

SAH Journal



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Billboard

SAH at Hershey Cancelled:

In the wake of ongoing concerns with spiking and fluctuating COVID-19 conditions, the SAH has cancelled its events this October in Hershey, Pennsylvania, for its annual meeting of members and gala awards banquet. Accordingly, the large tent and book signing events have been cancelled but SAH does

have a space on the orange field (OBB 17-19) during the Eastern Division Annual National Fall Meet of the Antique Automobile Club of America meeting and various SAH members are considering a modest presence during the October 6-9, 2021, event. While this is a disappointing development, plans (reservations) are already underway for 2022.



Front cover and above: This 1928 Hispano-Suiza H6C (with the black fuse box on the firewall that looks like a face; chassis 12.048 with engine no. 320133) was shown at the 2021 Amelia Island Concours d'Elegance. Each vehicle is shown with a placard with an owner-supplied write-up. This is the info. supplied for this car: "1928 Hispano-Suiza H6C Chassis, Miles Collier Collections at Revs Institute Naples, FL. This is the way Hispano-Suiza sold all of its top-of-the-line models: as chassis only. With two-seater roadster coachwork, a chassis like this raced at Indy in 1928—not in the 500 but in an amusingly-conceived match race. The bet—made during the London Motor Show the previous Fall—followed an argument that a Cadillac was faster than a Rolls-Royce. Willing to carry the banner for the New World was Stutz president Fred Moskovic, who said he'd be delighted to take on a Rolls. Frenchman Charles Terres Weymann asked if Hispano-Suiza would do instead. Fred suggested 24 hours for the race and Indianapolis (where the Stutz was manufactured) for the place. Weymann agreed. It was all very friendly, but a \$25,000 wager on the outcome guaranteed that both sides would really be trying. When introduced, the H6 series Hispano had been arguably the world's most advanced car. Though giving away 182 cubic inches, Moskovic was convinced the technology would carry the day. What the Hispano had that the Stutz did not, however, was blinding acceleration. And what Fred did not count on was factory driver Tom Rooney, aware of his bosses' \$25,000 wager. Under merciless over-revving, the Stutz broke a valve-keeper and at the 20th hour the valve finally dropped into the engine. His \$25,000 won, Weymann cheerfully agreed to Moskovic's entreaty for another race for the remaining four hours. A fresh Blackhawk was produced and more prudently driven at the outset, easily beat the Hispano this time."

Back cover: In 2012 enthusiast and collector Bruce Meyer took this car, his '32 Roadster, to Bonneville and ran it over 200 mph. It's part of our story by Ken Gross, "SALT & SPEED: BONNEVILLE" and the story of the run itself can be seen at: [youtube.com/watch?v=Ed1dA2rXbn0](https://www.youtube.com/watch?v=Ed1dA2rXbn0)

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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.
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President's Perspective



to make what amounts to a pilgrimage there each year, it has never officially taken up residence there. Legally, the SAH is incorporated in the state of Indiana, but has, shall we say, never lived there. Generally, wherever the treasurer of the SAH happened to live, that was where the mail went, but it was never home, if you will.

It is somewhat ironic, of course, that a society devoted to the study of the history and culture of the automobile has no place for its archival materials. Our administrative records (as boring as they might be...) scarcely seem to exist. Were it not for the digital issues of the *Newsletter of the Society of Automotive Historians* (Issue No. 1 appearing in September 1969) which later morphed into *The Journal of the Society of Automotive Historians* (beginning with Issue No. 76, January/February 1982), much of the past work of the SAH would be a mystery. Needless to say, I am unaware of the SAH itself actually possessing physical copies of the *Newsletter*, *The Journal* or *The Automotive History Review*. Apparently, the digitalization effort required borrowing or finding issues of the publications from other sources so that this could be done.

For more than five decades the Society of Automotive Historians has been an organization without a home. Although it came into being at Hershey, Pennsylvania, in the fall of 1969, and the SAH has continued

Until very recently, I had nary a clue as to just what happened to the books being submitted for consideration for the Cugnot. I literally had no idea as to what happened to them once they were reviewed. As it turns out, at least in recent years they were finding their way to the Auburn Cord Duesenberg Museum in Auburn, Indiana. We are now in the process of formalizing that arrangement with a Memorandum of Understanding. The SAH is quite grateful to the ACDM for its stewardship of these books and can only express its deep appreciation for undertaking this mission.

The search for a permanent home for the SAH is currently underway. Our needs are quite modest, essentially a mailing address for our formal correspondence as well as a place for our archival materials (such as they might be...), along with the provision for the ability to host occasional meetings of the Board or Directors or other such meetings. The logical location for such a place is, I would strongly suggest, the Detroit area. The preference would be for a university setting, of course. As mentioned, a search is underway and I am hopeful that a locale can be decided upon and an agreement made to finally give the SAH a home.

—H. Donald Capps

Wheels in Time



This photo of an Electric Vehicle Company hansom cab was taken in 1904. Of particular note is the similarity with the horse-drawn hansom cab just behind it, upon which the electric version was based. For more on these electric cabs see *SAH Journal* #302, pp. 8-13.

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Bruce Meyer's pit crew (l-r): Bruce, Gary Garcia, Mike Cook, Evan Meyer, Burke Francis and Ben Reiling, just after his over 200 mph run, *never lifting!* (Scan the QR code on the upper right with your smart phone to see the YouTube.com video of the 200 mph run.)

SALT & SPEED: BONNEVILLE

(Editor's note: Inspired by his review of Louise Ann Noeth's new book, Bonneville Salt Flats (see p. 11), author Ken Gross shares some of Bonneville's history as a primer on the subject and to inspire the reader to learn more—as can be gleaned in the new book—and, as said at the end of his review, to “entice you to visit” Bonneville.)

Listening in the relentless sun, 110 miles west of Salt Lake City, Bonneville represents a rare phenomenon of nature. Its broad, seemingly endless span of iridescent white salt stretches to the horizon, framed by pale gray mountains. In the foreground, a few times each year, you'll find brightly colored streamlined racing cars, plastered with decals and white salt spray, often fresh from a high-speed run. Yet nothing really prepares you for the majesty of Bonneville itself, until you're standing there. The blazing sun beats down like a furnace blast, the panoramic view is breathtaking, and when a racecar roars past, running flat out, its tortured engine shrieking at maximum revs, the rippling exhaust note fairly smacks you. As each speeding car streaks by, its roaring exhaust note echoes far into the distance, and just *stops* suddenly. Then it's *so* quiet you can't believe what's just happened.

Real racing at Bonneville began in 1914, first with speed exhibitions and staged contests, and then with “Terrible Teddy” Tetzlaff, who managed a torrid 142.8 mph timed dash in his 300-hp *Blitzen Benz*. However, the American Automobile Association (AAA),

which sanctioned most racing, ignored Tetzlaff's feat. Most speed attempts at that time were held on the smooth sands of the Ormond and Daytona Beaches in Florida. Hotels and infrastructure made those destinations popular, but the narrow beach course indirectly contributed to the death of Indy 500 winner Frank Lockhart in 1928, when a tire blew on his streamlined Stutz Black Hawk and his car flipped. Had there been runoff room, Lockhart might have survived. Although it was located “in the middle of nowhere,” Bonneville's broad salt surface made racing sense.

Meet David Abbott “Ab” Jenkins, who would become a big proponent of the salt flats over several decades. Jenkins came up with a great idea for Pierce-Arrow to help publicize its new Special Twelve—grueling 24-hour endurance runs. Refining his long-distance driving technique over two years, in 1933 the clean-living, tee-totaling Jenkins single-handedly drove a stripped-down Pierce-Arrow V12 roadster 3,000 miles over a ten-mile course in 25½ hours, breaking European records set by Bugatti, Delage and Voisin and attracting the interest of the reigning British “Speed Kings,” Reid Railton and Captain George E.T. Eyston.

Bonneville was about to expand internationally. Ab Jenkins convinced Sir Malcolm Campbell, holder of eight world land speed records, to bring his *Bluebird* racer to Utah in 1935. Campbell's best two-way run averaged over 300 mph, electrifying onlookers and anticipating the phasing out of Daytona Beach as an ongoing

venue for high-speed trials. In Utah, more records continued to fall. Jenkins' massive Duesenberg straight 8-powered Mormon Meteor I set fast times on a broad ten-mile circular course. George Eyston established a new 149-mph 24-hour endurance racing mark in 1936, and he roared across the long course in his giant *Thunderbolt*, averaging 357.5 mph for the flying mile. John Cobb joined the fray and by 1939 Cobb's *Railton Special*, a sleek, silver fish-shaped streamliner, would hit 367.9 mph, a record that would stand for three decades. Preserved in historic black-and white images, the steady march of the speed kings (and queens) is duly pictured in Louise Ann Noeth's new book, *Bonneville Salt Flats*.

In 1949, Britain's John Cobb, driving a massive, Reid Railton-updated streamliner, achieved an astonishing 394-mph at Bonneville and topped that with a blistering 403-mph one-way run. That same year, led by Robert E. Petersen, founder of *Hot Rod Magazine*, and Wally Parks, formerly President of the Southern California Timing Association (SCTA) and newly elected president of the fledgling National Hot Rod Association (NHRA), organized the first Southern California Timing Association (SCTA) sanctioned speed meet at Bonneville. The hot rodders were happy to leave the desolate, dangerous lakebeds for the clean, hardpacked salt, with its wider, safer racing surface, not to mention the nighttime attractions of nearby Wendover, Utah.

Fastest time of the first SCTA meet was set by the home-built streamliner of Alex Xydias, founder of the So-Cal Speed Shop, and author Dean Batchelor, whose advanced design was inspired by the pre-war factory-backed and Nazi government-supported Auto Union. The 'liner's alloy body was hand formed by Valley Custom, a shop that rivalled custom kings George and Sam Barris with its metalworking wizardry.

At first, the fully enclosed *So-Cal Streamliner*, equipped with a Vic-Edelbrock modified Ford V8/60, managed a very creditable 156 mph, some 20 mph quicker than their open-wheeled belly tank had performed with the same engine; but the best was yet to come. After installing a full-race Mercury V8, Bachelor pulled off a series of torrid, 180-mph+ runs, culminating with a best speed of 193.54 mph, to the astonishment of spectators and chief timer Otto Crocker, who calculated the speed by hand because he hadn't anticipated *any* hot rod would go *that fast* at Bonneville.

When he first saw the salt flats, Alex Xydias said he felt like he was on another planet. "The landscape was so far reaching, white salt forever, the mountains stunningly lifeless, stark rocks everywhere—it was a moonscape. We were in awe of the salt, how far it went, how white it was. After the dust and dirt of the dry lakes, Bonneville was unbelievable . . . you could go as fast as you wanted to go, as far as you wanted."

Big iron weren't the only competitors of note. British Lieutenant Colonel A.T. "Goldie" Gardner brought a diminutive MG streamliner to the salt in 1952, just before the SCTA meet, and established five international and 66 national records. (A few years later, Stirling Moss would drive *EX-181*, another experimental MG, to an astonishing 245.6 mph, powered by a supercharged 1,500-cc twin-cam four).

Bonneville's long history is replete with tales of homespun ingenuity. Here's one of them. Al Teague retired his 260+-mph '32 Ford *Sadd, Teague & Bentley* roadster in 1975, and he began work on an even more ambitious project: a single-engine streamliner that would break the Land Speed Record. Lacking a high-budget shop,

Teague built the 'liner's tubular frame in his mother's garage. To keep the silhouette as small and slippery as possible, he molded a slender shape out of composite material, based on a Norton-powered motorcycle streamliner owned by Dennis Manning. Teague's racecar began in 1976 as a torsion-bar suspended, open-wheeled lakester. Its rear-mounted blown Chrysler V8 was hooked to a Weismann four-speed transaxle, a unit developed for the all-conquering Ford GT40 Mark IV coupes at Le Mans.

Even with exposed wheels, Teague's new contraption covered a measured mile at 260 mph in 1976. Al had always admired Frank Lockhart's beautifully streamlined Daytona Beach racer, and to improve his car's aerodynamics, he envisioned slick wheel "pants" not unlike those on Lockhart's ill-fated 1927 Miller-powered Stutz Blackhawk. Through the late 1970s, coping with poor salt conditions and infrequent Bonneville meets, Teague and his loyal crew struggled with turbocharger problems before reverting back to a crank-driven, GMC 6-71 positive-displacement supercharger. Resembling a long, wingless rocket suspended between four narrow wheels, the car's best speed was 308 mph in 1981.

Salt conditions deteriorated, and Bonneville was rained out in 1982 and 1983, giving Teague time to think about how to minimize his car's frontal area and lower its drag coefficient. He wanted the "aerodynamics of an arrow," which meant he had to do more than enclose the wheels. Although the SCTA's rulebook specified that a "car" had to have four wheels, close scrutiny of the regulations led Teague to think it wouldn't matter *how* the wheels were configured, as long as there were four of them. He arranged the front wheels with one positioned just *behind* the other, so they'd fit inside the fuselage of the car's narrow, 23-inch wide body. In 1984, still working out bugs, Teague turned 268 mph. The following year, he topped 353 mph. But the rear wheels were still exposed. An obvious next step was to enclose them under a reworked rear section.

In 1987, now running an aluminum, Keith Black 392-cid blown Hemi, Teague ran 360 mph but was plagued with tire troubles. It seems the tortured rubber blistered, and the treads peeled when 1,800-plus horsepower tried for traction, and speeds closed in on 400 mph. In 1990, Teague topped 400 mph for the first time. The record, held by Bill and Bob Summers' needle-shaped "Goldenrod," with a quartet of normally aspirated Chrysler Hemi V8s, was a 409.277-mph top speed in the mile and 409.685 in the kilometer, figures that had held since the records were set back in 1965.

On August 21, 1991, its single engine crackling with power, Al Teague's slender Speedomotive Streamliner blew through the timing lights one way at 425.230 mph, with a trap speed that was recorded at 432 mph. His backup run, of 394 mph, resulted in a record two-way average of 409.978. Teague's torrid speed for the flying kilometer was 425.050, an FIA Category A1, Group I, Class II record, for a supercharged single-engine *wheel-driven* car. He'd narrowly beat the famed Summers' Brothers record.

Louise Noeth's best-seller, *The Bonneville Salt Flats*, (same title, published 1999, ISBN 978-0760306055) remains the definitive work on SCTA racing. She wrote, "when he (Teague) fires up the car, everyone stops, watches, and listens. The throaty, harmonious song of controlled explosions trails behind the car for five miles and remains audible at the starting line long after Teague has turned off the supercharged engine, popped the parachutes and disappeared over the horizon. People shake their heads in awe."

“The hot rodders couldn’t have asked for a better, albeit reluctant hero in Teague,” Noeth continues. “Not only was he self-deprecating when it came to his accomplishments, but he was also a humble statesman for the sport, a veritable poster boy of American know-how. Teague is to salt racing what Jimmy Stewart was to acting, or what George Gershwin was to music—simply put, inspiring.”

Besides ingenuity, sportsmanship abounds at Bonneville. People help one another with tools, parts and advice, because that’s always been the spirit of the racers. While there are some major and minor sponsors, and even occasional efforts by big automakers like General Motors, Bonneville remains essentially an amateur endeavor. There are hundreds of cars in dozens of classes, but the really fast machines garner everyone’s attention. Here are a few notables:

The sleek Flatfire streamliner, built by Ron Main nearly 20 years ago, became the world’s fastest Ford/Mercury flathead-powered car at 301 mph. “I consider that to be the land speed record, for a flathead,” said Main. “Most people may find it hard to believe that the payoff is nothing more than a tiny piece of paper with a few numbers printed on it, but for me it represents a lifetime achievement, and without my dedicated crew it never would have happened.”

Dallas oilman and all-around great guy, Charley Nearburg, named his Spirit of Rett streamliner for his late son. Nearburg’s 414.4 mph average in 2010 broke the single engine, unblown car record held by the Summers’ Brothers Goldenrod. Perennial Bonneville competitor George Poteet’s latest car, called the Speed Demon, a supercharged piston-engine monster built by Ron Main, topped 480 mph in 2020 and the unperturbable racer from Memphis, Tennessee, is closing in on 500 mph.

And there are plenty of great stories at slightly lower speeds. After competing for several years and learning the ropes, two lifelong East Coast friends, Robin Driggs and Rob Gibby, built a ’32 Ford street roadster and nearly hit 200 mph with it. Then, they built a street legal, roadgoing version of their race car, just for kicks.

Well-known Beverly Hills car enthusiast and Petersen Automotive Museum Founding Chairman, Bruce Meyer made the coveted 200 mph Club, first in a borrowed Chevrolet Camaro, and then he topped 200 mph in a ’32 Ford roadster, as well.

“You can’t overlook the importance of the dry lakes and Bonneville in hot rodding” Bruce insists. “It is lunar, it’s the most magical place, like none other on earth. Just the name Bonneville is special, from Reid Railton to John Cobb, everything rotates around Bonneville. It was always on my bucket list. I was just enamored with it, but I didn’t realize how hard it was to do. My friend Jack Rogers asked if I wanted to drive his Camaro. First you have to be licensed at various levels. You could be Parnelli Jones, but you can’t compete there without a license. I licensed myself at the required speed levels in Jack’s car, and then I looked at Bonneville like you’d look at the rodeo. Everybody goes to see the bull riders. You watch the barrel racers and the calf ropers, but the bull riders are the thing. At Bonneville, it’s the roadsters. I thought it would really be cool to drive a roadster.”

“I bought the Pierson Brothers coupe from Tom Bryant, right when it was cooling off after a 200-mph run. When you get something that goes straight down the road, you just keep adding power, and adding power and going faster. At Bonneville, everything gets

recycled. I found this ’32 Ford roaster that had done well, but it was old tech, it had a wet sump engine, no air shifter and it needed to be brought up to date. I had Mike Cook, the big Bonneville guy, rebuild it. I’ll tell you, that drive, that five miles flat out, is unlike any other motoring experience ever; and getting in the “200 MPH Club” was wonderful. I was just in tears. There are guys who spend their whole lives trying to get in it. It’s a pretty exclusive group. These Bonneville guys play hard. It’s not easy, and it was a really big thing for me.”

Year after year, hundreds of talented amateur racers return to Bonneville. Speed Week in August is the biggest event, with over 500 competitors. Fewer than 200 racers come in October for the World Finals. And there is a smaller motorcycle racing meet. Some families, like Don Ferguson and his son Don Jr., have been competing here for three generations. In 2018, racing legend Mickey Thompson’s son Danny set a 448.797-mph record in a car his late father built 50 years ago. Now with 5,000 bhp, the all-wheel-drive, twin Chrysler Hemi V8-powered Challenger 2 has twice the horsepower it did when Mickey first built it. “It’s the car’s 50th Anniversary,” Thompson said, “and the whole crew pulled together to get the record, so I feel like I’ve finally put the streamliner’s business to rest.”

At Bonneville, the annual vagaries of unpredictable winds and weather and the practicality of ongoing salt regeneration mean that the racing season is relatively short. That forces competitors to focus intently because the salt surface can change with a single Rocky Mountain rainstorm. Some years, they haven’t been able to race at all. Every year, a course must be laid out, the surface dragged and shaped, and miles of wiring must be put in place before competition can ensue.

The fundamental challenge of the salt flats involves balancing the environmental preservation concerns with industrial potash mining—which goes on adjacent to the “course,” and that affects the ability for the racers to have a smooth section that they can compete on for a few weeks annually. The salt surface was more than a foot thick in the 1940s – it’s only inches thick now. Thankfully, the U.S. Bureau of Land Management and the State of Utah have begun a program where millions of gallons of excess brine are returned to the area to help maintain the thickness of the salt crust and fill sections where the salt has been diminished.

Russ Deane, President of the “Save the Salt Coalition” has said, “It’s iconic. It’s our history. It’s our homes. It’s a bucket list visit for millions of people across the world. It’s more than a place. It’s a mystical phenomenon. It cannot be replaced; but it can be protected.”

The future of the Bonneville Salt Flats as a racecourse depends on the federal Bureau of Land Management, state and local governments and on the potash mining companies. No one has a bigger stake in the matter than the generations of racers, who return year after year, to drive as fast as they can, perhaps set a record, and maybe, just maybe, make the coveted “Two-Club” (*i.e., the 200 mph club. —Ed*). Their dedication to this barren strip of salt-covered mud is as boundless as the Salt Flats themselves. With the renewed focus on the challenge of preserving the Salt Flats, it won’t be easy, but I predict they’ll be racing at Bonneville for years to come. If you’re a car enthusiast and you’ve never been to Bonneville, you’ve got to go—I’ll see you there.

—Ken Gross



Automobile: The forward thrust and deep seated air duct of the 2020 Corvette epitomizes the Brutalist design as well as the federal regulations which drive the design.

ART, ARCHITECTURE AND THE AUTOMOBILE PART VIII

Editor's note: This is the last chapter of an eight part series presenting a historical contextual triad of Art, Architecture and the Automobile. The series began with issue #303—the reader is encouraged to refer to that issue, which included an introduction, for added context and understanding of the entire series' presentation.

VIII. Brutalism as an Art Form, 1998 to 2028

It is described by the dictum *Function creates Form*.

The evolution of the automobile from *Function without Form* to *Function creates Form* is an interesting comparison and is appropriate to the final chapter of this writing. In the period of the Primitive Automobile, 1498 to 1898, the design of the self-powered road vehicle was so varied that its form could not be described in concise terms. And so it was described as *Function without Form*. In the period of Brutalism as an art form, 1998 to potentially 2028, the automobile's form is essentially the result of the federal regulations for crash survival and fuel efficiency. While future development is in progress, the ultimate package to solve both of these problems seems to be a self-driving electric or hybrid powered automobile. The computer control translates into no accidents and the electric or hybrid power provides the ultimate in fuel efficiency.

Brutalism as an art form is raw iron, as architectural design it is raw concrete and as an automobile style it is raw power. The art form in art, architecture and the automobile is often softened because of financial or consumer demands, but those essential elements remain intact. The descriptor as used for an automobile includes a streamlined design, with a prominent, often protruding grille, stylish air intakes, door panel styling indents and bold heav-

ily spoked wheels. Consumers often add these finishing details to automobiles and trucks which do not fully emphasize the design.

The streamlined design is required to reduce drag and enhance fuel economy and it results in a low hanging protruding grill structure. Quite often the design includes crease lines that run from the grille into the cowl and the windshield. The body panels have crumple zones which fold like an accordion, although this innovative feature of engineering is not apparent in the design. The roofline is an "architectural" arch. These design characteristics are so prevalent among domestic and foreign manufacturers that it is believed to be the best arrangement for excellence in crash survival testing and fuel efficiency, as demanded by federal regulations. Some



Architecture: This McDonald's restaurant is basically the same design presented as an example of Googie architecture, but has been converted to Brutalism by some structural simplification and a gray finish.



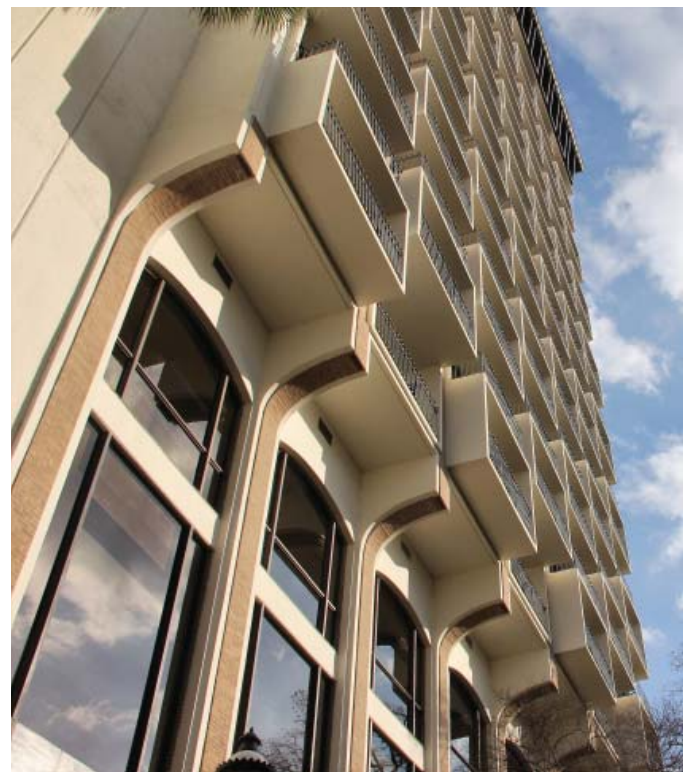
Automobile: The 2019 Ford Escape reflects Brutalism art with its streamline design, protruding grill and heavily styled wheels. The black is almost foreboding, but is typical of the style.

writers have suggested that even a small deviation from accepted design can result in the loss of fuel efficiency which earns a poor rating and a tax penalty. The style lines along the car's side panels, the grille structure and the wheel covers are the only areas in which substantial design individuality may be manifested, a characteristic which rings true in the often heard comment, "these new cars all look the same." While the preferred color is often black, it is not required by definition, and bold chrome wheels are often preferred for many passenger cars.

Brutalism identifies a style of architecture that evolved from large functional structures of concrete, including parking ramps and commercial buildings. The style was celebrated in Barnabas Calder's book *Raw Concrete: The Beauty of Brutalism* and also is reflected in some of the Frank Lloyd Wright designed buildings on the campus of Florida Southern College. The present thesis is that the architectural form is compatible with the robust style of the automobile that has been built since 1998, will be built and undoubtedly will persist. Some historians predict that self-driving electric cars will begin to dominate the roads around 2028, and the design of these vehicles will be described as something other than Brutalism. The period from 2028 to 2038 can be envisioned as the transition years from gasoline powered to electric powered and computer controlled automobiles.

The 2019 Ford Escape—seen here in the industrial setting in which it was spotted—has a design that is repeated in other domestic as well as foreign-built automobiles. One of the essential features of this design is the crease that runs from the front of the hood to the cowl and then over the arch of the roof to the back of the car. The ubiquitous aspects of the design suggest that this structure provides the strength to meet the requirements of the current crash testing program. Since the body is so well defined by those requirements,

only the grille and the wheels remain for any substantial alternative style expression; and in this manner they have become prominent. The Corvette for 2020 offers an illustration of the basic Brutalism concept with an exaggeration of the same features found in the



Architecture: The beauty of concrete represents the initial identification of the Brutalist design in homes, commercial buildings, and parking structures.



Art: The large raw iron coil is a Brutalism art form and may be found at the Meijer Gardens in Grand Rapids Michigan.

Escape, but in a sporting vehicle with a lower silhouette. Both have styling lines in the side door panels.

A similar stark, yet bold expression is found in two pieces of outdoor art at the Frederik Meijer Gardens & Sculpture Park in Grand Rapids, Michigan—a reminder that car design is not developed in a vacuum. The similarity between art and the automobile at the time of this writing harkens back to the comment by David Holls, “it just seemed like the right thing to do.” The design is demanded by federal regulations, but at the same time it is an artistic expression that reflects the *Zeitgeist*, if you will, of our culture and social structure. In simple terms, the design expresses power and speed to which people are attracted.

Finally, the image of window sills on a concrete apartment building represents the Brutalist art form in its purest expres-

sion. It is an example of the beauty of concrete as enthusiasts of the style have stated. The very recent transformation of the 1960s “Space Age” McDonald’s restaurant (shown here) into a structure with elements of Brutalist architecture is an attempt to create an attractive structure while maintaining the original functional supporting arches that were a part of the Google artful expression. The identification of the “Golden Arches” was important for social reasons, and the recent change in architecture was important for business reasons. It is an interesting paradox, resolved with a dark color tone and a simplification in some detail. The small tree and the original mailbox of the 1960s restaurant have been removed.

The well-known designer Ray Dietrich often spoke about the essential features of automobile design as the presentation of a place where people could envision themselves, “they could see themselves in the car,” he would say. The design must appeal to the potential consumer, and the source for that design lies in artistic expression found in other venues of life. The acceptance of those designs simply reiterates established consumer preference.

The conceptual format of this writing predicts that the Brutalism style will continue at least until 2028. At first blush the prediction may seem foolish. Since current automobile design is predicated on meeting the crash test requirements and fuel efficiency, the current Brutalist design seems to be long lasting. Moreover, concept renderings and show car concepts emphasize the bold details for the grille, as well as the air intakes and structural lines in current designs. The Corvette for 2020 epitomizes these concepts, and the notion that this style of car and those cars that are similar to it will be short lived is very unlikely.

—David O. Lyon



Art: The skeleton form of a large animal on a windswept plain is expressed in steel and it exemplifies Brutalism. This outdoor art is at the Meijer Gardens in Grand Rapids, Michigan.



Faster, Higher, Farther: The Inside Story of the Volkswagen Scandal

by Jack Ewing

W. W. Norton & Company (2017)

wwwnorton.com/books/9780393254501

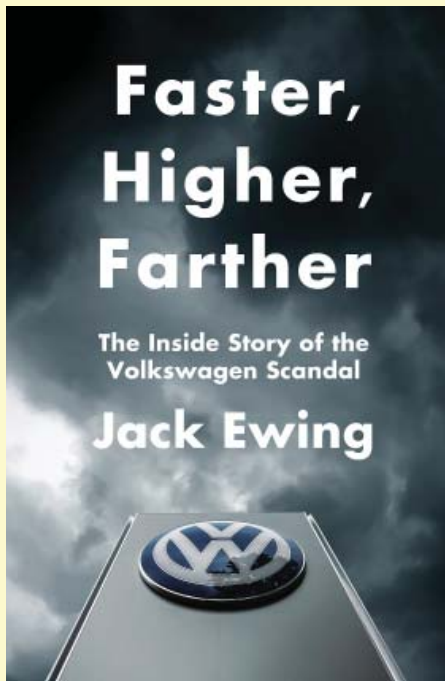
357 pages, 6½" x 9½" hardcover

7 b/w & 12 color images, notes, index

Price \$27.95

ISBN-10: 039325450X

ISBN-13: 978-0393254501



Faster, Higher, Farther: The Inside Story of the Volkswagen Scandal by Jack Ewing portrays an outstanding reflection of the VW culture that led to what has come to be known as “Dieselgate” (or “Emissionsgate”). Ewing is the Frankfurt business and economics correspondent for *The New York Times* since 2010 having been in Germany from 1994 and served as a *Business Week* correspondent.

After an initial history of the birth of the company and the role of Ferdinand Porsche, the author digs deep into the family dynamics, particularly the background of grandson Ferdinand Piëch who would

rise to the top of the Volkswagen Group. The family connection did not entitle him to an executive role at VW and after 1970 not even at Porsche following several family feuds. So he started as a department head at Audi. Pure engineering intellect, intimidation and fearlessness to take bold moves ensured his rise to the top.

Also examined in detail is the curiosity of graduate students operating on a shoe-string grant at West Virginia University. Puzzled by their real world emission readings they approached the California Air Resource Board and eventually EPA. The histories of these regulatory boards are provided as background. The \$1 billion penalty imposed on the major truck engine manufacturers in 1998 is covered as an example of what happens when you cheat on emission standards but VW was obviously not paying attention.

The author delves into José Ignacio López de Arriortúa, the ex-GM executive who defected to VW with crate loads of GM forward planning documents and many of his handpicked disciples. Also exposed were the use of prostitutes for a variety of roles such as softening up trade union leaders and their influence over the Supervisory Board. Add in the intimidation faced by many senior staff members to deliver or find a new job, and you have a rather clear appreciation how the lack of any moral compass could easily lead to software cheating to pass regulatory emission tests.

The readers learn of the investment manipulations, through the use of share purchase options, which enabled Porsche to gain a significant majority ownership of VW in 2008. Once again the author provides full details of these maneuvers along with the challenging lawsuits and family and executive skirmishes.

Martin Winterkorn, CEO of VW when the scandal erupted, is scrutinized as Piëch’s handpicked successor along with the bumbling blunders in crisis management during his watch, from stalling and frustrating the regulators, to simply failing to understand the gravity of the situation.

The only possible omission is that the author did not pose the question how could the top executives not notice that no patent was claimed for the solution that gave the VW diesel access to the lucrative U.S. market. It is their duty to protect intellectual property rights and a competitive advantage. Likewise, besides a short quote from Bob Lutz, the competitors do not appear to have been queried whether they had attempted to

reverse engineer the “formula” or noticed a lack of any patent application.

Four years have passed since this book was published, during which time Piëch has died but Winterkorn remains free although he settled a civil case against him brought on by Volkswagen itself in June 2021. Amongst senior executives, Wolfgang Hatz, chief development engineer of Audi and Porsche, has faced jail time. Former Audi head Rupert Stadler has also been behind bars but that was for evidence tampering. Along with Winterkorn both Hatz and Stadler have settled claims against them by VW.

Ewing strikes the perfect balance between giving the demanding reader, particularly academic researchers, all the details needed without getting into the weeds. Seldom has this reviewer been so impressed and informed by such an engaging book on automotive history. In years to come this scandal will be recognized as a pivotal point in the history of VW and this book perfectly documents events that future historians will be seeking. This is a must-read.

—Louis F. Fourie

More Cadillac V-16s Lost and Found: 67 New Histories

by Christopher W. Cummings

McFarland & Company (2021)

McFarlandpub.com/ 800-253-2187

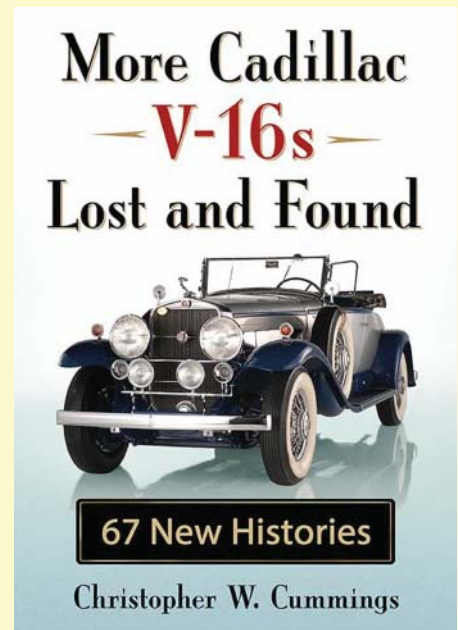
287 pages, 7" x 10" softcover

199 b/w & 24 color photos, bibliography, index

Price: \$39.95

ISBN-10: 1476681066

ISBN-13: 978-1476681061



This reviewer has been acquainted with this author since the publication of his first book as witnessed by the review of the first two, *The Cadillac That Followed Me Home: Memoir of a V-16 Dream Realized* and *Cadillac V-16s Lost and Found: Tracing the Histories of the 1930s Classics in SAH Journal* #268, May/June 2014.

Now Chris Cummings has authored, and McFarland has published, a third volume, *More Cadillac V-16s Lost and Found: 67 New Histories*. As with the first two, this volume is carefully researched, documented, and eruditely written.

Cumulatively the three books present the provenances of more than 150 of the somewhere more than 4,000 V16 motorcars produced 1930 thru 1940 by Cadillac because Cummings has included wherever possible the identities of other V16s that became body or mechanical parts donors along with the fuller stories, the provenances, of those found and restored.

Beyond a doubt, these books are valuable historical resources along with being interesting, informative and enjoyable reading. Show and concours judging teams involved with Cadillac classes will also find the pages of interest and useful due to the detailed information, which is well indexed. Pages are footnoted as appropriate and the latter two titles also contain bibliographies. All are nicely illustrated so you can see the cars about which you are reading.

An interesting discussion ensued as this commentary was being written as some sources spell Madame sans the concluding vowel. Chris Cummings elaborated on how he determined it to most correctly be Madame. Cummings began, "There are a number of reasons for my position. The play that Harley Earl went to see at the time the body design for Fleetwood was nearly complete was 'Madame X' and he and the leading lady had dined together. (*Decades later that play was made into a film, also spelled Madame X.* —*hvh*) The famous (Some might say infamous —*hvh*) John Singer Sargent portrait the artist had titled 'Madame X.'" Further, perhaps most tellingly, Cummings added that, "In the few Cadillac documents that use the body style by name, such as in the Master Parts Book, all but one entry, likely a typo, say 'Madame X'."

As Cummings observed, "The Cadillac V16 cars...were a force. They rivaled even the most opulent bespoke motor cars." We can but hope that sufficient new, additional

information on other V16s might one day warrant Cummings writing a fourth volume.

—Helen V Hutchings

Bonneville Salt Flats

by "Landspeed" Louise Ann Noeth

Foreword by Alex Xydias

Arcadia Publishing (2020)

arcadiapublishing.com/ +1 843-853-2070

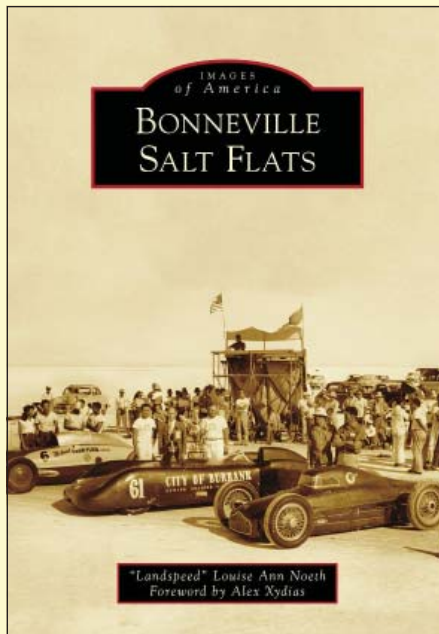
128 pages, 6½" x 9¼"

250+ images

Price: \$21.99

ISBN-10: 1467105953

ISBN-13: 978-1467105958



Arcadia's "Images of America Series" comprises hundreds of titles, spanning notable cities, forgotten small towns and intriguing places all over America. These small but well-crafted books share several elements in common; concise chapters, memorable archival black-and-white photographs, brief but complete and informative captions, and wonderful stories that preserve American heritage.

What could be more American than Utah's boundless salt flats?—and there's arguably no better living writer to tell the Bonneville story than "Landspeed" Louise Ann Noeth. She's been a salt-struck racing devotee for decades, and she wrote the definitive book on the subject, *Bonneville Salt Flats*, in 1999. She's written countless articles about the salt, praising the amateur racers and lauding the sheer courage it takes to strap oneself into a car or straddle a motorcycle, and simply hammer the throttle to its stops.

A colorful writer, Noeth declares, "... this is high speed, baby. Not just a few seconds of tromp-your-foot-on-the-throttle-and-hope-you-don't-get-arrested speed, but all-out, flat-out speed, a ragged-edge rapture that only the determined few will experience. On the salt you find the limits of your courage, you learn what daring greatly is all about, and you understand why a Bonneville racing record is an internationally respected pedigree."

The salt flats are always the star. While it's hard to condense the long history of Bonneville into a single slim volume, Noeth does a great job. Choosing from among thousands of images, she's made sound choices. Real racing at Bonneville began in 1914, first with speed exhibitions and staged contests. Although it was located "in the middle of nowhere," Bonneville's broad salt surface made racing sense; and it was about to expand internationally. Preserved in historic black-and white images, the steady march of the speed kings (and queens) is duly pictured here.

Bonneville was not long for the professionals and state-funded behemoths of speed. Shortly before the outset of World War II ended racing for the duration, California's amateur racers, the first hot rodders, began competing in home-built cars on the alkali-packed dry lakes, located to the north and east of Los Angeles; but the dry rough lakebed surface and swirling winds produced clouds of dust, making it hard to see. Speeds grew higher, and as more accidents took place, the search began for a better venue. Bonneville beckoned. The hot rodders were happy to leave the desolate, dangerous lakebeds for the clean, hard-packed salt, with its wider, safer racing surface, not to mention the nighttime attractions of nearby Wendover, Utah.

In chapter after chapter, Louise Ann Noeth introduces readers to the fearless drivers and mechanics who made their mark at Bonneville. After the hot rodders began, the Jet Age cars took off, hitting hitherto impossible speeds on the salt—and there's a great chapter on motorcycles. The salt is slippery enough for four wheels. It's really crazy on two. "Speed and courage on the salt are genderless." Noeth writes, as she introduces us to the brave women in helmets who stormed across the salt. Land speed racing, we learn, has more women involved than any other element of the sport—drag racing is second.

No book on Bonneville would be complete without mention of the fragile nature of the salt surface itself and the tenuous battle to preserve it. Noeth explains how the Federal Bureau of Land Management, the relentless salt mining companies and the racers have forged an uneasy and often fluctuating alliance to preserve this iconic area.

In sum, readers who know Bonneville will appreciate this brief history. If you've never been to the salt flats, I think a close read will entice you to visit. "Bonneville Salt Flats" is a worthy addition to the Arcadia "Images of America" Series.

—Ken Gross

Corvette Stingray: The Mid-Engine Revolution

by Chevrolet* (Foreword by Mark Reuss)

Motorbooks (2021)

QuartoKnows.com/ +1 978.282.9590

209 pages, 11" x 10" hardcover, dust jacket

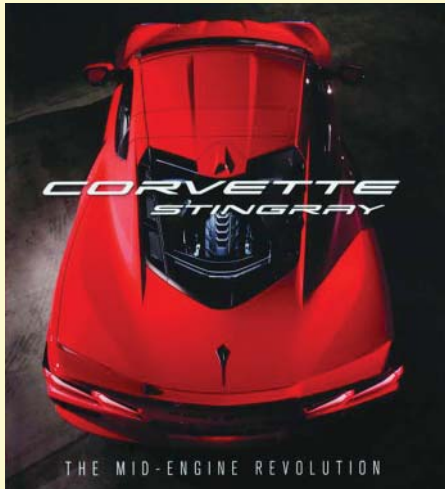
60 b/w and 146 color images, no index

Price: \$45

ISBN-10: 0760367434

ISBN-13: 978-0760367438

* Author as reported by amazon.com and barnesandnoble.com



This is an unusual book in so many ways: it has no named author(s), nor are there any photo credits anywhere. It's described as being "officially licensed by GM" yet goes to great length on the masthead page to disavow "any inaccuracies or omissions" and render "GM and any licensing representatives" free of any responsibility.

The publisher is clearly listed as Quarto's Motorbooks imprint. Then there are the acknowledgements listing many sources and GM company officials and personnel with the last line reading in part, "...for arranging interviews and helping with assets to make

this book possible." Yet still no clue what, or which, writers, might have been responsible for the words on this book's pages.

As to content; it is supposed to tell the story of the development of the new 2020 C8 Corvette which is notable as it's the first 'Vette to carry its engine mid-ship. The reality is the first half of this book's 209 pages is a rehash of previously published Corvette history. When the text and pictures do finally turn to the C8 it reads and feels more like the dealer showroom literature lauding the car in order to help a salesperson close a sale.

In short the book is a missed opportunity for while it does contain photos and information that is of interest to the Corvette enthusiast it could have been a more definitive history of the C8's development that droves of enthusiasts would have purchased as well as being or becoming a worthwhile recounting for historians rather than reading as though it were just another piece of illustrated marketing literature.

—Helen V Hutchings

The Racers: How an Outcast Driver, an American Heiress, and a Legendary Car challenged Hitler's Best

by Neal Bascomb

Scholastic Focus (2020)

scholastic.com

335 pages, 5¾" x 8½" hardcover, dust jacket

50 b/w photos, 2 race course maps, bibliography, notes, index

Price: \$18.99

ISBN-10: 1338277413

ISBN-13: 978-1338277418



We are in a period when old car hobbyists are investing time and attention encouraging the interest of youths in an effort to ensure the hobby has a healthy future. This book is relevant and supportive of that effort for, unlike many automotive-oriented histories, its two main personalities, male and female, are equally strong and positive role models, René Dreyfus and Lucy Schell.

We told you about the book *Faster* in #301, Nov/Dec 2019 issue of this *Journal*. Now, with the publication of the YA (young adult) version titled *The Racers*, we add this "addendum." Generally speaking, YA books strive for fast-paced, action-oriented narrative. As *Faster* was adapted for the YA reader, one *Faster* chapter became three in *The Racers*, each more tautly worded. Then too, there are half-again more images. And, author Neal Bascomb added special words introducing the chapter end notes in which he explains to his YA reader the importance of documenting sources and provides an overview of how he conducts his research.

Faster and *The Racers* achieved an SAH first per Ed Garten, chair of the Cugnot award committee, as it is a first for a book pair like these to be nominated for the Cugnot.

—Helen V Hutchings

Quest for Speed: The Epic Saga of Record-Breaking on Land

by Barry John

Evro Publishing, UK (2020)

evropublishing.com/ 612-344-8100

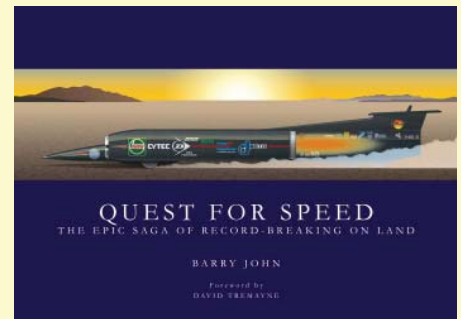
184 pages, 11¾" x 8.5" hardcover

327 color & 45 illustrations, appendices, index

Price: £30 (\$40)

ISBN-10: 1910505595

ISBN-13: 978-1910505595



Quest for Speed proved its usefulness and worth as a reliable research resource within mere hours of being unboxed. Then, following more detailed examination and reading, your reviewer found it to be as interesting a read as it is pleasing to the eye.

Quest is, in its entirety, the work of one man for Barry John researched and wrote the text and drew each of the 327 color and 45 greyscale illustrations. He designed the pages as well. Evro demonstrated its own good judgment in publishing *The Epic Saga of Record-Breaking on Land*, a subject that had fascinated John all his life.

Once fully-retired, this UK graphic designer had the time to apply his skills toward a book covering the stories of many of those who had taken on the challenge to design and build and subsequently often risk life and limb in their *Quest for Speed*. Rather than focus on any one phase or era, John has provided a marvelous overview dedicating each two-page spread to a different effort, enabling him to relate not quite 100 stories, from the earliest of Count Gaston de Chasseloup-Laubat's electric-powered 1898 attempt in France, to Dave Spangler's Turbinator II at Bonneville in 2018, and beyond toward "The Last Frontier," as one of the concluding segments is titled. That target: being the first to exceed 1,000 mph.

Happily, too, John doesn't shy away from technical details related to the various power sources; battery, steam, gasoline or gas "cocktails," jets and rockets. Also discussed are aerodynamics for the knowledge regarding that discipline has increased over the decades.

Quest for Speed excels in every facet. It's as interesting as it is a pleasurable read. Visually it is a delight with the created-just-for-it artwork as the cover image suggests. (If any reading these words are curious how Barry John creates his art, feel free to e-mail me—I'm in the SAH Roster—and inquire. I'll gladly reply with more regarding his techniques, artists he admires, etc. —hvh) As mentioned at the outset, the entire book will become a useful, likely oft-consulted and used resource.

—Helen V Hutchings

The Land Rover Story

by Dave Phillips

Evro Publishing, UK (2019)

evropublishing.com/ 612-344-8100

311 pages, 6¼" x 9½" hardcover

25 b/w & 23 color images, timeline appendix, bibliography, index

Price: \$39.95

ISBN-10: 1910505358

ISBN-13: 978-1910505359

Dave Phillips has accomplished what few writers of automotive history adequately address. Phillips fully tells *The Land Rover*

Story from the latter part of the 1940s to present while deftly placing the company and vehicle details and statistics in the context of the prevailing socio-economic and political influences.

One reader objected, lamenting in an online post that: "As long as the author is writing about Land Rovers... this is a smashing book. Unfortunately he regularly goes off on long digressions about social and political history, things that have absolutely nothing to do with 4x4 cars." That's a particularly surprising comment as the poster is one of Phillips' fellow Brits and surely must have been only too aware of the huge influences the British Ministry had over what Land Rover could produce especially during the 1968-'78 years. Then too there was the twirling turnstile of ownership changes.

The clear writing and comprehensiveness of Phillips' presentation of *The Land Rover Story* are precisely why this book is an historian's dream. Also, publisher Evro has seen fit to ensure it has a good and functional index, an appendix that is a really useful multiple-page timeline, and a bibliography.

—Helen V Hutchings

Fuelin' Around

by J.K. Kelly

J.K. Kelly Consulting LLC (2018)

JKKelly.com

312 pages, 5" x 8" softcover, no images or index

Price: \$9.95

ISBN-10: 0999409921

ISBN-13: 978-0999409923

Search the internet for racing fuels. You'll find links to the formulators or makers as well as those who market or sell what oth-

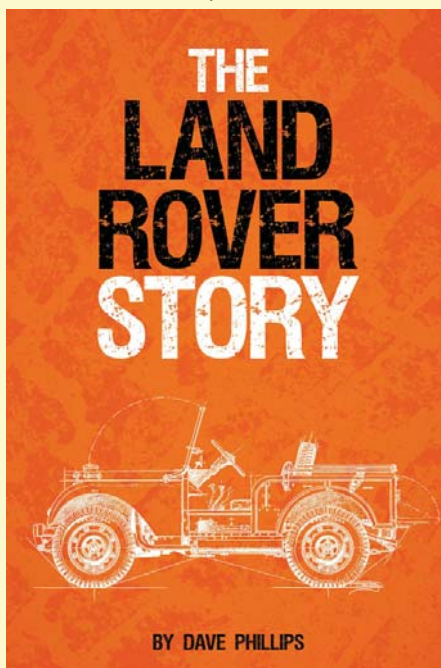
Fascinating aspects of automotive history...

— every quarter —

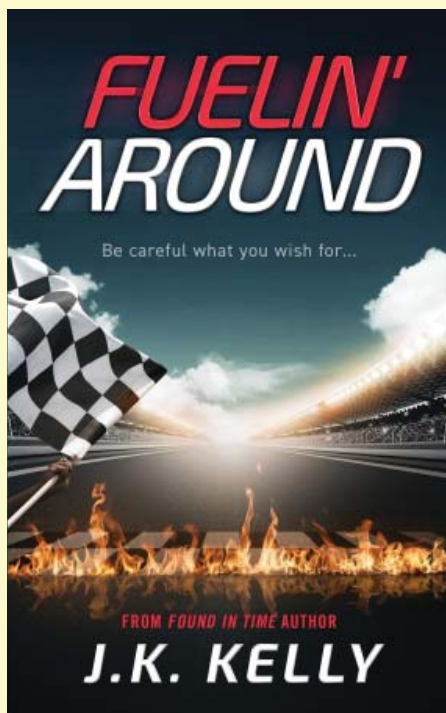


RARE & UNIQUE VEHICLES

rareandunique.media



ers produce. In reality there is a great deal more to this aspect of racing than is usually revealed or discussed in books or articles.



Jim “J.K.” Kelly was in a right place at a right time to become part of VP Racing Fuels practically at its inception; and there he built his 35-year career. Happily for us he also is a fine writer and with this *Fuelin’ Around* memoir he tells of his career as VP’s northeastern U.S. regional manager which included Europe as well, then also *the* director of sales and marketing. Kelly eventually worked “within all forms of racing from the motorcross novice...to some very big names in Formula 1.”

Developing racing fuels and subsequently selling to racers, whether car by car or, more lucratively, as a series’ designated fuel, is very competitive. Kelly describes this entire aspect of racing in such detail that it makes his book a worthwhile resource in any race historian’s library.

Fuelin’ Around also describes the business ethics practiced by Kelly and the rest of VP’s staff and employees. It’s instructive in that their ethics and philosophy contributed to the company’s successes and growth. Its essence Kelly described this way: in order to achieve your goal, “you have to eat, sleep, live and breathe the mission with unrelenting passion and focus.”

Fuelin’ Around is a high-energy read about a high-energy (yes, pun intended) business.

—Helen V Hutchings

Driverless America: What Will Happen When Most of Us Choose Automated Vehicles

by Joseph Hummer, PhD, PE

SAE International (2020)

sae.org/publications/books/content/r-492/

156 pages 6" x 9" softcover

1 photo and 25 figures and tables, chapter end notes and index

Price: \$40

ISBN-10: 1468600729

ISBN-13: 978-1468600728

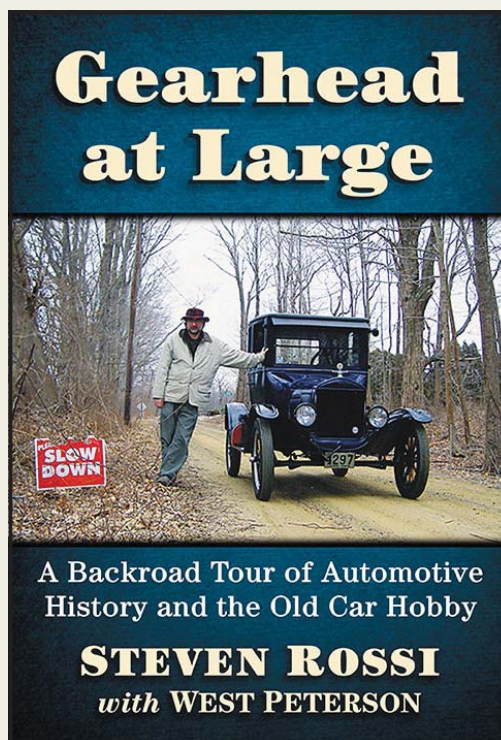


Driverless America is one man’s educated guess about *What Will Happen When Most of Us Choose Automated Vehicles*. Joseph Hummer is a civil engineer and academician with many, many published papers as author or co-author to his credit. He has also advised any number of master’s- and doctoral degree seekers on their own projects and papers. His published papers are in a form and format familiar to SAH members—as in well-documented. This book is no exception. Of interest is that, of the 96 chapter end note sources cited, only two are print—all others are internet sources.

Hummer wrote the book in hopes of “sparking conversation that turns into [more and deeper] research...that mitigates as many ill effects as possible” of the coming autonomous-driving America that he foresees. His thoughts are organized into segments such as People, Land Use, Environment, and Institutions, each discussing the effects a predominance of autonomous vehicles might or will have.

The book is certainly *not* history although Hummer does draw on experiences from the past while making numerous of his points. If the topic is of interest, the lucidly written *Driverless America* is worthy of your consideration.

—Helen V Hutchings



A popular feature in *Antique Automobile* magazine, Steven Rossi’s columns open up the world of old cars, drawing on a lifetime of knowledge and experience amassed in the antique auto hobby, the enthusiast community and the automotive industry to explore topics large and small.

These selected essays, edited and with photographs provided by award-winning *Antique Automobile* editor West Peterson, include informative treatments of historical subjects and technical matters, whimsical observations, important brand and model analyses, profiles of compelling personalities and an abundance of fascinating excursions down side roads of the automotive map.



McFarland

McFarlandBooks.com • 800-253-2187

355 pp. \$29.95 softcover (7 × 10) 2021
187 photos, index

ISBN 978-1-4766-8117-7 Ebook 978-1-4766-3981-9



Albert Russel Erskine. Source: southbendtribune.com

AN APPRECIATION OF ALBERT RUSSEL ERSKINE

(Editor's note: The author lists "The Three P's" among his member "interests" profile [i.e., Packard, Peerless and Pierce-Arrow], and here he shares perspectives and opinions proffered as an appreciation that applauds and admonishes Albert Russel Erskine.)

This year marks the 150th anniversary of the birth of Albert Russel Erskine, the longtime President of Studebaker Corporation and an important Chairman of the Board at Pierce-Arrow. Mr. Erskine was born in Huntsville, Alabama, on January 24, 1871, and became a C.P.A. in 1901. In 1911 he became employed as an accountant at Studebaker. In 1915, Mr. Erskine was promoted to the Presidency of Studebaker by the New York bankers who controlled the firm. In 1931, Mr. Erskine received a watch from Studebaker for his twenty years of service to the firm. Albert Erskine had no engineering training or ability. He did make some mistakes for which I cannot get him off or exonerated. Perhaps the two biggest of these mistakes include his insane dividend payout to Stockholders of Studebaker during the early years of the Great Depression, which reduced Studebaker's working capital and led to its entry into receivership, and his handling stock of the White Motor Company in an attempt to merge it with Studebaker. This led to complications and turmoil that led to Mr. Erskine's suicide on July 1, 1933.

Big though those two mistakes were, they are largely overlooked by most historians, automotive and otherwise, when they criticize Mr. Erskine. Instead, the standard procedure is to take him to task for the purchase of Pierce-Arrow, which led to its merger with Studebaker from 1928 to 1933. Actually, that is one of the better things that he did and was hardly a mistake. Ironically, 1933, the year that Pierce-Arrow was sold off, was a very rough time, even at strong firms such as General Motors. Harley Earl (1893-1969), chief stylist at General Motors, was finalizing the design of the 1934 LaSalle when he was told that the General Motors Board of Directors was considering discontinuing the LaSalle line of cars. Mr. Earl showed the General Motors Board of Directors the design of the 1934 LaSalle and said, "If you discontinue the LaSalle, this is the car you will not build!" The Board was so impressed with his designs that the LaSalle was continued to 1940 and continued to be a fine car. The 1934 LaSalle along with the 1934 Oldsmobile introduced General Motors to hydraulic brakes.

The analogy here? If Albert R. Erskine had done in 1928 what many historians apparently think he should have done, there would have been many fine and interesting cars that would not have been made. There was no other buyer in sight for the struggling Pierce-Arrow concern. Nobody will probably ever know, detail for detail, just what Pierce-Arrow would have done without the merger with Studebaker. My guess is that there would have been "1929 Pierce-Arrows," but they would have been warmed over 1928 cars. With the improvements in the competition, particularly Packard, these

warmed over 1928 cars would have had a harder time on the market. Pierce-Arrow would have limped into 1930 and perhaps 1931 with fewer than two thousand cars sold in 1929 and 1930 and fewer than one thousand sold in 1931 and that would have been finis for Pierce-Arrow.

As it was, Pierce-Arrow was to progress to build the greatest cars, along with some of the best looking, in its history. This led to Pierce-Arrow's two greatest sales years, 1929 and 1930. Altogether some thirty thousand cars would not have been built. This includes the fabulous Silver Arrows. The Travelodge Trailers would not have been built. The magnificent V12 that went on to power Seagrave fire trucks (along with the straight eight) would never have been developed. Many of these cars that would never have been are among the most desired collector cars. As to the 1928 and older Pierce-Arrows, for an extra nine years, they had a place to go for repairs and service other than the general service garage. For the record, I once saw a photo of the inside of a Pierce-Arrow service garage taken in 1930. Of course there was a row of late mode Pierce-Arrows there but standing out was a 1909 Pierce-Arrow Touring Car getting the service it needed.

So, while I cannot absolve Albert Russel Erskine of the two mistakes regarding the Studebaker dividend payments and the White Truck stock problems (from which Pierce-Arrow was insulated), I can state that the Studebaker-Pierce-Arrow merger, for which Mr. Erskine has taken much criticism, was anything but a mistake. Perhaps the financial part of it could have been handled better but the basic idea of the merger was no mistake.

—Jeff Caplan



"Albert Erskine, second from right, poses as part of the first foursome at the June 27, 1925, opening of Erskine Park Golf Course Photo provided/The History Museum"

Source: southbendtribune.com

