

SAH Journal



ISSUE 300
SEPTEMBER / OCTOBER 2019

\$5.00 US

Contents

- 3 PRESIDENT'S PERSPECTIVE
- 4 THE ANNUAL SAH AWARDS PRESENTATION, HERSHEY, PA
- 6 ON THE ORANGE FIELD
- 10 YOUR NEW ESSEX IS HERE!
- 12 BOOK REVIEWS
- 15 THE SAH AT 50: ONE PERSPECTIVE

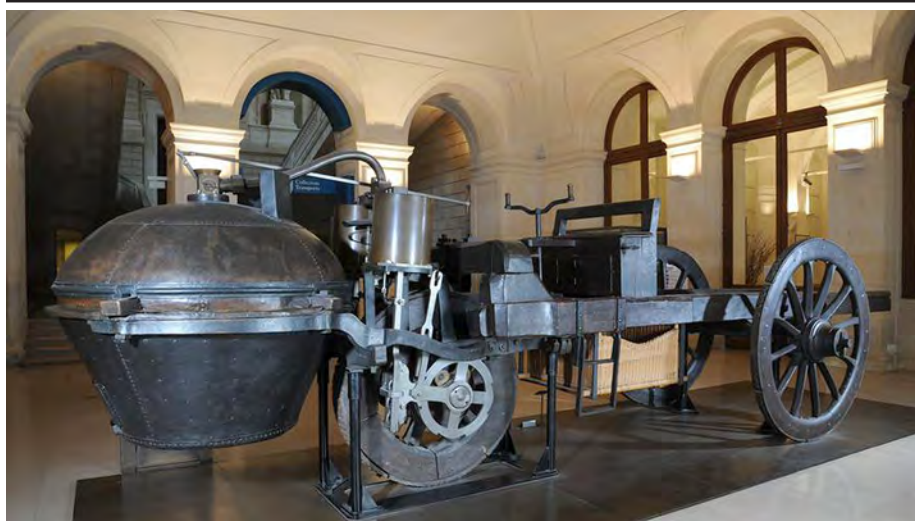
Billboard

The 2020 International Drive History Conference, April 23-25:

For the next Automotive History Conference we will be returning to The NB Center for American Automotive Heritage—it's also home of the HVA, the sponsor of the conference. *Bill Warner* (founder of the Amelia Island Concours d'Elegance) has been confirmed as a keynote speaker on the subject of his book, *Cuba's Car Culture*, which he coauthored with *Tom Cotter*. This on top of an excellent program of presentations on automotive history. The conference organizers are: *H. Donald Capps* (SAH President), *Diane*

Parker (VP HVA), *Casey Maxon* (SAH Director and HVA Historian), and *Barry L. Stiefel* (Associate Professor, College of Charleston). *Please note, registration is online (no mailed forms will be forthcoming) and the deadline to register is March 1, 2020.* For details and the links to register go to the SAH website: autohistory.org.

Wanted: Syllabi for college courses on automotive history, proposed or actually taught, US or other focus. I've never taught such a course although I've wanted to for years, and with my retirement coming in less than a decade I'm running out of time! Contact *Ric Dias* at: ric.dias@northern.edu.



Front cover: The engine of French engineer Nicolas-Joseph Cugnot's Fardier à vapeur—recognized to be the world's first self-propelled vehicle, and it was adopted as the logo for The Society of Automotive Historians. This is the one built in 1770 and on display at the Musée des arts et métiers, Paris. (Source: PHGCOM via commons.wikimedia.org/w/index.php?curid=4670052 and image above: arts-et-metiers.net/musee/fardier-vapeur)

Back cover: The first page of the first publication of The Society of Automotive Historians. It was originally printed on legal-size paper and later a letter-size version was made. The first version of the logo featuring the Fardier à vapeur first appeared on the cover of issue no. 5 (January 1970).

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 300 • SEPTEMBER/OCTOBER 2019

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



Officers

H. Donald Capps	President
Robert G. Barr	Vice President
Robert Casey	Secretary
Rubén L. Verdés	Treasurer

Board of Directors

Louis F. Fourie (ex-officio) Δ
Bob Elton †
Kevin Kirbitz #
Carla R. Lesh †
Chris Lezotte Δ
John A. Marino #
Casey Maxon Δ
John Mohr #
Dean Nelson †
Steve Purdy Δ

Terms through October (#) 2020, (†) 2021, and (Δ) 2022

Editor

Rubén L. Verdés
7491 N. Federal Hwy., Ste. C5337
Boca Raton, FL 33487-1625 USA
journal@autohistory.org
sahjournal@live.com
tel: +1.561.866.5010

Publications Committee

Thomas S. Jakups, Chair
Louis F. Fourie
Christopher G. Foster
John Heitmann
Donald J. Keefe
Rubén L. Verdés
Steve Wilson

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

©2019

The Society of Automotive Historians, Inc.

www.autohistory.org

Join, renew and more right on-line!

President's Perspective

Twenty-five years ago, Clio, the Muse of History, posed the following query to *Taylor Vinson*, the then-president of the Society of Automotive Historians (SAH) (and its 14th, incidentally): “Your founders had very explicit goals. How well has the SAH lived up to them?” You can read *Vinson’s* reply to Clio in his “President’s Message” which can be found on page four of Issue No. 152 (September-October 1994) of *The Journal of the Society of Automotive Historians*. After reading the first several issues of the *Newsletter*, as the *SAH Journal* was known until Issue No. 76 (January-February 1982), which provide a very useful chronicle regarding the formation of the SAH and then reading what *Taylor Vinson* wrote in reply to Clio’s query, were I to attempt to find a reply to Clio today, I would start with pointing out that this is the 300th issue of the *SAH Journal*.

That is in and of itself no small feat. And, wonder of wonders, you can read each and every issue of the *Newsletter* from Issue No. 1 (September 1969) to Issue No. 75 (December 1981), *The Journal of the Society of Automotive Historians*, Issue No. 76 (January-February 1982) to Issue No. 119 (March-April 1989), and the *SAH Journal*, since Issue No. 120 (May-June 1989). Over the five decades that this publication has been part and parcel of the SAH, it has had nine editors, with *Rubén Verdés* being at the helm since Issue No. 257 (July-August 2012). The same is also true of each and every issue of the *Automotive History Review*, from Issue No. 1 (Winter, 1973-1974) to the latest, Issue No. 60 (Autumn 2019).



In 1994, *Taylor Vinson* concluded his remarks this way: “As I told Clio, institutions, like children, usually do not grow up exactly as their parents might wish, but develop their own distinctive and, hopefully, compensating traits. And so I believe it is with the Society of Automotive Historians at 25.” I would suggest that, in 2019, this is still the case with the SAH at 50. During its first half-century, the SAH developed and shifted and accommodated and did so several times. There is good and sufficient reason to assume that this pattern will continue during our next half-century.

When the first issue of the *Newsletter* was published in September 1969, the membership of the Society of Automotive Historians stood at exactly zero (0). It was

not until an organizational meeting was held at Hershey on October 11, 1969, in the offices of *William S. Jackson*, the editor of *Antique Automobile* (the journal of the Antique Automobile Club of America), that the SAH actually came into being. (The coffee and doughnuts for the meeting were provided by Jackson and his wife, incidentally.) *G. Marshall Naul* of Newark, Delaware, a chemical engineer, and *Richard B. Brigham*, a printer from Marietta, Georgia, were elected president and vice president, respectively, of the new organization. Given that the idea for the SAH was theirs in the first place, this was certainly appropriate.

As *Taylor Vinson* suggested in 1994 and I also suggest here in 2019, while the SAH has certainly changed in some ways since its founding in October 1969, one thing has not: It is not a “car club.” It is a society dedicated to the mission of the preservation and research of automotive history. It is an organization open to all interested in its mission, regardless of their background. Indeed, it is probably safe to suggest that most members of the SAH more than likely belong to at least one—perhaps more in some cases—car club devoted to a particular marque or topic.

What I wish to make clear is that we are, first and foremost, a society of automotive historians, an international community, dedicated to the research primarily of the automobile and its variants, across the spectrum of cultural, societal, technological, mechanical, and commercial spheres, as well as the recording, preservation, and dissemination of the fruits of that research. That might not be exactly how it was expressed 50 years ago, but that is how we intend to embark on our next 50 years. Best wishes,

—*H. Donald Capps*

Raymond Donovan (4731)

North Wales, PA | rjdisi@aol.com

Mike Hodas (4733)

Sun City West, AZ | mikelaurieh2@gmail.com

Wayne S Johnson (4735)

San Rafael, CA | les_ismore@yahoo.com

Fosco & Mary Picchi (4736)

Las Vegas, NV | foscop@cox.net

Donald & Lois Bigler (4737)

Dayton, OH | bigday@zoomtown.com

Damon Lowe (4738)

Indianapolis, IN | dlowe@indianamuseum.org

Francisco Chavez (4739)

Chula Vista, CA | fc6485125@gmail.com

Sigur Whitaker (4741)

Norfolk, VA | sigur@verizon.net

Donald Pittenger (4743)

Seattle, WA | dbpittenger@earthlink.net

Lowell & Lowell Paddock (4744)

New Preston, CT | lowpad@gmail.com

Jonathan Shafer (4746)

Washington, DC | shaferjm@gmail.com

John Fields (4747)

Columbus, OH | luvbuicks@gmail.com

Paul M Dejute (4748)

Medina, MN | pmdoldcarz@aol.com

David Landow (4749)

Potomac, MD | dlandow@landowco.com

Ralph Fetrow (4750)

Anncville, PA | rfetrow1872@gmail.com

Bruce Balough (4751)

North Canton, OH | bdbalough34@gmail.com

Pete Kraus (4752)

Lilburn, GA | pete.kraus@emoryhealthcare.org

Matthias Dressler (4753)

Stuttgart, Germany | dressler.matthias@gmx.de

James R Anderson (4754)

Menominee, MI | evergreenfiresystems@gmail.com

Miles Morris (4755)

Weston, CT | miles@mmgarage.com

Patrick Derksen (4756)

South Bend, IN | pderksen@visitsouthbend.com

Jace Long (4758)

Huntingdon, PA | jacelong3@gmail.com

Peter Papademetriou & Tessa Namuth (4760)

New York, NY | papadem@njit.edu

Mark Taylor (4761)

Toronto, ON Canada | mtaylor@fastmail.com

James & Kimberly Deangelis (4762)

Edgewood, MD | icanfixyourford@hotmail.com



SAH awards presentation, October 11, 2019, 50 years to the date of the society's founding. Kit Foster (far left) looks on with keynote speaker Karl Ludvigsen at the podium.

THE ANNUAL SAH AWARDS PRESENTATION & THE 50TH ANNIVERSARY OF THE SAH HERSHEY, PENNSYLVANIA

The Annual Meeting of Members & Gala Awards Banquet—and celebration of 50 years of the Society of Automotive Historians—took place on Friday, October 11th, at the Hershey Country Club (50 years to the date of the society's founding) during "Hershey"—the AACA Eastern Regional Fall Meet (October 9-12). The highlights of the evening were the awards presentation and the keynote presentation by Karl Ludvigsen. Here are the awards, descriptions and the 2019 recipients:

Carl Benz Award

"Toward the Tucker: Creating Preston Tucker's Bid for Glory" by Karl Ludvigsen, published in *Collectible Automobile*.

The Benz Award recognizes the periodical article or series published during the previous calendar year which exhibits the most original research and outstanding writing in automotive history. The award is named for Carl Benz, who built the first vehicle propelled by an internal combustion engine. Benz's three-wheeled vehicle was built in 1885 in Mannheim, Germany. The Benz Award was first presented in 1982. From 1972 until 1981, awards for periodical articles were made as part of the Cugnot Award.



Chris David (l) presents the Carl Benz Award to Karl Ludvigsen.

Award of Distinction:

"The Long Winding Road of the Packard Pan Americans" by Leon Dixon, published in *The Packard Cormorant*.



This year the Carl Benz Committee bestowed an Award of Distinction to (l) Leon Dixon, presented by Chris David.



Ed Garten (r) presents the Nicolas-Joseph Cugnot Award to Karl Ludvigsen.

A total of 11 articles were nominated for the 2019 Benz Award, coming from both commercial and club publications. This year, we also have awarded a Benz Award of Distinction, which was published in the Fourth Quarter 2018 issue of *The Packard Cormorant*, Number 173. It scored 368 out of 400 points, just three less than Benz Award winner.

—Don Keefe

Nicolas-Joseph Cugnot Award

The Cugnot Award is presented for the book published during the previous calendar year which represents the most outstanding writing and original research in automotive history. The award is named for Nicolas-Joseph Cugnot, a French Army officer who is generally acknowledged to have built the first self-propelled vehicle. His steam-powered fardier, built in 1769, was designed to be an artillery tractor; its likeness appears on the Society's emblem. The Cugnot Award was first presented in 1972, and the award for books written in a language other than English was first presented in the year 2000. The Award of Distinction in each category recognizes works of exceptional merit.

This year's Cugnot Award is given to Karl Ludvigsen for his magnificent two-volume work *Reid Railton: Man of Speed* published by Evro Publishing. Let me quote here a review of that work appearing in the publication *Historic Racing Technology*; words that brilliantly capture this important contribution to automotive history.

"Over the last few years since reviewing books for *Historic Racing Technology*, we have received into this office some truly magnificent books. We may live in the digital age but we are blessed with book publishers who persevere and produce some of the best quality books ever seen. The latest to arrive, though, literally takes your breath away on all levels. Karl Ludvigsen, the American author who lives in the UK, is unquestionably one of the finest automotive historians ever. The quality of his research and writing are nothing short of brilliant. Furthermore, Evro Publishing has done Ludvigsen's work proud. The book itself reeks of quality in terms of production, layout and design."

—Edward Garten

Award of Distinction:

Damsels in Design: Women Pioneers in the Automotive Industry, 1939–1959 by Constance Smith, published by Schiffer Publishing.

ISBN: 978-0764354359

English Language:

Reid Railton: Man of Speed by Karl Ludvigsen, published by Evro Publishing.
ISBN: 978-1910505250



The Nicolas-Joseph Cugnot Committee bestowed an Award of Distinction to (l) Constance A. Smith, presented by Ed Garten.

“The reader is treated to the careers of twenty women who succeeded in a nearly male dominated industry where competition was fierce for everyone. You learn not only what institutions they attended but also the profiles of some of their lecturers and mentors. The Pratt Institute appears to have been the primary source of these lady designers.”

Editor’s Note: The preceding is an excerpt from a review of Damsels in Design written by Louis Fourie—for the complete review, as well as a review by Kit Foster of Reid Railton, see the SAH Journal issue 296.

Language other than English:

La Hispano Suiza, empresa pionera. El deportivo Alfonso XIII by Manuel Lage, published in Spanish by Ministerio de Economía y Empresa.

ISBN: 978-8492546435



Arthur Jones announced the Nicolas-Joseph Cugnot Award, Language other than English awards, which will be presented to the winners in Paris during the February meeting.

The famous automobile and aircraft engine manufacturer, Hispano-Suiza, was founded in 1904 but traced its roots from the beginnings of the Spanish automobile industry and throughout its history was under the continuous technical leadership of a Swiss-trained engineer, Marc Birkigt. Many histories have been written of its successes, espe-

cially in its classic French period, but fewer relating to the initial years and its relation to the design of their water-cooled ohc V-8 which dominated the skies in 1915-1919.

The Alfonso XIII has often been referred to as the world’s first sports car. Whether that claim can be sustained is a matter of opinion, but it was capable of winning in competition, in its class, right from the showroom floor and the overhead valve system invented but not extensively produced was adopted for aircraft. It also led directly to the great Peugeot and Ballot powerplants that revolutionized the design of competition engines in the postwar period.

The book begins with a historical abstract describing economic conditions in the country and the investment structure that made possible the raising of funds to enter an emerging industry. Marc Birkigt was never more than Technical Director and answered to the board for financial matters. The closing chapter tells how, when European economic conditions turned sour in 1920 and later in the thirties, Birkigt’s plans were put aside to save the company from potential collapse.

This is a definitive history. The authors have set themselves the task of creating a memorial to a moment when their country succeeded in meeting the highest standards of technology and artistry. We Americans may look with envy on a work of automotive history whose research and publication have been sponsored by the Spanish Ministry of Economics.

—Arthur Jones

Award of Distinction:

Kutschenlack, Asphalt-schwarz & Nitroglanz: Fahrzeuglackierung zwischen 1900 und 1945 by Gundula Tutt, published in German by Karren Publishing.

ISBN: 978-3947060023

This scholarly work is based on the author’s background in art restoration and provides a detailed look at the materials and methods of automotive finishing systems from 1900 through 1945 beginning with brush-applied carriage varnish to oil-based baked enamels and to the spraying of nitroglycerin lacquers developed in the twenties. It is surely the first study of this subject. Although perhaps too detailed for the automotive restorer, it may be helpful in the restoration of vehicles of historic significance.

—Arthur Jones

Award of Distinction:

Durchgeboxt: Die große Enzyklopädie der Kleinserien und Eigenbauten auf VW-Käfer- und Bus-Basis by Thomas Braun, published in German by Delius Klasing Vlg GmbH. ISBN: 978-3667114440

Although the committee has not been able to determine an English translation of its title, this book is an encyclopedia of small series and one-off cars and trucks based on the chassis of the Volkswagen or inspired by it—many hundreds of them. Here we find not only the early factory prototypes and commercial models, but also home-built specials dedicated to on-road or off-road use, of great elegance or grotesque appearance. It will be a visual feast for Beetle fanatics.

—Arthur Jones

James J. Bradley Distinguished Service Award

AACA Library & Research Center, Hershey, Pennsylvania.

Award presented to a deserving library or archive, or to an individual within such an organization, for the preservation of historic materials relating to motor vehicles of the world. It is named in memory of James J. Bradley, noted curator of the National Automotive History Collection at the Detroit Public Library. The Bradley Award was first presented in 1982.



Ed Garten presented the James J. Bradley Distinguished Service Award.

In the last 10 years the AACA Library has undertaken many projects, such as the digitization of thousands of documents (consuming over five terabytes of disk space) and building a 16 mm film scanner in house that creates digitized films that are almost 4k in resolution.

Major donations have supplemented their existing collection of over 2 million pieces including the Don O’Reilly racing collection, the Tom Gerrard Classic Auto

Collection, and the Charles Schaelbaum library.

The AACA Library continues to play host to 12 special collections ranging from the Buick Heritage Alliance to the Pierce-Arrow Society. These relationships are mutually beneficial as smaller marque clubs get their material out of a member's basement or attic and into the care of three professional librarians. In these situations the smaller marque club retains ownership of their material.

In the coming months the AACA Library will have several major announcements. The first will be the introduction of a new online catalog system that will be more modern and user friendly than the current system in use. The second announcement will be truly amazing but there are a few lawyers who want us to keep things quiet for now. It is safe to say though that users of the AACA Library will soon have access to more automotive literature than ever before.

The AACA Library will be getting a new home in 2020. Located on the corner of Hershey Park Drive and Hockersville Road in Hershey, the footprint of the library will triple in size. The new facility will be able to accommodate dozens of researchers at a time, host large groups and conferences and solidify our spot as America's Automotive Library.

Editor's Note: The preceding was adopted and edited from an acceptance speech prepared by AACA Library Director, Chris Ritter, who could not attend the awards presentation.

Richard P. Scharchburg Student Paper Award Not awarded.

The Student Paper Award recognizes the best paper by a thesis-level student at an educational institution. The award is accompanied by a cash prize and publication of the paper by the Society. The award was first presented in 2001. It was renamed in 2008 in memory of SAH director, officer and professor Richard P. Scharchburg.

Richard and Grace Brigham Award Not awarded.

The Brigham Award is presented to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. A publication may receive the Brigham Award only once in a five-year period. Mrs. Brigham and her late husband, both

founding members of the Society, started the Society's newsletter, now SAH Journal, and magazine, Automotive History Review. The Brigham Award was first presented in 1990.

E.P. Ingersoll Award

**Howard Kroplick, for
VanderbiltCupRaces.com**

The Ingersoll Award recognizes excellence in presentation of automotive history in other than print media. E.P. Ingersoll was editor and proprietor of The Horseless Age, the first motoring magazine in the United States, and was instrumental in organizing the first vehicle trade organization. The Ingersoll Award was first presented in 1992.



Steve Wilson (l) presents the E.P. Ingersoll Award to Howard Kroplick.

The committee received three nominations and has chosen **VanderbiltCupRaces.com** as this year's recipient. This website and associated newsletter, created and maintained by Howard Kroplick, covers not only the eponymous races but also the broader automotive history of Long Island and the Long Island Motor Parkway, as well as other topics of interest to the automotive historian.

—Steve Wilson

Friend of Automotive History Award **Nicola Bulgari**

A person who has exhibited outstanding service in, and made outstanding contributions to, the field of automotive history may be named a Friend of Automotive History. This award is not limited to members of the Society. It was first presented in 1983.

"Nicola Bulgari's world class car collection, housed at the NB Center for American Automotive Heritage, includes cars from nearly 100 years of automotive history with a focus on 1920s – 1940s American cars, particularly Buicks. Bulgari believes that people need to be able to see, feel, and interact with historic



Andrew Beckman (r) presents the Friend of Automotive History Award to Nicola Bulgari.

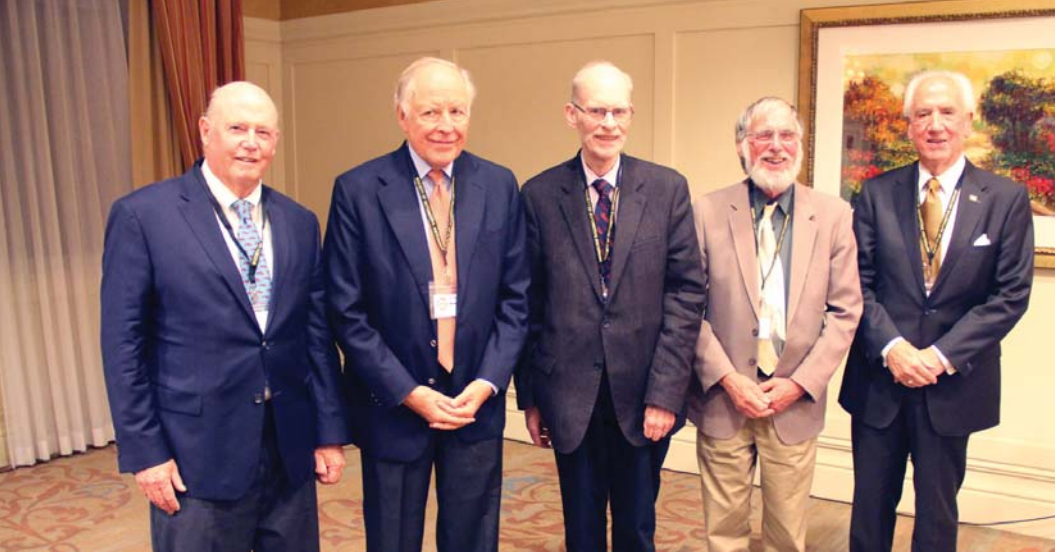
automobiles or else it's 'just a fantasy' as he said in an interview with *Architectural Digest* in 2018. 'What we're trying to do is show young people what this country was all about: The history of America is on four wheels.'

"When adding to his collection, Bulgari looks not towards the monetary value of a vehicle when building his collection, but rather its significance in automotive history and the people involved in the story behind the car. Some of the highlights of his collection include a 1930 Graham Model 46 that graced the cover of Peter, Paul, and Mary's record *Album 1700*, a 1938 Cadillac V16 Limousine Town Car used by Pope Pius XII, a 1933 Marmon Sixteen Victoria Coupe by LeBaron previously owned by Bernie Ecclestone, a 1933 Graham 8 Sedan "Blue Streak" which was inducted into the National Historic Vehicle Register, and much more. Bulgari's passion for preserving automotive history for generations to come made him a well-deserving choice for the Society of Automotive Historian's award."

Editor's Note: The preceding was sourced and slightly edited from the website: historicvehicle.org/nicola-bulgari-receives-friend-of-automotive-history-award-at-sah-banquet/

Karl Ludvigsen delivered the keynote presentation where he covered various events and subjects that characterized his career. Karl is an early member of the SAH, as he said, "I'm very happy to be a two-digit member of the SAH," referring to his membership number, 92H (where the "H" for "Honorary" was added after being awarded Friend of Automotive History in 2002). As a journalist and an author he described himself as "writing a first draft of history. I like to pursue that way of working. . . I like to understand what goes on and why things happen—how they happen." He held everyone's attention for the full hour and twenty-two minutes he spoke.

—R. Verdés



Current and past Friend of Automotive History Award winners present at the awards presentation, left to right: Joseph S. Freeman, Nicola Bulgari, Robert R. Ebert, Kit Foster, and Karl Ludvigsen.



Source: Kevin Kirbitz

What would a celebration be without cake?

The Friend of Automotive History is the Society of Automotive Historians' premier award. On the occasion of the SAH's 50th anniversary it is fitting and proper to list all the award's recipients:

- 1983 Henry Austin Clark, Jr.
- 1984 Charles L. Betts, Jr.
- 1985 Richard and Grace Brigham
- 1986 Beverly Rae Kimes
- 1987 Peter Helck
- 1988 Keith Marvin
- 1989 Ralph Dunwoodie
- 1990 Michael Lamm
- 1991 David L. Lewis

- 1992 John A. Conde
- 1993 Frederick D. Roe
- 1994 Walter A. MacIlvain
- 1995 Chester L. Krause
- 1996 L. Scott Bailey
- 1997 Lord Montague of Beaulieu
- 1998 Michael Worthington-Williams
- 1999 David Brownell
- 2000 Paul Berliet & Thomas E. Warth
- 2001 John Martin Smith
- 2002 Richard Langworth & Karl Ludvigsen
- 2003 Z. Taylor Vinson
- 2004 Maurice D. Hendry
- 2005 Leroy D. Cole

- 2006 Bobbie'dine Rodda
- 2007 Malcolm Jeal
- 2008 Thomas Brownell
- 2009 G. Marshall Naul
- 2010 Miles C. Collier
- 2011 Kit Foster
- 2012 Joseph S. Freeman
- 2013 Frederick A. Simeone
- 2014 Jay Leno
- 2015 Jack C. Miller
- 2016 Susan S. Davis
- 2017 Robert R. Ebert
- 2018 Jeffrey I. Godshall and Doug Nye
- 2019 Nicola Bulgari



The SAH tent on the field at "Hershey" (on the Orange Field at spot OBB 17-19). There's always something going on inside. To see what went on, turn the page.



ON THE ORANGE FIELD

The SAH's tent on the Orange field at Hershey—every year at OBB 17-19 in its distinctive yellow and white striped tent—is an annual pilgrimage for members, and many non-members who stop by and then sign-up for membership before leaving the tent. In the tent there are book and poster displays along with past issues of the *SAH Journal* and the *Automotive History Review*.

The featured event at the tent was the authors' book signing coordinated by *Vince Wright* and *Louis Fourie*. We were pleased to have *Karl Ludvigsen* join our list of authors this year. Here are authors and their books:

Saga of the Plainsman: The Extraordinary Life and Times of a Dream Car
and

Creative Industries of Detroit: The Untold Story of Detroit's Secret Concept Car Builder
by *Leon Dixon*

The Stanley Steamer: America's Legendary Steam Car
by *Kit Foster*

On a Global Mission: The Automobiles of General Motors International
(Three Volumes)
by *Louis F. Fourie*

The Mobilgas Economy Run: A History of the Long Distance Efficiency Competition, 1936–1968
by *Dave Hermanson*

Hector Halhead "Steam" Stewart: The History of Stanley Steam Cars in New Zealand and More
by *Donald R. Hoke*

The Chandler Automobile: A History Including the Cleveland and Chandler-Cleveland Marques
and
The Jordan Automobile: A History
by *James H. Lackey*

Power Under Her Foot: Women Enthusiasts of American Muscle Cars
by *Chris Lezotte, Ph.D.*

Cunningham Sports Cars: American Racing Legends 1951–1955
and

Reid Railton: Man of Speed and Battle for the Beetle
and
Porsche: Origin of the Species
and
Classic Grand Prix Cars
and
The V12 Engine
and
Classic Racing Engines: Expert Technical Analysis of Fifty of the Greatest Motorsports Power Units: 1913–1994
by *Karl Ludvigsen*

First Gen: Origins of Auto Racing 1894–1914 Volume One Digital Edition
by *Marvin McFalls*

Damsels in Design: Women Pioneers in The Automotive Industry 1939–1959
by *Constance Smith*

The Indianapolis Automobile Industry: A History, 1893–1939
and

The Indy Car Wars: The 30-Year fight for Control of American Open-Wheel Racing
and

Tony Hulman: The Man Who Saved the Indianapolis Motor Speedway
and

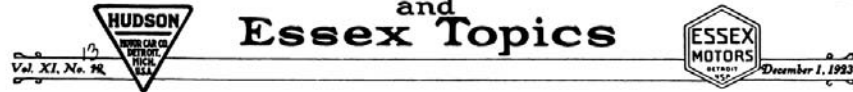
James Allison: A Biography of the Engine Manufacturer and Indianapolis 500 Co-founder
by *Sigur E. Whitaker*

Please take a moment to look-up these authors and their books. We are grateful to them all for supporting this annual SAH book signing event. We greatly thank all who volunteer to "work the tent" each year to make it a success.

—*R. Verdés*

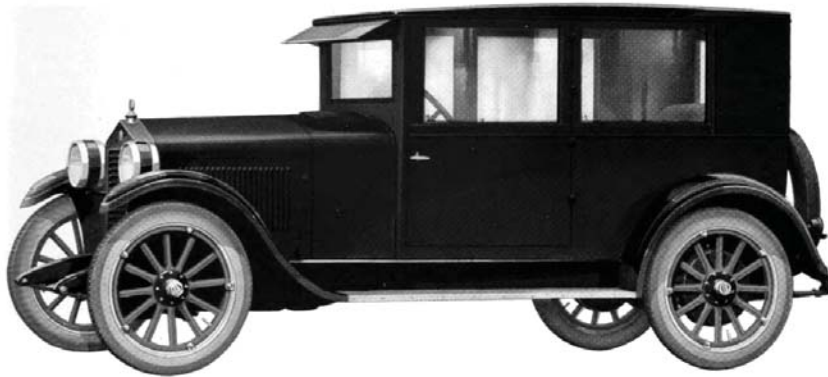


THE HUDSON TRIANGLE



YOUR NEW ESSEX IS HERE!

*A Six-Cylinder Essex Coach for \$975;
Built by Hudson Under Hudson Patents*



This New Essex Coach, shown in natural colors, is the world's only six-cylinder, five-passenger enclosed car selling for less than \$1,000. It is larger, roomier and handsomer than any previous model, and it gives Hudson-Essex distributors, dealers and salesmen an exclusive product with which to create sales records in 1924.

Source: books.google.com

YOUR NEW ESSEX IS HERE! The Essex was upgraded from a four to a six cylinder for the 1924 model year. With reference to a four-page circular titled “Splash Lubrication as Developed by the Hudson-Essex Engineers” reprinted from the May 1924 issue of *MoToR: The Automotive Business Magazine*, Hudson engineer Stuart Baits explained to columnist Harold F. Blanchard, technical editor of *MoToR* magazine, that the design was both simple and elegant. As the crankshaft spins around, dippers on the bottom end of each connecting rod scoop oil from a little trough in the oil pan to lubricate the rod bearings, with a bit of the excess shooting around the inside of the engine to take care of the mains and timing chain. “...I believe a *fully-developed* splash system has notable advantages over the almost universally popular pressure system,” Baits maintained.

To his credit, Blanchard paints a much broader picture for his readers, explaining the features of this new Essex power plant. It has, in fact, two more cylinders than the four it replaced, though total displacement was only 130 cubic inches, down from 179 in the old engine. And rather than the old-style F-head, with intake valves in the removable head and exhaust valves en-bloc, this new model Six shared a design feature with its big brother Hudson: it was an L-head, with both intake and exhaust ports cast with the

block. The crankshaft was finely balanced with three main bearings of $2\frac{1}{8}$ " in diameter, with a camshaft and accessories driven by an adjustable silent chain for quiet operation.

So what is this *fully-developed* splash system of which engineer Baits boasted? Blanchard noted that at the turn of the century all makes of automobile had splash lubrication in its simplest form, but at the time of the new Essex only three makes of American cars used splash lubrication, and two of those, Blanchard pointed out, had gear ratios so low their engines must be classed as moderate speed. The rest of the manufacturers, Blanchard said, had adopted a form of pressure lubrication.

By way of background, debate regarding the virtues of full pressure versus circulating splash lubrication has raged since the creation of the internal combustion engine. Full pressure involves an oil pump that suctions oil from a sump and forces it through tubes, drilled passageways in the crankshaft and through connecting rods onto load-bearing surfaces. Some of the oil continues back to the sump through passageways, while oil that has seeped from mating surfaces finds its way to the sump via gravity. Some, in fact many, engineers claim full pressure is preferred for use in high-speed engines. One such reference is made during a banquet speech at the Society of Automotive Engineers Summer Meeting in June 1911 at the Automobile

Club of Dayton, in Ohio. The speaker, Mr. Arthur Ludlow Clayden, editor of *The Automobile Engineer*, London, England, making reference to the British-built Sunbeam (then a competitive racing make with an engine that turned at a rate of 3,850 revolutions per minute) stated: “Splash lubrication is entirely out of the question with an engine running at such high speed. Controlled splash with dippers on the big ends has proved useful for the comparatively high speed engine, but it is certain that the engine where the oil is fed with pressure is more durable.” Clayden goes on to share his opinion, that “...forced lubrication is going to become a standard thing.” In the audience at the banquet is the Society’s immediate past president, Howard E. Coffin of the Hudson Motor Car Company, and associates J.G. Vincent, G.G. Behn, and fellow Hudson Company cofounder Roy D. Chapin.

Baits remained unapologetic in his defense of the splash system. As Blanchard wrote in *MoTor*, a fundamental feature of a pressure system is its precision of distribution, and the opposite is also true of a conventional splash system, failing at high speed due to defective distribution. Here, though, Blanchard pointed out the lubrication system in the new Essex was anything but conventional. A plunger of exceptional capacity drew oil from the reservoir, Blanchard wrote, and delivered it to the timing chain case where it supplied more than adequate lubrication to the timing chain and sprockets. It then flowed by gravity to the first splash trough, one of six small sumps in a pan bolted above the main reservoir. The dipper on rod #1 picked up the oil, some of it traveling through a channel in the dipper to the crank journal (or crankpin), the rest being hurled towards the right side of the engine. Some of the oil hit a return cup, which fed oil back to the trough. Some of the oil hit a diversion shield that bounced it back towards the spinning crankshaft, which churned it into a spray. The spray ran into a channel that then diverted the oil to trough #2, where the process repeated through to cylinder number six. Channels fed oil onto the main bearings, and gutters on the left side of the engine directed more oil to troughs #2 and 5. The oil spray contributed greatly towards piston skirt lubrication, which earned a demerit in a full pressure system. Over-oiling of the piston was prevented through use of a third piston ring.



The 1924 Essex Six (first series)

Blanchard explained that a full pressure system may provide 40 lbs of pressure but had inadequate oiling when an engine is cold, where the splash system in the new Essex engine provided full lubrication the moment the engine is started. Bearing wear in a pressure system is critical. "If one bearing on a pressure system happens to be looser than the others this bearing will take more than its apportioned quantity of oil, perhaps robbing the others. In addition, a rod bearing that is too loose may cause over-lubrication of its cylinder, whereas with the splash system, bearing clearances have no effect on the amount of oil fed to bearings or cylinders."

Hudson engineers showed Blanchard that bearings in a splash system ran cleaner by not trapping fine particles, and that oil temperatures inside a full pressure engine ran thirty to forty degrees hotter than inside the new Essex engine. Harold Blanchard's article in *MoTor* read as a glowing report, which Essex proudly sent to dealers and prospective clients.

What could possibly go wrong with such an elegant and simple design? Hudson-Essex dealers were left to wonder. Production on the new model started December 1, 1923, with car serial number 100001, and motor number 140501. Where the company had done extensive testing for two years before the four-cylinder model was released, dealers soon questioned if any testing had been done at all on the new model Six.

The new Essex was longer, lower, and wider. Chassis parts including the fenders and grille shell were painted black, complemented by a body in a regal shade of deep blue. The effect was highlighted with the wood wheels' stunning shade of vermilion. Two models were offered, a two-door coach and a four-door touring, both bodies built by Briggs. Each rode on a 110½" wheelbase.

Perhaps this was a negative premonition: the company promised "The New Essex is not designed or intended as a stunt or speed car." (Source: *The Hudson Triangle and Essex Topics*, December 1, 1923, Vol XI, No. 12, p. 2.) Reviewers gave the car high marks for increased legroom for rear seat passengers, a one piece seamless windshield on each model, and a smooth quiet running engine. Essex sales manager Harry G. Mook compared the new model to a Steinway piano for integrity; indeed, the design of the new car was stunning, with purity in its lines. "On the open car, the top is actually only 5 feet 10½ inches above the ground at its highest point, and the front of the top is so low that a man of average height can look directly over it." (Source: *The Hudson Triangle and Essex Topics*, December 1, 1923, Vol XI, No. 12, p. 5.)

Bill Davidson of Warsaw, New York, might have questioned that statement about "integrity" as he returned his 7,000-mile Essex, purchased on March 24, 1924, for a replacement engine. Tom Dowdle, of the neighboring town of Silver Springs, also brought back his 8,000 mile car to George Glasiers' Hudson-Essex store in Warsaw for a new engine. Eleanor Moore of Warsaw returned her Essex coach at 1,000 miles—Glasiers' mechanic reported the trouble as one connecting rod "Burned out in ordinary driving." She returned 1,000 miles later, this time for four connecting rods. Eleanor had a new motor installed later in the year at company expense. Reports flooding into Detroit from the field set alarm bells ringing in the engineering department, though DeLisle "Doc" Daugherty (a twenty-something enthusiast who would often drive his uncle's Essex) could have set them straight: on a long downhill run through the Allegheny Mountains, the simple and elegant splash system was not feeding oil upwards to trough number six.

The rod and journal then burned out due to lack of lubrication. If the motor wasn't stopped quickly, results would be disastrous. Dealer Glasier in turn submitted claims for reimbursement to Detroit.

"Use only high-grade oils of light or medium light body," the February 1924 instruction book suggested. "Open the slide on the filler and pour in oil until the indicator wire registers full. The reservoir should contain 3½ quarts." Curiously, the July instruction book did not list oil capacity, but advised the reader to drain the reservoir and replenish with fresh clean oil every 500 to 700 miles. Unannounced, the company enlarged the oil reservoir to a four quart capacity. The change was noted in the following year Essex Six Cylinder parts list: oil reservoir assembly # CM61543 used on motors numbered above 143499.

Company engineers bumbled about and finally changed the carburetor on the 26th of January 1924 to one of "short elbow and throttle valve parallel to the cylinder block" effective with car 108151. (Source: HMC line engineer J.T. Gooch's notebook.) A slight change in the cylinder head on February 7th, on motor number 152465 in car #111413 upped the compression from 70 lbs under full throttle to 75 lbs.

Line engineer J.T. Gooch noted a change in the location and size of water holes in the block and cylinder head on April 16th, "to secure better circulation and cooling." It went into effect on motor #176179 and was installed in car 134432.

The motor itself was unceremoniously gumptioned-up on May 24th, starting with car number 144376. The front main on the crankshaft grew to 2.217" from 2.092"—the bearing was lengthened from 1.5625" to 1.625"—the center main from a 2.124" diameter to 2.249" and from 2.155" to 2.280" in the rear. The connecting rod journals remained the same 1.811" diameter, but the length of the bearing increased 1/8th of an inch. The 2.625" x 4" bore and stroke (130 cubic inches) was increased to 2.6875" x 4.25" (144 cubic inches). NACC license horsepower was upped at the same time from 16.54 to 17.32.

Rear springs were splayed on the 1924 Essex, with rear shackles further apart than the front. This contributed towards great stability especially in cornering, but the front springs were discovered in the earliest cars to be weak. Eleanor Moore got two new front springs, gratis, at 4,000 miles. Bernard Sny-

der of Castile got two new front springs at 4,500 miles, while Bill Davidson, with Essex #113795 got three new springs (two fronts, and one rear) claimed as "light" by Glasiers' service report. Davidson's car had only 3,000 miles. The engineering department ok'ed a change on January 18, 1924, with a load capacity rating increase from 375 to 500 lbs on the fronts, 575 to 675 on the rears, with a note: "Rear spring length changed from 54½" to 54⅞". This additional amount is added from the center bolt to the rear eye." The change is noted on the assembly line on February 16th with the new rear springs starting with car #114528, and on February 27th with car #117031 for the fronts.

Engineer Gooch noted that, beginning with car number 111281, motor #151951 shipped 2/8/24, frame side members would be reinforced with a brace. Detroit offered a dealer-installed frame truss refit gratis, part numbers 61223 and 61224. George Glasier ordered three sets from master dealer Hudson-Oliver Motor Company in Buffalo.

On the same day the motor was goosed up the 1924 Essex was reintroduced as an improved model with "Genuine Balloon Tires now Standard Equipment on All Hudson and Essex Cars." Known today as the *Second Series 1924 Essex*, the balloon tires contributed to a much smoother ride using 31" x 5.25" tires with 4" rims on 21" wheels, front tires inflated to 20 lbs, rears to 26 lbs, which replaced the skinny old 31" x 3¾" cord style that inflated to a much higher pressure. Optional disc wheels weighed 127 lbs for a set of four, 32 lbs greater than the standard wood wheels.

The price was raised \$25 on the car to an even \$1,000, and motor numbers then started at number 200,001, per Gooch. In the new sales brochure, the engine changes were not mentioned. Two days later, on May 26, 1924, the service department notified dealers "For the purpose of overcoming oil escapage [sic] at crankshaft opening in gear case front cover, a new crankcase front cover plate No. 60029 has been designed."

Still, the engineers continued to tweak the system. J.T. Gooch stated that motors over number 202899 now had vent openings in both front and rear cylinder side plates starting with car 145079. He further noted "The new Essex Six crankcase front cover #60573, having an oil trough instead of an oil hole in the plate near the felt washer, was first used on motor 204639, car No. 147019. Cars equipped with motors hav-

ing these new covers were first shipped July 10, 1924." Then, in an effort to control oil leakage (again) at the crankshaft opening in the gear case front cover, on September 26th the service department advised dealer mechanics to alter the original covers on cars which were giving this difficulty to conform with the new type assembly. In the 1925 parts book, part #60029 was described as "Plate, large...18 cents." "Simply cut away the opening and weld the plate in place," the service bulletin recommended, while at the same time advising to remove the crankshaft gear and polish off all tool marks which had a tendency to propel oil past the felt washer.

The new style engine got a redesigned flywheel, starting with motor #208859, with 28 weights installed—this was changed again starting with motor #214393 to 16 weights. Then on July 7th, with car #166901 a redesigned flywheel cover was placed in production. Longer oil pump plungers were placed in service on September 22nd starting with engine 221428.

Essex driver "Doc" Daugherty, later president of the Hudson-Essex-Terraplane Club, wrote that the greatest improvement in the "new" motor was deeper troughs in the upper oil pan.

Complaints on the new car kept rolling in. Glasier filed claims "to renew steel and bronze washers in clutch, take out play"—each claim was six hours at 70 cents per hour. Top leaks amounted to five claims: three for the new Essex coach (two-door sedan) and two on the Hudson. Glasier paid someone named "Jimmerman" \$5.50 for the work but billed Detroit \$8 for labor. He dumped seven claims on the factory to replace "gear and pinion" with a note under an Inspection Report "to change gear ratio." Was this a silent recall? Gooch says a standard ratio of 5.6 to one is used, while "The special ratio of 6-2/9 to one may be obtained." This was fine for climbing trees but hardly suitable for road use. Master dealer Hudson-Oliver credited Glasiers account \$15.50 apiece for seven ring and pinion sets #60737-8, shown in the Essex Parts List Six Cylinder (December 1, 1923, and again in March 1924) as the 5-6/10 set. Further compensation was provided to change the speedometer drive gear and pinion, as well.

In an undated line update, Gooch said the windshield on both Hudson and Essex coaches would be changed, "adding a strip of rubber across the top of the windshield back of the hinge, the strip similar to the strip

used on the sides, and is to prevent air and rain from coming through cracks in hinges." Perhaps the top replacement done by dealers was a misspent penny?

The driveshaft was beefed up on July 11th, starting with car 148192. A larger gasoline tank and new gauge were used "on all Essex Cars" starting with car 177902. No wonder, mention of the nine gallon capacity tank listed in the February 1924 Essex Instruction Book was curiously omitted in the July edition. The clutch pilot bushing was reengineered to a ball bearing in July, and scheduled for service implementation in September, which required a modification of the crankshaft and transmission drive gear. A new and larger bronze and steel thrust washer was installed in all Essex Six transmissions after July 29th, while transmission felt washers for front and rear caps were discontinued from production on September 23rd. "Clutch release spider has had 3/16" cut off the transmission end, changing the overall length from 2-1/16" to 1-7/8". Two small V grooves should be machined as near the transmission end of the spider as possible," Gooch noted.

Tappet guides were increased in length late in September to provide more bearing surface, two days later the valve tappet screws were redesigned for greater hardness. By the end of the 1924 production run, it can be claimed that Essex Six was the car it should have been a year earlier!

In spite of this seeming comedy of errors with the new and too late improved Essex Six, Roscoe B. Jackson, president of the Hudson-Essex automobile concern, declared year-end net income (as of November 30, 1924) of \$8.1 million.

—John O'Halloran

The author extends thanks to the following sources: the late DeLisle "Doc" Daugherty for his wonderful story "Somewhat Sick to Super Six" in 1979-1980 issues of the *White Triangle News* (publication of the Hudson-Essex-Terraplane [HET] Club), *Kit Foster* and *D.J. Kava* for borrowing their thoughts, *Jack Miller* for providing a photocopy of the intensive J.T. Gooch notebook, to the HET Club Library, the estate of Ken Fogarty of New Vineyard, Maine, for the treasure trove of Essex owner and parts manuals, Leonard Briggs of Monrovia, California, for his notes on his 1922 Essex cabriolet, and *Dave Bean* for being a great Essex owner. The work done by Alex Burr digitizing the Hudson Club archives has been of immeasurable value.

Book Reviews

Are We There Yet?: The American Automobile Past, Present, and Driverless

by Dan Albert

W. W. Norton & Company (2019)

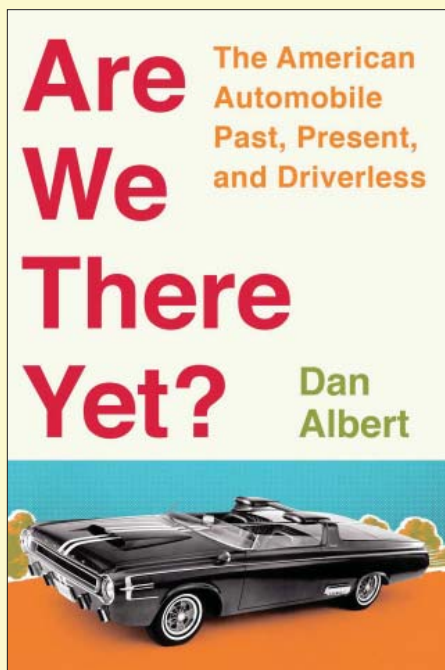
wwnorton.com/books/9780393292749

304 pages, 6.5" x 9.6" hardcover

Price: \$27.95

ISBN-10: 0393292746

ISBN-13: 978-0393292749



There is no shortage of good books written on the car in American history, the car in American culture, the past/present/future of the American car, et cetera; but Dan Albert has nonetheless carved out a legitimate niche for his new book. Albert approaches his task with the benefit of experience in writing history, a solid knowledge base of his subject, a smooth and engaging writing style, and being a self-described and self-trained “car guy” (a term he applies to women as well).

The author’s essential point in the book is that the American car culture, which has prevailed for about a 100 years, is passing quickly. And with that culture passing will

go some much-cherished rites of passage, like getting that first driver’s license and purchasing that first car. American car culture has in fact already begun its retreat, seen with the growing percentage of new driving-age Americans delaying getting a driver’s license and car, or even forgoing them entirely. Then there’s been the relentless flow over many decades of technology that we’ve often chosen to accept, that has removed human input from driving. But Albert is no Luddite, and he is critical of those who have railed against all emissions and safety regulations on principle, not to mention those changes in cars that have made driving easier. This long trend of “progress” has yielded better cars to be sure, but harder to be passionate about, to love. And the author *does* love cars. *Are We There Yet?* has multiple pages where Albert eulogizes cars he has owned, particularly his 1985 Saab 900. Saabs (especially the pre-GM built ones) were easy to love or hate (I adored my 1974 orange Saab 99); they demanded driver input and reveled in their uniqueness. The cars of the future will be superior to those of yesterday and today in every measurable way, but Albert is probably correct when he predicts that “When a driverless car dies, don’t expect anyone to shed a tear” (p. 329).

Albert makes a strong and convincing argument and his scope is broad. The reader gets some political history, some history of technology, some biography (Henry Ford got whole pages devoted to his famous antisemitism), some review of related books, and some predictions of future developments. He’s comfortable using auto-centric terms like steering camber and swing axle, which you might expect from an author who has performed brake jobs on his own vehicles. The book never bogs down with jargon though, but instead remains easy to read: “The sweetness of the glycol and the nutty aroma of the mineral oil invites drinking the same way a precipice tempts leaping” (p. 289). Fans of General Motors might cringe at points when reading *Are We There Yet?*, e.g., the phrase “The General” doesn’t come off looking good; and Albert also writes curtly about the auto giant, e.g., “GM never demonstrated much in the way of social responsibility” (p. 73). GM long served as an influential industry bulwark against change from the outside, such as when dealing with onerous government safety and emissions regs. GM CEO Roger Smith received particular scorn. Smith’s

strategy to have a Cadillac model share the modest underpinnings with the entry-level Chevy Cavalier was characterized as “utter stupidity” by Albert (p. 225). I was a little surprised—and pretty disappointed—that the Saab-loving Albert didn’t excoriate GM for the heartbreaking way it wound down the idiosyncratic Swedish car maker. It was my only disappointment with the book.

The copy of the book I used to write this review came from a library, but I will be ordering my own copy soon enough. I have every confidence that *Are We There Yet?* will receive high praise from readers and reviewers alike. This book is highly recommended, especially for those who have loved cars.

—Ric Dias

One Man’s Vision: The Life of Automotive Pioneer Ralph R. Teetor

by Marjorie Teetor Meyer

Guild Press of Indiana (1995)

historypress.net/ 844-882-1651

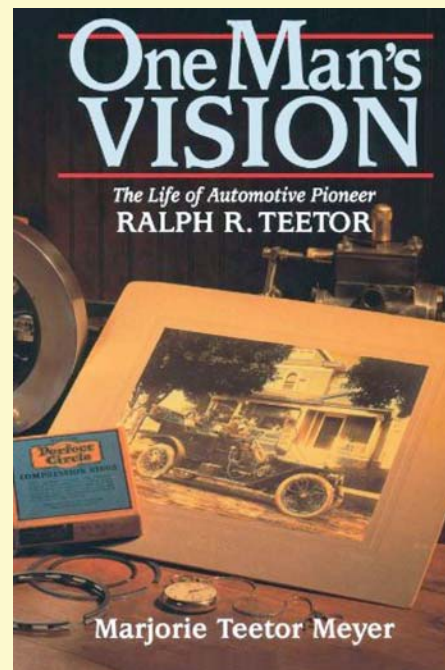
242 pages, 6¼" x 9" hardcover

87 b/w images, indexed

Price: \$40

ISBN-10: 1878208667

ISBN-13: 978-1878208668



Key the name—Ralph R. Teetor—into your computer’s search engine and you’ll get results for this man whose life is the subject of *One Man’s Vision, The Life of Automotive Pioneer Ralph R. Teetor*, a man who was not lacking in accomplishments throughout his lifetime. Born before the gasoline engine was anything but a figment

in tinkers' imaginations, Teetor tried his own hand at making one, more than once.

Teetor was motivated by a natural curiosity coupled with real needs to fill. His family-operated business wanted to motorize the railway inspection cart such that its operator could inspect greater amounts of rail line in any given working day yet also be able to single handedly lift the cart off the track to clear the way for a train. Ralph created that single-cylinder motor and the Teetor family company renamed itself the Light Inspection Car Company.

The next phase included a new product also invented and engineered by Ralph. It too resulted in another renaming of the company to the Perfect Circle Corporation, referring to its new piston rings products. Perfect Circle would endure from 1926 until becoming a subsidiary of Dana Corporation in 1963. Dana had purchased the company to acquire the latest Ralph Teetor invention—cruise control.

His inventions and accomplishments are notable all on their own. But they were, and are, all the greater when you understand that Ralph had been rendered completely sightless—blinded by a childhood accident at age five—and hence the irony of the book's title.

His biographer is his only child, daughter Marjorie Teetor Meyer. So the text is light on technological details, focusing in greater part on how in her father's entire life he had not permitted his loss of sight to be a limitation in any way.

Teetor was respected and welcomed by all, consulting with the like of contemporaries Boss Kettering, Fred Duesenberg, Harry A. Miller, Henry Ford and more. In 1911, he'd joined the Society of Automotive Engineers (SAE) itself founded just a half-dozen years before. That accomplished group elected him its president in 1936 as is beautifully documented in various SAE publications including the hardbound *The SAE Story, On Hundred Years of Mobility* published in 2005.

Typifying his humility and humor was Ralph Teetor's reply when queried by a fellow engineer, "With all you have been able to accomplish, what more do you think you would have done if you had been able to see?" Ralph responded, "I probably couldn't have done as much, because I can concentrate and you can't."

Though the book was published a bit over a decade ago, it is still easily available

and is well-written, thus a worthy addition to the historians' library.

—Helen V Hutchings

Kühlerfiguren Klassischer Automobile 1909 – 1939

by Matthias Dressler

Self published (2019)

Orders c/o: matt@kuehlerfiguren.de

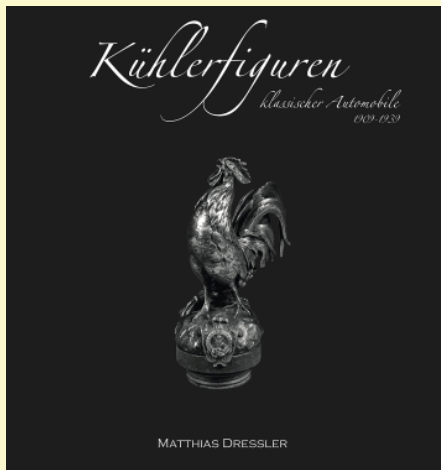
403 pages, 11¼" x 11¼"

129 b/w, 95 color photos, and 171 ads, drawings and illustrations; index

Price: \$150 (USA, includes shipping)

ISBN-10: 3000608656

ISBN-13: 978-3000608650



The subject of hood ornaments (mascots) has always been popular among automotive enthusiasts. At a concours, spectators often take at least two pictures of a car, a three-quarter view and a shot of the mascot. There have been books published on the subject that have been largely photographic with little information. The standard reference for mascots has been *Motoring Mascots of the World* by William C. Williams—the first edition (ISBN 978-0879380366) with its 870 b/w pictures of mascots with mostly short auction-like descriptions. It appears there was more that could be written to expand on the history relating to the pantheon of mascots, which this new book by SAH member Matthias Dressler (or Dreßler) aims to do for the mascots featured—presented in German and English.

The author of *Kühlerfiguren Klassischer Automobile* (which translates as Radiator figures of classic automobiles, essentially the translation on the title page: "Radiator Mascots of the Classic Car Era") describes the book as "A Journey through the History of Brand-Related Prewar Hood Ornaments" on the book's website (kuehlerfiguren.de/

en/), which focuses on the prewar era. The mascots featured in the book are from the author's collection. He describes the book's origins this way: "The original idea of a small booklet to complement an exhibition of my automotive mascot collection has almost imperceptibly evolved into an inviting coffee-table book." At first glance the large format and hefty quality of the printer's art—its use of weighted paper and case binding—indeed makes it an inviting coffee-table book that would delight an enthusiast of fine books.

Looking at the content, of the combined 395 images 149 are mascots (this includes photos of the author's collection and images of mascots featured in other images), and another 147 photos feature pictures of automobiles to supplement the narrative. The format consists of entries under the name of each mascot's marque, with each entry consisting of usually two or three paragraphs in both languages covering the history relating to the marque and the mascot. There are 91 entries, but there is no table of contents—there is an index—and with one exception mascots are presented in date order. Though there are 91 entries, marque entries are repeated when other subsequent types of that marque's mascots are covered (e.g., there are five Rolls-Royce entries on pages 20, 32, 52, 262, and 366). In all, 63 marques are covered and in order to find an entry one would need to consult the index. It is indeed a "journey" to wade through the book.

The marque entries, though brief, do offer detailed information with some new insights and assertions. In the first Rolls-Royce entry there was this new revelation: "Sykes' likely muse for this sculpture was Violette Raphoul, aka Vio, a close friend of Charles Sykes and his wife Jessica Elkington's. Vio modelled for Sykes on various occasions and has been described as a very beautiful, artistic person with a strange, ethereal personality. In any case, this story is only known to a few and it disputes the official version. According to Rolls-Royce, it was Eleanor Thornton, secretary and lover of Charles Sykes' patron, Lord Montagu, who modelled for this figure." This appears to have originated from an account on page 394 of the April 1977 issue of *Motor Sport* that claimed that Sykes' model for the Rolls-Royce mascot was one Violette Raphoul [sic]. Researchers helping the late Prof. Ken W. Brittan in England (who had a book on Sykes underway, now to be finished by a

colleague) found that this lady was not the model after all but was in the Sykes family circle and modeled other statuettes for him. The Rolls-Royce entry on page 32 asserts that The Whisper mascot was created in 1916 after Eleanor Thornton's death in 1915, and that afterwards "the mascot was reproduced officially." The Whisper actually predates the 1911 creation of the official Rolls-Royce mascot (The Spirit of Ecstasy) by Sykes, though Sykes did make a Whisper mascot for Lord Montagu after Eleanor's death, and Rolls-Royce never had anything to do with The Whisper—it was Sykes' creation as commissioned by Lord Montagu from the start.

The one Duesenberg entry said that the company asked "an employee, one Mr. Gordon Buehrig, to create a car mascot." It seemed odd to describe chief body designer for Duesenberg with a list of accomplishments with various marques that were recognized with his induction to the Automotive Hall of Fame in 1989 as "an employee"—perhaps it was in the translation, but "Ein Mitarbeiter Duesenbergs, Gordon Buehrig, bekam daraufhin die Aufgabe, eine Kühlerfigur zu entwerfen" can be translated as: One of Duesenberg's employees, Gordon Buehrig, was then given the task of designing a hood ornament."

The color photographs of the mascots by Lars Amman are a pleasure to peruse, along with the added mix of period photos of cars, ads, and drawings. For a look at these, the presentation on the website (kuehlerfiguren.de/en/) includes 28 sample pages from the book via the issuu.com page-flipping facility. Prices are shown for delivery in Germany, Europe, Switzerland, UK, and USA.

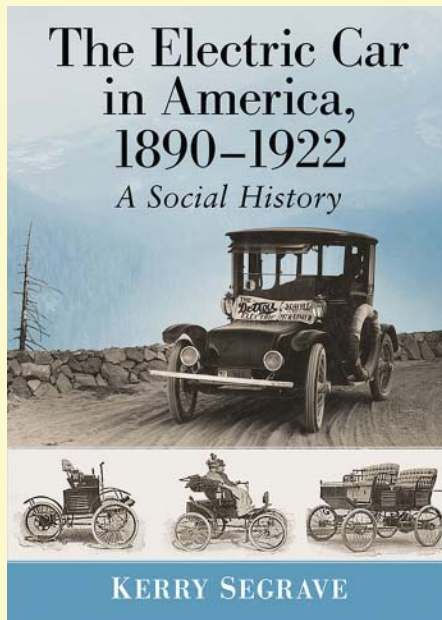
—R. Verdés

**The Electric Car in America, 1890 – 1922:
A Social History**

by *Kerry Segrave*

McFarland & Company (2019)
McFarlandpub.com/ 800-253-2187
 263 pages, 7" x 10" softcover
 213 b/w images, appendix, notes, bibliography, index
 Price: \$49.95
 eISBN: 978-1476634968
 ISBN-10: 1476676712
 ISBN-13: 978-1476676715

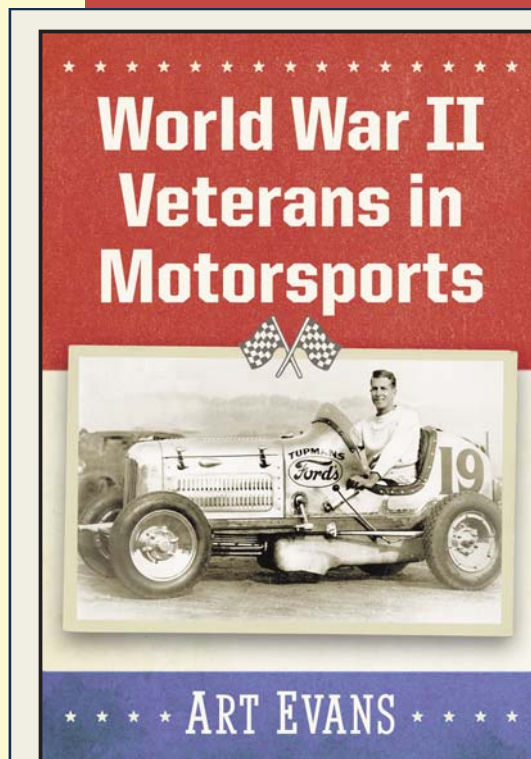
The electric automobile is well on its way towards becoming a mainstream powertrain in today's market—and it is of-



ten overlooked that it was competing with the internal combustion engine more than a hundred years ago. This book covers that early period in four parts over 20 chapters. The subject's arc is laid down from the start: "The story of the electric car industry in the

period 1890 to 1922 was the story of failure and false advertising as a result of the industry's inability to solve any of the problems that plagued its product." The research is impressively meticulous—the preface states: "Research for this book was done using on-line databases with the Library of Congress' 'Chronicling America' being the most useful. Also used were newspaperarchive.com and various other newspaper databases." There were instances like this (on p. 6): "A company had then been formed in Pittsburgh for the purpose of running carriages upon the same system as had been adopted in many places by streetcars"—where one wishes the "company" was named. With its meticulous notes, perhaps one could find the name via note 4: "Electric carriages." *Omaha Daily Bee*, July 17, 1887. This researched tour de force also sadly underscores the reality that most of automotive history now resides in recorded literature, as all those with first and secondhand knowledge are no longer around to calibrate all that's in print. It's a fine book to gain perspective on the subject.

—R. Verdés



"This generation of Americans has a rendezvous with destiny," said President Franklin D. Roosevelt of those who served during World War II. The 23 described in this book went on to make their mark in auto racing, particularly in the sports car scene of the 1950s and 1960s.

Ken Miles and Vasek Polak were not Americans during the war but later became citizens. Carroll Shelby was not only a great driver but a legendary builder. John Von Neumann and Vasek Polak were instrumental in establishing Porsche in the U.S. John Fitch, Ed Hugus, Chuck Daigh, Bill Stroppe, Max Balchowsky, Jay Chamberlain, Jim Peterson and Paul Newman were heroes in the war before succeeding in businesses and motorsports.



McFarland

McFarlandPub.com • 800-253-2187

202 pages \$39.95 softcover (7 x 10)
 148 photos, bibliography, index
 ISBN 978-1-4766-7670-8
 Ebook ISBN 978-1-4766-3590-3 2019

THE SAH AT 50 ONE PERSPECTIVE

In my first *SAH Journal* as editor (#257, Jul/Aug 2012) I stated my preference to refrain from adding my own editorials—so I hope I can be forgiven this transgression years later upon the SAH's 50th anniversary.

There are various attractive aspects to membership in the SAH, the most tangible and practical (and perhaps the most overlooked) is the ability to find other members that share your same interests, or have interests in subjects you would like to learn about. If you haven't explored this benefit, go to the SAH website (autohistory.org) and

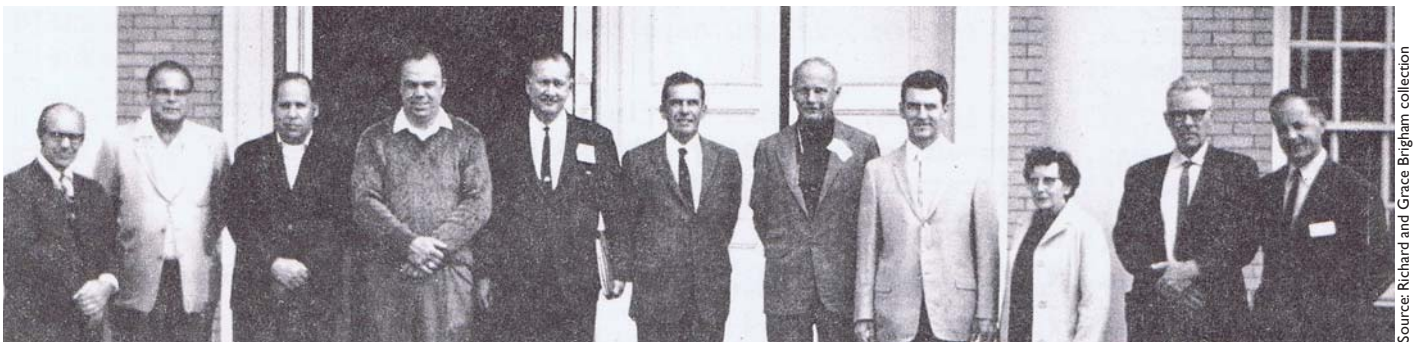
select "Join/Log In/Renew/Search" from the menu, then select "Existing SAH members click here" and sign in. There, you could search members by interest or many other criterion. If you haven't registered for access, there are instructions there on how to do so.

There were many members I knew already, and a great many I have met in the course of researching various automotive subjects. If space would allow, it would be fun to try to list all those names—but I'll mention two: *Walt Gosden* (the editor responsible for the name change from "Newsletter" to "Journal" in issue #76 as mentioned in "President's Perspective" on p. 3), and *William S. Jackson*, a founding member (#2) pictured below in 1969 and in 2019.

I've received great support from members in my role as editor—immeasurable support from those on the SAH Publications Committee comes quickly to mind. Bill was another who reached out to me to offer support and has contributed to this journal.

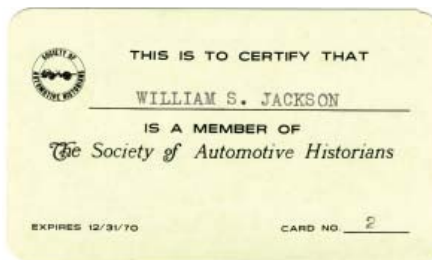
At the 50th anniversary awards banquet, Bill arrived with his SAH folder filled with documents dating back to the formation of the SAH. He allowed me to borrow the folder to digitize it, so bits will appear from time to time in the future (like his membership card below). Also below is my last indulgence, elaborating on the fact that the SAH and I share a birthday (note Snoopy in a space suit, given the first moon landing that July 20th).

—R. Verdés



Source: Richard and Grace Brigham collection

Present at the creation: Left to right, William S. Jackson, Henry Austin Clark, Jr., John M. Peckham, Bruce Baldwin Mohs (builder of the Mohs Safarikar, et al, who attended the meeting but did not join SAH, then or since), Herman L. Smith, G. Marshall Naul, Charles W. Bishop, Guy P. Seeley, Jr., Grace R. Brigham, Richard B. Brigham, and Glenn R. Baechler, demonstrate the formal organization of SAH, October 11, 1969, at Hershey, Pennsylvania.



Left: Rubén Verdés (Oct. 11, 1969)
Right: William Jackson (Oct. 11, 2019)
at the SAH Awards banquet. Above: what the first SAH member cards looked like.



Present at the SAH 50th Anniversary Awards Banquet: Left to right, Steve Purdy, Louis F. Fourie, Robert G. Barr, Casey Maxon, H. Donald Capps, John Mohr, Andrew Beckman, John A. Marino, Kevin Kirbitz, Chris Lezotte, Carla R. Lesh, Ed Garten, Bob Elton, Rubén Verdés, and Dean Nelson, all current and immediate past SAH board members, October 11, 2019, at Hershey, Pennsylvania.

NEWSLETTER

The Society of Automotive Historians

BUSINESS OFFICE: 5 Queen Ann Drive, Christine Manor, Newark, Delaware 19711
PRINTING AND PUBLICATIONS OFFICE: P. O. Box 6465, Marietta, Georgia 30060

VOL. 1

SEPTEMBER, 1969

NO. 1

HOW IT ALL BEGAN

The beginnings of the Society of Automotive Historians came about in a most casual manner, as a result to correspondence between G. Marshall Naul, of Newark, Delaware, and Richard B. Brigham, of Marietta, Georgia. Over the years both of these men had carried on a wide correspondence with people of similar interests, and it was becoming increasingly apparent that the need for an informational "clearing house" existed.

It was obvious that no one or two people could, in a lifetime, track down the history of several thousand makes of automotive vehicles, produced all over the world over a period of some 200 years (if you go back to Cugnot). Letters from other interested correspondents added impetus to the idea, and questionnaires were prepared and mailed to a limited number of people who were known to be interested in such matters.

RESULTS OF THE QUESTIONNAIRE

Several months ago questionnaires were mailed to about 75 people who have had an apparent interest in the preservation of automotive history, in the hope of forming a nucleus of a growing organization. Replies have been received from about 60% of those included in this first mailing.

With a very few exceptions, response has been enthusiastic. A sampling of the comments received will be found in the "Mail Bag" section of this newsletter. Replies ranged from "mildly interested" (only a few of these) to what can only be described as "wildly enthusiastic".

The general consensus seems to be that the Society should be interested in the history of all types of automotive vehicles, both foreign and domestic, from the very earliest to the latest. Several names were suggested for the organization, but an overwhelming majority favored "Society of Automotive Historians".

Many prospective members are specialists in certain fields, such as automobiles made in a specific city or state. Others have compiled data on cars made during certain periods of time. Others have concentrated their efforts on a few makes of cars or trucks, some foreign, some domestic.

Replies indicated that prospective members definitely do not want the Newsletters to be a catch-all for the reporting of club and social events, all of which are well covered in the excellent club publications now available, nor do they want classified advertising of any materials other than books, photos, catalogs and similar items having to do with the history of automotive vehicles.

In the matter of annual dues, to cover costs of printing and mailing the Newsletter and other expenses, suggested amounts ranged from a low of \$1.00 to a high of \$25.00. The average figure was \$9.00 per year. This is a bit more than seems to be required at the moment. A membership application, included in this Newsletter, puts the figure at \$7.50 annually.

A RESTATEMENT OF PURPOSE

As outlined in the questionnaire, the object of the Society shall be the preservation of automotive history; to rectify as far as possible the errors in existing compilations and articles; to explore and record the history of all types of automotive vehicles, especially the many obscure makes of which little or nothing is known; and to share this information with all members via this and other publications.
