washington Auto Show, and the AACA Museum, HVA has organized cross-country educational car tours with historic vehicles, historic race car laps at the Indianapolis 500, combined car displays and car lectures at HVA's annual Drive History conference, and driving experiences for conference attendees.

HVA's signature display, "Cars at the Capital," has become its most iconic public showing. Each year, a temporary glass box on the National Mall in Washington houses a changing display—one car at a time—for several weeks in a dramatic outdoor setting

The Historic Vehicle Association's 1915 Ford Model T participated in the Dodge City Days Parade in Dodge City, Kansas, while on a cross-country tour named the Road Trip Century in June, 2016.



Source: historicvehicle.org

situated in the center of the Mall between the National Gallery of Art and the National Air and Space Museum. Like a glowing 3D PowerPoint, many iconic cars have rotated in and out of the showcase since 2016. This unorthodox, visually striking venue, and an additional ten cars displayed under a tent elsewhere on the Mall in 2014, underscore HVA's ties with the U.S. Department of Interior; and the National Park Service administers the Mall and approves all events and temporary structures.

HVA owns only one vehicle, a 1915 Ford Model T. It owns no buildings—its lab, library, and conference center are located adjacent to the NB Center for American Automotive Heritage in Allentown. The rest is carefully orchestrated magic: a museum without a museum, and a national database administered by a public-private partnership. Time will tell whether other car history organizations make use of these interesting, unconventional models.

—Roger B. White



Source: historicvehicle.org

Above: Dr. Barry Stiefel of the College of Charleston is coached on the nuances of driving a 1933 Marmon 16 Victoria Coupe by Kris Flickinger of the NB Center for American Automotive Heritage at the 2018 Drive History Conference in Allentown, Pennsylvania.

Below: At the HVA's 2018 Drive History Conference, Mark Lassen discussed the decision and process to make his historically significant, unrestored 1918 Cadillac Type 57 operational again. The vehicle is the only remaining Cadillac known to have served in France during World War I.



Source: historicvehicle.org



The Jenkins Microbus: a 1966 Volkswagen Type 2 Microbus (VIN 256065831).

AT THE CONFERENCE: 50TH ANNIVERSARY OF THE SAH THE PLACE OF A VW MICROBUS IN AUTOMOTIVE HISTORY

Editor's Note: For the second year in a row, the SAH had its 2019 Automotive History Conference within the Historic Vehicle Association's third Drive History Conference April 11th-13th at the HVA's National Laboratory located at The NB Center for American Automotive Heritage in Allentown, Pennsylvania, and the theme was "Celebrating 50 Years of the Society of Automotive Historians." This corroboration revealed, once again, the synergy and resonance between our two organizations. Our conference presentations often evolve into articles for the Automotive History Review. Our coverage of the conference will rest with this slightly edited version of the conference's kick-off presentation written by Diane Parker, HVA Vice President. The SAH exists to recognize that the history of the automobile has a wide scope—from design and engineering to art and culture—and what follows is an example of that aforementioned resonance, where the automobile is part of a story that should be remembered.

On August 28, 1963, Martin Luther King, Jr., gave his "I have a dream" speech on the steps of the Lincoln Memorial in Washington, DC. He was the last to take the stage that hot August day; he'd finished writing his speech at 4 o'clock that morning.

According to historical records, although he'd used the phrase in past conversation, he never planned to use the words: "I have a dream" that day. Before he took his

place behind the podium to address some 250,000 people that had traveled in from all over, his friend Mahalia Jackson sang two hymns. She sang for nearly ten minutes before taking her place on the stage, sitting nearby the podium where Dr. King stood.

His voice rang out over the National Mall in Washington, DC, as he stood on the steps of the Lincoln Memorial. During a very slight pause in his speech, Mahalia Jackson leaned in and, just loud enough for him to hear, said:

"Tell them about the dream, Martin! Tell them about the dream!"

Who do you suppose leaders like Martin Luther King, Jr., surrounded himself with? Where did he find like-minded people to confer with and dream with? Where did he go to develop ideas and with whom did he seek counsel?

This writing is not about Martin Luther King, Jr. I am sure that everyone is quite familiar with his many good works and pioneering civil rights efforts. Rather, this writing is about two people you may not be familiar with—people who also had many good works and pioneering efforts during the civil rights movement.

This is the story of one man, and one woman—who together, created a place where like-minded leaders could meet, where

ideas were developed, where learning took place, where people of all ages could seek counsel, where children had a safe place to play, and where people within the community had a place to go when they needed help.

This is about a man by the name of Esau Jenkins and a woman by the name of Janie B. Jenkins.

Esau Jenkins was born in July 1910, and Janie Bell Jones was born in September of the same year—both grew up on Johns Island, South Carolina. In 1927 at seventeen years of age, they were joined together in holy matrimony.

Referred to as Papa and Mama Janie by family, both Esau and Janie B. grew up during times of segregation, when educational opportunities weren't readily available; and neither had formal schooling past the eighth grade because their help was needed with family farming. Education remained vastly important to them and as adults they pursued an education throughout their lives.

Together, Papa and Mama Janie had 13 children—eight girls and five boys. Of those 13 children, they would lose five, ranging in age from newborn to a son in his 20s. Though suffering through devastating loss they not only continued to care for their remaining eight children, and one another, but also the children and the people within their community.

Mr. Esau asked himself one time: “Am I my brother’s keeper?” The answer he came back with was: “yes, yes you are.” From there, he decided “since I was no better than anyone else, and I didn’t feel worse than anyone else, I would do anything I could to help people in order to help myself.”

Two instances of racial injustice in particular were motivators to Mr. Esau:

In September of 1938, two black men were riding along when a dog ran out in front of their truck. The black man driving the truck tried to avoid hitting the dog, however, he couldn’t. Unfortunately, the dog was hit and killed. It was an accident. The dog’s owner, a white man, jumped in his car and with his shotgun in hand, drove after the truck. The black man was shot to death that day while pleading for his life. The gunman hired a white lawyer, and the case was never heard about again.

A few years later there was a similar story. The Malones, a white couple who had moved from Mississippi, had a female dog. Getting out one morning, the dog went across the street where Sammy Grant, a black man, lived. Hearing her dog hollering, Mrs. Malone went over and asked Sammy Grant if he’d “put his dog on her dog.” Although Sammy responded he hadn’t, Mrs. Malone was convinced otherwise and accused him. Sammy replied: “Whoever said I put my dog on your dog tells a damn lie.” The next morning around 7:00 A.M., as Sammy was catching the usual truck to work, Mr. Malone called out to him. As Sammy came around by the back tailgate, Mr. Malone

shot him with a 12-gauge shotgun. Sammy Grant lived through the shooting because he was rushed to the hospital, and because Mr. Esau and two of his brothers-in-law gave a pint of blood each.

Determined to seek change, Mr. Esau, along with Mr. Joe Williams, formed the Progressive Club in 1948. They collected monthly dues of twenty-five cents from each member. The money would be used to help members that found themselves facing trouble. From there, bricks and mortar followed, and the Progressive Club would grow to become a nucleus of Johns Island. Over the years, it developed into a place where children could play; people on the Island had a place to get groceries and gasoline; parents could put their children into daycare; and there were classrooms for residents to trade goods and services to help each other. Additionally, adult education was taught and there were sleeping quarters for leaders such as Martin Luther King, Jr. More than once, Dr. King conferred with Esau Jenkins, and others, at the Progressive Club and stayed in the overnight rooms available there.

But that wasn’t enough for Papa and Mama Janie.

In the 1940s they used their money from farming and selling produce to purchase several passenger buses. The buses served two purposes: (1) to transport Island children to the city to attend school; and (2) to transport adult workers from Johns Island to jobs in Charleston. Along the way,

the Jenkinses would teach adult passengers about the Constitution and what they were required to know to pass a test so they could become registered voters. Because of their efforts, thousands of children and adults were transported, and educated.

But that wasn’t enough for Papa and Mama Janie.

In 1951 their efforts resulted in the opening of Haut Gap High School, the first high school on Johns Island. In 1957 the Sea Island School was opened to teach adults to read and write in order to become registered voters. The Citizens Committee of Charleston County began in December of 1959 to promote racial harmony all over the county and provide scholarships to children to further their education. Together the Jenkinses owned and operated motels and restaurants at the only two beaches African Americans were allowed to visit, one in Charleston and one in Atlantic Beach. And together, Esau and Janie B. Jenkins began the C.O. Federal Credit Union in 1966—an institution established so that people of color could obtain loans at low interest rates, versus the 30 and 40 percent they would pay otherwise.

In March of 2019, the Historic Vehicle Association (HVA) had the opportunity to speak with someone directly affected very early on by the opening of the C.O. Federal Credit Union, Mr. Frederick Fields. Mr. Fields was born and raised on Johns Island and he remembers the Jenkins family from a young age. Now in his 70s, he speaks very fondly of Mr. Esau and Ms. Janie and has vivid memories of their kindness and their teachings. He told the HVA staff that the Jenkinses always made sure that children had a place to go in the summer and that the adults in the community had transportation to take them to and from various appointments.

That vehicle Mr. Fields remembers riding in is the 1966 Volkswagen Type 2 (also known as a Microbus) owned by Papa and Mama Janie. Mr. Fields said he would sit in the middle seat so he could see what was going on all around him. “Taking everybody everywhere and forgetting about himself” is what he said about Mr. Esau.

Esau Jenkins served as a male role model and mentored Frederick Fields, teaching him, among other things, the value of having land, and the value of owning your own business. Mr. Fields credits Esau Jenkins for the fact that he’s worked for himself since the 1960s.



Diane Parker, HVA Vice President, delivers this civil rights story at the HVA National Laboratory in front of the photographic cyclorama (photo studio with infinity walls) where vehicles are photographically documented. The VW Microbus is just out of view behind the chairs.

In 1966, the C.O. Federal Credit Union loaned Mr. Fields the maximum amount he could get (at the time) so he could purchase a dry cleaners in downtown Charleston. Once he had the dry-cleaning business fully established, he bought the property on the opposite corner as well. When the C.O. Federal Credit Union found itself in need of a new place, it was Frederick Fields who told Mr. Esau he could use his land.

In 1972 just before Esau Jenkins passed away, he asked Frederick Fields to visit him at the hospital—he had a request. Mr. Esau wanted to ask that his friend continue to ensure that the C.O. Federal Credit Union would have a place on his land. To this day, over 50 years later, the credit union remains in that same place, on the land Mr. Fields owns. And according to Mr. Fields, it's going to stay right there. He's told his children they can never sell it because "for as long as the Credit Union wants to be there, it's going to be there." You should know something about that land—if Mr. Fields were to sell the land where the credit union is located today, he would be a multi-millionaire tomorrow. However, out of the love and reverence he feels toward Esau Jenkins, he will never sell it.

Esau Jenkins passed from this world on October 3, 1972 at 10:30 A.M. Janie B. Jenkins wrote this:

"I lost someone so dear to me, my husband and my friend—
To have known him was to love him, that's how beautiful he was—
His interest was the People; his Goal, the common cause.

"This beautiful man was the Esau Jenkins I knew—
A man who'd experienced poverty, hostility, and oppression too—
And because he knew how cold and cruel and lonely this world can seem,
Love, Freedom, and Equality was the foundation of his dream."

On August 28, 1963 when Martin Luther King, Jr., gave his "I have a dream" speech, Esau Jenkins was on the National Mall in Washington, DC, with his friend. No doubt he was pondering the dreams he still had in his heart.

A few years after Dr. King's speech on the National Mall, Mr. Esau wrote a composition on September 27, 1966. He was 56 years old. His composition was entitled:

"Some of my dreams have already come true."

Perhaps you would agree that the dreams of Esau and Janie B. Jenkins were lived. And perhaps you would also agree that their dreams and all they fought for should never be lost nor should they be forgotten.

Janie B. Jenkins joined her beloved Esau on August 24, 1998. Together they owned the 1966 Volkswagen Microbus—him in the driver's seat, and her navigating in the passenger seat.

On the rear lift gate of the Microbus these words were painted: "Love is Progress, Hate is Expensive." In 2014, the family donated the rear lift gate and engine cover of Papa and Mama Janie's 1966 Microbus to the National Museum of African American History and Culture, in Washington, DC.

In March of this year, the HVA extracted the bus from the family back yard where it had been resting since the mid-70s, and where it survived many a storm, including Hurricane Hugo in 1989. On the HVA's website you can read the story of what was involved with extracting their Microbus. There is one piece of that story you won't find about the extraction—something not told on the website, something only our team and the family know—until now.

When the front of the bus was dug out enough to get a jack underneath and it was lifted for the first time in over four decades, there under the front axle were three glass bottles. Those three glass bottles belonged

to Mama Janie. Those three glass bottles prevented the bus from further sinking into the ground over the decades. Their granddaughter was there and as she looked at those bottles, she said she thought it was Mama Janie's way of continuing to uplift and support Papa—just as she'd always done.

At the HVA, we believe America's automotive heritage should never be lost nor forgotten. And our contribution to ensure this never occurs is a program that documents and records the important history of our automotive past—in perpetuity. That program is the National Historic Vehicle Register.

The National Historic Vehicle Register was launched in 2014 in partnership with the U.S. Department of the Interior, Heritage Documentation Programs and the Library of Congress, respectively. To date, the HVA has recorded twenty-six highly diverse vehicles representing many different eras and cultural movements—each demonstrating the profound impact of the human-interest stories behind the horsepower.

Papa and Mama Janie's Microbus will be documented as part of the National Historic Vehicle Register—where the documentation will reside in the Library of Congress—in perpetuity.

Esau and Janie B. Jenkins said what they believed and taught what they believed; and their pioneering efforts toward equality should neither be lost nor forgotten.

—Diane Parker



The Jenkins VW sits in the backyard of the family home. Go to historicvehicle.org/stabilizing-the-jenkins-volkswagen for the story of stabilizing the vehicle and its removal, including a full time-lapse video of the excavation.



1904 DeDion-Bouton Model ADL Rear-Entry Tonneau

HENRY BINDER CARROSSIER PAR EXCELLENCE

Editor's Note: A version of this article focusing on Rolls-Royce production appeared in the July/August 2019 edition of The Flying Lady magazine (ISSN 0015-4830).

Like many coachbuilders, the firm of Henry Binder, 31, Rue du Colisée, Paris, began in the carriage trade before the dawn of the automobile. Henry's father, Jean Jacques Binder (1783–1846), emigrated from Germany to France in 1806 and founded a successful carriage firm shortly after. He had five children, and Henry Charles Binder, born January 19, 1830, was the youngest. His siblings were Jean Charles Binder (1819–1891),

Jean Louis Germain Binder (1821–1910), Louise Caroline Binder (1824–1906), and Charles Jules Binder (1826–1899). Eldest brothers Charles and Louis took over the family business upon their father's passing, while Jules was at l'Ecole Centrale and Henry was at l'Ecole Navale at the time.

Before WWII nearly all premium automobile producers made only the chassis—a coachbuilding firm would supply the body. Accordingly, each of these cars had two makers. The firm is rather frequently referred to as “Henri Binder”—through all its various corporate iterations, the name was always “Henry Binder” conspicuously following

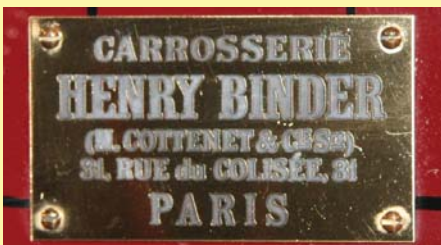
the actual spelling of the founder's name.

Henry married Louise Albertine Mestro (1835–1917) in 1857 and left the Navy in 1858. Their only child, Henriette, died on September 3, 1859—she was only 15 months old. Henry was active in various pursuits, but circa 1862 he formed his carrossier and steadily built a strong reputation. In this family of coachbuilding brothers, by 1871 there were three Binder firms: Binder Carrossier, Binder Frères (i.e., “Binder Brothers,” with Jules at the helm), and Henry Binder. This situation may explain why Henry used his first name as part of his company name—to avoid any confusion with his brothers' work.

Henry hired Maurice Cottenet, a graduate of the Collège de Compiègne and École Centrale des Arts et Manufactures who would become general manager in 1881, and who would take over the firm after Henry Binder's death. Maurice Eugène Albert Cottenet (1853–1923) married Jeanne Marie



Perhaps the only known surviving picture of Henry Binder (age unknown).



Left: Coachplate shortly after Binder's passing on the 1904 DeDion-Bouton pictured above. Note the addition of “M. Cottenet” under the Binder name. Right: Coachplate on a 1920 Panhard. Note that “M. Cottenet” has been dropped.



Left: Early Henry Binder coachplate. Right: The coachplate seen on cars from the 1920s through the 1930s (this one from the car featured in SAHJ 295 pp. 4-6).





Left and above: The postage date of this postcard of the Binder facility is illegible—the cars date the era. (From the E. Béraud collection of postcards, source: delcampe.net)

Renou (1851–1931) in 1878. Henry’s wife’s sister, Marie Renou née Mestro, points to a family connection. The fact Maurice was Henry’s nephew-in-law, in addition to his professional competence, explains his rise and favored place within the company.

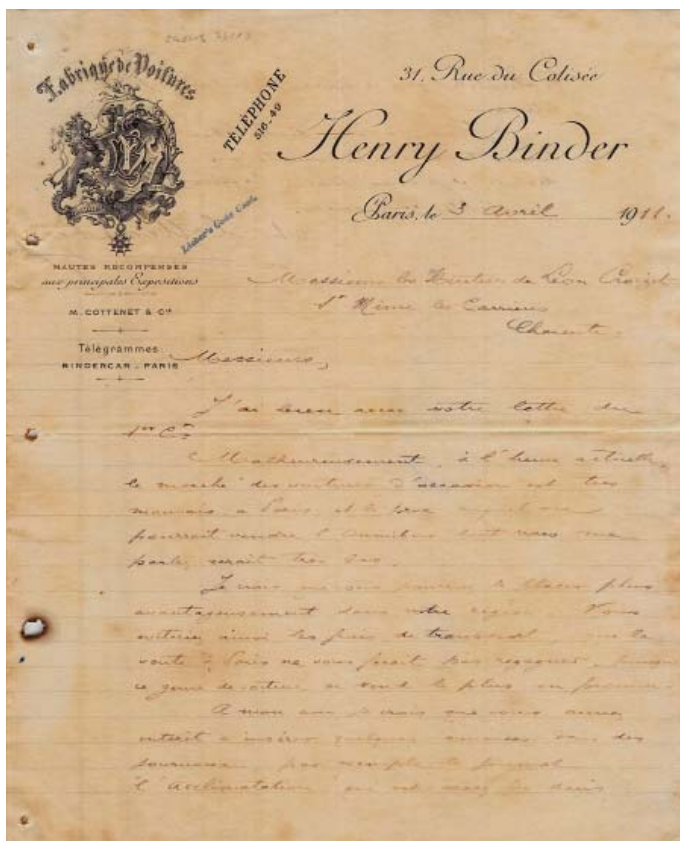
Binder was engaged in trade and show organizations, and the company continued to prosper and win awards for its quality coachbuilding. Maurice was president of the Chambre Syndicale des Carrossiers from 1895 to 1901, and 1909 to 1914. This

organization survives to this day as the Fédération Française de Carrosserie Industries et Services.

Henry Binder died on March 24, 1901. Accordingly, he had no hand in his firm’s engagement and successes in the era of automotive coachbuilding—that challenge fell to Maurice Cottenet. It is clear that the value and corporate goodwill was in the name “Henry Binder”—but Maurice asserted his place by adding his name: “Henry Binder, M. Cottenet et Co. Successeurs.”

The company remained a powerhouse, with other coachbuilders getting their start at Henry Binder. Before establishing his company in 1903, Jean-Baptiste Franay (1858–1922), who was a saddlemaker by trade, was a shop foreman at Binder. Jean-Marie Letourneur (1866–1944) and Jean-Arthur Marchand (1872–1946) met at Binder before forming Letourneur et Marchand in 1905. It was reported Binder had about two hundred workers circa 1913. Coachbuilder records vary greatly—there is no archive of Henry Binder records.

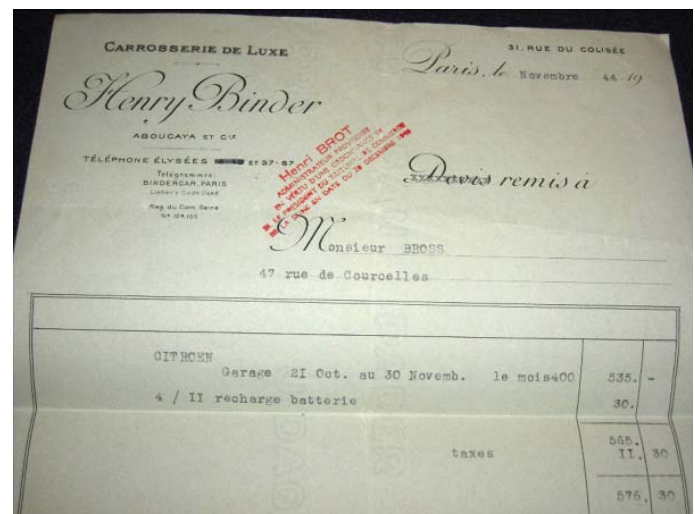
There were many fine marques to carry Binder coachwork, from a Bugatti Royale (see SAHJ 274, p. 4, and 288, p. 7) to Delahaye to Panhard to Hispano-Suiza and many more. It is worth lamenting that the names



Left: This correspondence on Henry Binder letterhead is dated April 3, 1911. Note “M. Cottenet & Cie” on the left margin. Right: Cottenet text in detail.



Below: Though Henry Binder ended production before the end of the 1930s, this invoice is dated November 1944, but it’s for garage services.



of the actual Binder designers are not known, where for some other coachbuilders some of the names are known. It was common practice for the designer drawings to be signed in the name of the coachbuilder, so there are many drawings signed Henry Binder.

In 1919 Binder obtained a license for the Baehr patents. Gustave Baehr's firm operated from approximately 1913 to 1928 in Paris. Early on he built an all-weather transformable with specialized fittings, which he patented. Binder wasn't the only coachbuilder to pay Baehr a licensing fee for his inventions. There were no other known outside proprietary items used at Binder; all the rest looks to have been in-house expertise. During the 1920s and 1930s Binder produced the sort of elegant, stylish, and quality work associated with the most luxurious automobiles of the classic era.

Henry Binder's sole heir was his wife Louise who died in 1917, and Maurice died in 1923 with no found indication that his wife or son Jean would play a role in the affairs of the coachbuilder. There was a theory from the Belvallette & Cie entry in the Coachbuilding volume of *The Beaulieu Encyclopædia of the Automobile* written by Jan P. Norbye: "Alfred Belvallette married Mademoiselle Binder, which would eventually lead to a merger with the coach builders Henri Binder." Alfred Norbert Jacques Belvallette married Henriette Madeleine Binder on January 29, 1882, and Henriette was Jean Charles Binder's daughter and he was Henry's (not Henri's) eldest brother. To be clear, these aren't "gotcha" points—these matters are difficult to ascertain, and the fact that it's a century later with few surviving references compounds the difficulties. The Binder brothers did appear to work together



Maurice Cottenet in 1913.

Source: en.wikipedia.org © Gunmar Klack (2018)

Source: Motor Body Vol. 49



Façade of the Petit Palais, Musée des Beaux-Arts. The Henry Binder period photos were shot usually on the far left side.

occasionally, so any number of succession and ownership scenarios were possible, but to date all have been theories.

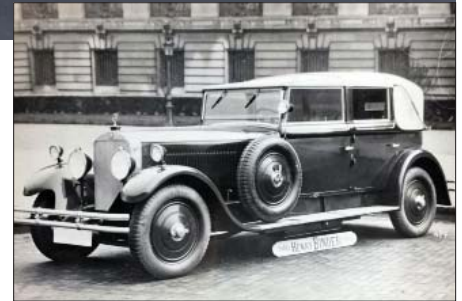
There is a scattering of surviving period Binder coachwork pictures with the various marques they supplied bodies to. A good many of these photographs were taken at the same spot in front of the Petit Palais, which was built for the 1900 Exposition Universelle and today serves as the Musée des beaux-arts de la ville de Paris.

Like most of the coachbuilding industry, Henry Binder would not survive into the postwar era as a coachbuilder. A reference in *The Beaulieu Encyclopædia of the Automobile* mentions that Claude Janssen (Janssen & Cie, Levallois-Perret, Seine) got together with Binder and later became distributors of GM cars in France and worked as a body repair shop, adding this about Janssen: "In 1970, now director general of the Banque Worms, he sold Binder & Janssen to Christian Vilaseca, the future managing director of Jaguar France."

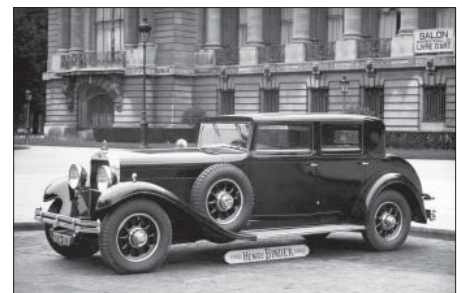
The subject of Henry Binder coachwork, both in the carriage and automotive eras, remains in want of more research, and in want of more material to emerge. Here the aim has been to advance the story. The reader is encouraged to provide feedback to this article to expand what we know about this fine coachbuilder and the cars that survive.

—R. Verdés

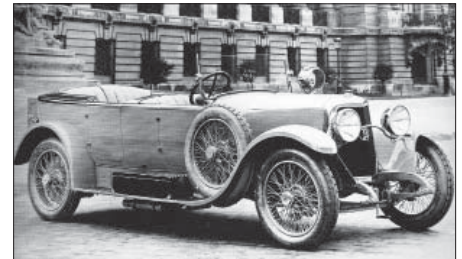
Acknowledgements: Guillaume Kozubski of the Fédération Française de Carrosserie for references to Maurice Cottenet and corporate data. Sources: *Bulletin de la Chambre syndicale des carrossiers* Jan. 1923; *Motor Body* V49 (Apr. – Sep. 1913); *The Beaulieu Encyclopædia of the Automobile* (ISBN 0117027502); attelage-patrimoine.com/ classicarratings.com/ delcampe.net/ en.wikipedia.org/ ffc-carrosserie.org/ geneanet.org/ todocolection.net/ tradition-fahrkunst.de/



Mercedes-Benz Cabriolet de Ville



Delage D8 Berline



Panhard & Levassor 16CV Type X36 Torpedo



Hispano-Suiza Coupé de Ville



Packard Limousine

Source of these five images: coachbuild.com

Book Reviews

Fins: Harley Earl, the Rise of General Motors, and the Glory Days of Detroit
by William Knoedelseder

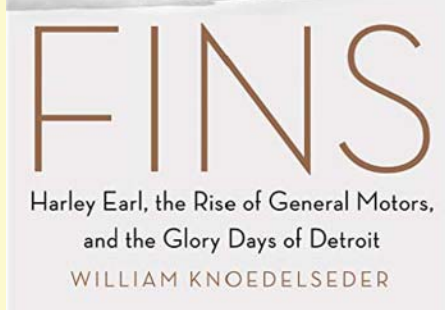
Harper Business (2018)

harpercollins.com/9780062289070/fins/
317 pages, 6" x 9" hardcover

18 b/w images, chapter notes, and indexed
Price: \$29.99

ISBN-10: 0062289071

ISBN-13: 978-0062289070



This is not a design or styling book, but rather an automotive history combined with a nicely written biography of, as the subtitle suggests, a pivotal individual within the auto industry. SAH-member readers already well familiar with GM or design and styling history will find little new between the covers so reading *Fins* will be more of a memory refresher.

Happily because the author's sources and resource materials are also well known to most automotive historians, William Knoedelseder was saved from making any grievous errors. Our own *Michael Lamm* is cited often both in the text and chapter notes as are *Dave Holls*, *Strother MacMinn*

and other familiar names.

Your commentator, having never read any of Mr. Knoedelseder's previous books, was pleasantly surprised to find his writing clear and straightforward with none of the hyperbole or over-dramatization the publisher's marketers resorted to in their promo materials for this book about *Harley Earl, the Rise of General Motors, and the Glory Days of Detroit*. The events of that time in history are filled with enough drama of their own, no exaggeration needed.

By far the most interesting and thought-provoking chapters are the concluding two.

On earlier pages Knoedelseder first mentions Raymond Loewy this way, "[Harley Earl's] name was [by 1940] starting to be mentioned in the same breath as Raymond Loewy and Norman Bel Geddes." By those concluding chapters, Earl's reputation and influence were indeed considerable but as he neared mandatory retirement age his methods and perceptions of good design were wavering, outmoded and passé; and Raymond Loewy had written a piece published in the April 1955 *Atlantic* which Knoedelseder cites.

Your commentator found that article on *Atlantic's* website. Although Loewy doesn't mention Earl by name, nor his own MAYA philosophy by its acronym, there's nary a doubt to whom his very to-the-point words are directed. And he adds too that the buying public has itself learned that hanging all that chrome on a car doesn't make a better car nor is it good, simple, aerodynamic styling.

The concluding paragraphs follow the Earls, Harley and wife Sue, into retirement until their respective deaths; Harley in 1969, Sue in 1988. Overall, as said at the outset, the book is a very readable refresher course for some and a good introductory overview for the younger set.

—Helen V Hutchings

World War II Veterans in Motorsports
by Art Evans

McFarland & Company (2019)

McFarlandpub.com/ 800-253-2187

202 pages, 7" x 10" softcover

148 b/w images, bibliography, indexed

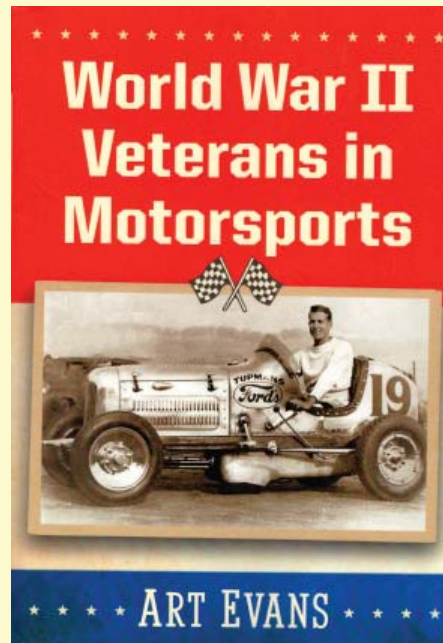
Price: \$39.95

eISBN: 978-1-4766-3590-3

ISBN-10: 1476676704

ISBN-13: 978-1476676708

Books with short biographies of motor sports figures have been around for



ages. Usually focusing on the drivers, of course, although not always, these books tend to serve as introductions to these personalities for recent followers of the sport or simply as efforts to capture them at a moment in time. Here is a listing of just a few examples of this sort of book: *German Racing Cars and Drivers: Pre-War and Post-War*, by Günther Molter and Kurt Wörner (Floyd Clymer, 1950); *Great Racing Drivers of the World*, by Hans Tanner (Sports Car Press, 1958); the *Encyclopedia of Auto Racing Greats*, by Robert Cutter and Bob Fendell (Prentice-Hall, 1973); *The Grand Prix Champions*, by Mary Schnall Hegler (Bond/Parkhurst, 1973); *Dirt Tracks to Glory: The Early Days of Stock Car Racing as Told by the Participants*, by Sylvia Wilkinson (Algonquin, 1983); *Champions! Hawthorn, Hill, Clark, Surtees, Hunt, Mansell*, by Christopher Hilton and John Blunsden (Motorbooks, 1994); *Grand Prix Champions: From Jackie Stewart to Michael Schumacher*, by Alan Henry (Motorbooks, 1995); *Legends of Stock Car Racing*, by Dr. John Craft (Motorbooks, 1995); *All Around the Track*, by Anne B. Jones and Rex White (McFarland, 2007); *The Motorcycle World Champions: The Inside Story of History's Heroes*, by Michael Scott (Haynes, 2008); *Declarations of Stock Car Independents: Interviews with Twelve Racers of the 1950s, 1960s and 1970s*, by Perry Allen Wood (McFarland, 2010).

Art Evans is the author of roughly a dozen books relating to motor sport,

all since 2001, plus a number of others relating to photography and other topics. The first of his motor sport books was *The Fabulous Fifties: A Decade of Sports Car Racing in Southern California* (2001), followed by *Sports Car Racing in Southern California* (2002). These motor sport-related books tend to be in the form of photographic scrapbooks, including one such book devoted to Ken Miles as well as the racing events held at such sites as Torrey Pines, Pebble Beach, Golden Gate, and Paramount Ranch. During the 1950s Evans was the editor of *West Coast Sports Car Journal*, the official magazine of the California Sports Car Club. He raced an MG TD at Palm Springs as well as racing an MG Special and succession of Jaguar XK120s, ending the decade campaigning the first Devin SS. During the Sixties, Evans was a faculty member at Orange Coast College, located in Costa Mesa. There he was an assistant professor and then chair of the Photography Department. Dr. Evans then worked in the entertainment industry, including a seven-year stint at Paramount Communications. During the Eighties, Evans became involved in the vintage racing scene in California. Now retired, Evans is still active at the age of 85 with his involvement with the Fabulous Fifties Association and his writing.

Despite what might appear to be implied in its title, *World War II Veterans in Motorsports*, Evans' book is really a series of vignettes of his friends and acquaintances who, as members of the mythical "Greatest Generation," served during the WWII era. That is, of the twenty-three people included in *World War II Veterans in Motorsports*, most of them served during that war as members of the American military, but not all of them. Ken Miles served in the British Army and Vasek Polak, after the Czechoslovakian Air Force was disbanded, served as a member of the Czech underground. Two of those profiled, Steve McQueen and Dan Gurney, did not serve during World War II. Steve McQueen did not join the Marine Corps until 1947 and was discharged three years later. In 1951, Dan Gurney initially enlisted in the Air Force, but at the time those in the Air Cadet program were not allowed to be married, leading Gurney to be discharged from the program. Rather than waiting to be drafted, Gurney enlisted in the Army in late 1952. After his initial entry training, he was sent to Korea in early 1953, serving in

an Air Defense unit as a gun mechanic. He was discharged in late 1954.

The listing of the racing personalities profiles that Evans and his band of researchers compiled is an interesting one, including several names that might not usually come to mind, such as Mary Davis, Marines, and Ginny Sims, Navy, the two women included for their service during the war; and Shav Glick, a sports writer who served as a member of the public relations staff for MacArthur during the war. Most of the names of these veterans who later became involved in motor sport are very familiar ones: John Fitch, Carroll Shelby, Rodger Ward, Sam Hanks, Chuck Daigh, and Max Balchowsky. Others are less familiar, perhaps, but certainly known within the racing community: Ed Hugus, Jay Chamberlain, Jack McAfee, John Von Neumann, Bill Stroppe, and Pete Lovely.

Oh, there was also this youngster from Shaker Heights, Ohio, who, after graduating from high school tried to join the Navy's V12 pilot training program at Ohio University, only to be rejected because he was color blind. As a result, he was sent to boot camp to be part of the aircrew of an Avenger torpedo/bomber, serving in the Pacific during 1944 and 1945, including the Okinawa campaign, where his carrier, the USS Bunker Hill, was sunk by kamikaze aircraft. It took a time after the war for this Navy veteran to get involved with motor sport, but when he did, Paul Leonard Newman was pretty good at it.

As mentioned earlier in this review, this book covers Evans' friends and acquaintances. Therefore, it omits many others who also could have been included in the book, such as: Lloyd Ruby, Richie Ginther (who, like Gurney, served in Korea during the war, being assigned as a helicopter mechanic), Red Byron, Phil Walters, Bud Moore, Jack Brabham, Curtis Turner, Ray Fox, Chris Economaki, Tony Bettenhausen, and any number of others who both served in the military during this time frame and then participated in motor sport in some capacity. This choice by Evans to confine those profiled to only those he was acquainted with is certainly understandable, but might surprise a few readers expecting a wider selection of World War II era motorsport veterans.

Art Evans' *World War II Veterans in Motorsports* certainly falls within a well-established niche within automotive

literature. It is also a niche that seems to be disappearing, given the relative dearth of such books in recent years. Although some of the selections tend to lean more towards hagiography than biography—not an unusual feature of such books it must be pointed out—it certainly deserves a place on the reference shelf since it is one of the few such works to feature some of the subjects profiled.

—H. Donald Capps

Michigan's C. Harold Wills: The Genius Behind the Model T and the Wills Sainte Claire Automobile

by Alan Naldrett and Lynn Lyon Naldrett

The History Press (2017)

historypress.net/ 844-882-1651

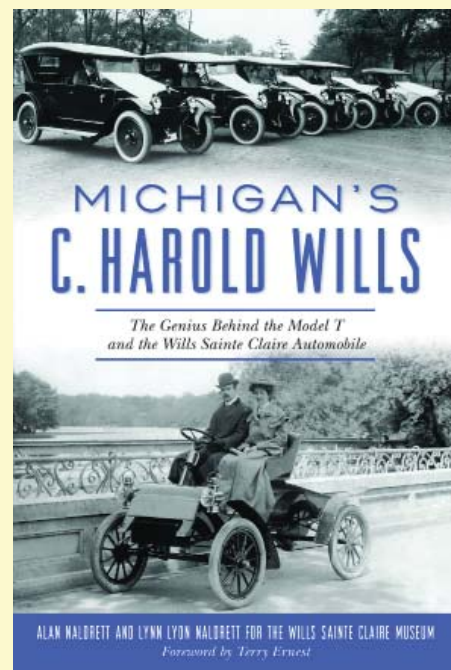
128 pages, 6" x 9" softcover

38 b/w & 32 color images, bibliography, indexed

Price: \$21.99

ISBN-10: 1625859872

ISBN-13: 978-1625859877



In a word, this book is a disappointment. When editor Verdés asked me if I'd be interested and willing to read and comment on a book he'd received unsolicited, after saying its title, an enthusiastic "Yes" was my response. When the book arrived I was heartened by the credentials of its authors, a husband-wife team, he a retired research librarian and she a historical presentations specialist with a master's degree. Then there were their words in the Afterword

titled “Or, when legend becomes fact” where they wrote, “One wants to find two sources to be sure of a fact,” and in their Acknowledgements they’d thanked a coterie of proofreaders, fact checkers, along with others who’d helped them source information.

Yet, as the typos accumulated as I read, it became obvious that they likely weren’t mere typos—so I started chasing facts.

At one point the Naldretts wrote, “Wills had a molybdenite mine he had purchased in Climax, Colorado, in 1918.” So I keyed Climax, Colorado, into the search engine and discovered another book titled simply *Climax* written by Stephen M. Voynick, first published in 1996 with a second printing a year later. I was able to obtain a copy through the local library’s inter-library loan program. It was an excellent read and what the book about Wills coulda/shoulda been—well researched and documented down to the last crossed “t” and dotted “i” with nary a typo to be found on any of its 376 pages.

Voynick’s book indicates that Wills’ involvement with the molybdenite mine began not in 1918 but in 1919, a year later after Wills had resigned from Ford’s employ where he’d indeed made large engineering contributions to every Ford-developed car, including the T, since Ford’s earliest days of the 1900s. And Wills had not purchased the mine! It wasn’t for sale, but its “product” was.

Twice Ford had declined to use molybdenum-strengthened steel; first in summer 1918 and again shortly after Wills’ resignation. Meantime Wills had decided to build and market his own automobile, the Wills Sainte Claire, and very much wanted to use molybdenum-alloyed steel. By happenstance he met the Climax Mine president Brainerd Phillipson who was seeking customers for his mine’s product which “had a deposit of ore so large that he was able to guarantee unlimited supplies at the lowest possible price.”

A few sentences in Voynick’s book explain succinctly that: “Molybdenum, a silver-gray metal, was assigned an atomic number of 42. It was about as heavy as lead, but much less common. Molybdenum’s two most notable properties were a melting point of 4,730 degrees Fahrenheit, about 2,000 degrees higher than most steels, and an...ability to toughen steel” not by hardening it directly but rather “re-

pressing brittleness, thus permitting more extreme tempering to produce greater hardness.”

He goes on to describe Wills’ first Wills Sainte Claire, that debuted in the spring of 1921, dubbed “The Gray Goose,” as a “suburb balance of beauty, style, performance, and advanced engineering” with “every component of the engine, power train, frame and suspension system subject to even minimal stress consisting of molybdenum steel.” The Naldretts write similarly but with many more words yet expressing fewer specifics or details. Both acknowledge, as did *Maurice Hendry* in his article “Childe Harold Wills: A Career in Cars” in *Automobile Quarterly’s* Volume 5, Number 2 issue, that the car came to be known as “The Molybdenum Car.”

By far Hendry’s article published in fall of 1966 is the most complete and detailed—and comprehensively readable. The Naldretts jumble the time line, dropping details. As an instance, Wills’ major contribution to the World War I

Liberty bombers is one small sentence in the Naldretts book inserted in chapter 9 titled “The C H Wills Company” which wasn’t even formed until 1920 yet his significant engineering work on the Liberty 8 engines, as detailed by Hendry, had taken place in 1917 while still working with Henry Ford at Ford’s Highland Park plant.


Although the book *Michigan’s C. Harold Wills* has additional factual errors in addition to all the “typos” it is not without worth or value to the automotive historian for it is generously illustrated with the photos made possible by the Naldretts working with the Wills Auto Museum. Over time the museum has built its archives of information and photos; thus many/most in the book have not appeared previously in print. Publisher The History Press is an arm of Arcadia Publishing. Thus the physical book is well-produced, with sharp, clear photo reproduction. (Additional images are on the museum’s website: WillsAutoMuseum.org.)

—Helen V Hutchings

American Light Trucks & Utility Vehicles, 1967

EVERY MODEL,
YEAR BY YEAR


to 1989



J. “Kelly” Flory, Jr.

Just
Published!

Trucks changed dramatically from the 1960s through the 1980s, with the rise of off-roaders, the van craze of the 1970s and minivan revolution of the 1980s, the popularization of the SUV as family car and the diversification of the pickup truck. This comprehensive reference book follows the form of the author’s popular volumes on American cars. For each year, it provides an industry overview and, for each manufacturer, an update on new models and other news, followed by a wealth of data: powertrains, options, paint colors and more. Finally, each truck is detailed fully with specifications and measurements, prices, production figures, standard equipment and more.



McFarland

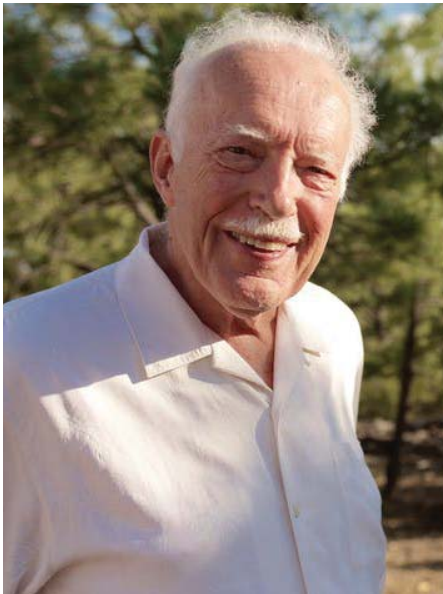
McFarlandPub.com • 800-253-2187

1472 pages \$99 hardcover (8½ × 11)
1300 photos, appendices, bibliography, index
ISBN 978-0-7864-7540-7
Ebook ISBN 978-1-4766-2652-9

Barney Olsen (1934-2019)

Long-time SAH member Barney Olsen, of Roseville, Minnesota, died July 9, 2019, succumbing to a brain tumor. He was 84.

Byron Donn Olsen was born July 24, 1934, in Minneapolis. Known by family, friends and colleagues as “Barney,” he was a railroad attorney, working for the Great Northern, later the Burlington Northern Railroad. After leaving Burlington Northern he became general counsel for the Soo Line Railroad, responsible for Soo’s acquisition of the Milwaukee Road. After retiring from the Fulhaber Larson law firm in Minneapolis he devoted his attention to his lifelong passion for automobiles, streetcars and trains.



Barney joined SAH in August 1981 as member #864. He amassed a large collection of literature, wrote articles for many automobile and train publications, including a column in *Old Cars* magazine. He wrote several books on cars and trains, including *The American Auto Factory*, co-authored with Joseph Cabadas in 2002. A high point of his life was the invitation to the Pebble Beach Concours d’Elegance in 2013 with his all-original 1935 Model K Lincoln. A regular at Hershey, he frequently traveled in with *Tom Warth* and was a fixture in the SAH tent and various area haunts like the Warwick Hotel in Hummelstown. I knew I could count on him to stop by each year for a chat at my Green Field spaces.

An avid cyclist, he traveled extensively over the years, especially to Tuscany and a family cabin in Colorado. He is survived by Alis, his wife of 63 years, a daughter Cara Larsen, son Peter, two granddaughters and a brother. His memorial service was held on July 30th at White Bear Unitarian Universalist Church in Mahtomedi, Minnesota. Memorial contributions may be made to The Nature Conservancy or Feline Rescue.

—Kit Foster

Eduardo Mesejo (1961-2018)

SAH member *Eduardo Mesejo*, of Havana, Cuba, died November 16, 2018, never regaining consciousness after a head injury from an accidental fall.



Eduardo Mesejo Maestre was born June 4, 1961, and he attended the Instituto Superior Politécnico José Antonio Echeverría from 1982 to 1985, earning a degree in automotive mechanical engineering. He was best known as the curator of the Museo del Automóvil en Oficina del Historiador de la Ciudad de La Habana (i.e., Automobile Museum in the Office of the Historian of the City of Havana). He served as the museum’s director from December 1993 until his passing. Initially, the museum was known as the Depósito del Automóvil during the phase where cars were being collected.

His wife Niurka recounted the origins of the museum (translated): “The Historian of the City [Eusebio Leal], who is in charge of the network of museums located in the city’s Historic Center, found a number of cars about to be sold while attending a fair held in Havana. He was instantly inspired to use his influence and called on many people to try to prevent these cars from leaving the country. It was a sad era—many valuable and important cars were being sold and taken out of Cuba. I quote Eduardo’s words: ‘The Automotive Heritage of our country was bleeding.’ Thanks to Eusebio and with help from Raul Castro, who told him to make signs and put them on the windshields of those cars that said they belonged to the MINFAR [acronym: Ministry of the Armed Forces], these cars were rescued and formed the core of the collection that became the Automobile Depot—the future Automobile Museum.

“Among those cars were a Rolls-Royce, a Cadillac V16, a Cadillac LaSalle, and others. These cars were sent to a warehouse on Calle Oficios 13, where there were already some cars that had been found in other places. Other cars were added—donated by ambassadors, companies and organizations that had interesting vehicles in their possession that they no longer used. Others were in the hands of Cuban owners—their old cars were exchanged for modern cars, particularly the Soviet-made car manufactured by LADA. Initially this site only served as a warehouse, but many people knew that these cars were stored there and everyone had an interest in seeing them, so it was decided to prepare the place and open it to the public. This is the history—more or less. We never officially opened as a Museum, and it was only opened to the public in the 80s as the Automóvil Deposit.” For more on the Depósito del Automóvil, see *SAHJ* No. 257 pp. 4-5.

The 15th annual Amelia Island Concours d’Elegance (March 12–14, 2010) honored NASCAR legend Richard Petty, and celebrated the 50th anniversary of Sir Stirling Moss’ Cuban Grand Prix victory. *Bill Warner*, the concours’ founder, arranged for Eduardo to attend the show (no small feat in 2010) and serve as a judge—and that’s where we first met, though we had been pen-pals via email. We met again at Hershey, Pennsylvania, again, as Bill Warner had arranged for him to experience that unique venue.

A dear friend and car guy to the core—he will be greatly missed.

—R. Verdés

