



SAH Journal



ISSUE 316
MAY / JUNE 2022

\$5.00 U.S.

Contents

- 3 PRESIDENT'S PERSPECTIVE
- 4 RESEARCH SOURCES: PERIODICALS
- 6 EARLY FOUR-WHEEL-DRIVE VEHICLES OF THE AUSTRO-HUNGARIAN MONARCHY
- 10 READER FEEDBACK: JOSEF GANZ AND THE PEOPLE'S CAR
- 11 BOOK REVIEWS
- 14 THE SAH PAGE ON FACEBOOK
- 15 IN MEMORIAM

Billboard

The SAH in Hershey: The SAH will be at the 2022 Eastern Division AACA National Fall Meet in Hershey, PA: **Tuesday, October 4th through Friday, October 7th.** We look forward to resuming our customary big-tent presence at Hershey in 2022. Please be aware that beginning this year the AACA National Fall Meet in Hershey will be held Tuesday through Friday, replacing the previous schedule of Wednesday through Saturday. The flea market is Tuesday through Thursday (instead of Wednesday through Friday) and the Car Show is Friday (instead of Saturday).

> The SAH Orange Field tent, at spaces OBB16-19, in-between light poles #113 and #121, will be open Tuesday through Thursday.

> Our Annual General Meeting will be held Wednesday afternoon in our Orange Field tent.

> Our Fall Board Meeting will be held Wednesday evening at the Hershey Country Club.

> Our Book Signing will take place Thursday in our Orange Field tent.

> Our Annual Awards Banquet will take place Thursday evening at the Hershey Country Club. 2020-2021 awards will be recognized and 2022 awards will be presented.

Front cover: With our remembrance of Dr. Frederick A. Simeone in the "In Memoriam" on page 15, we add to the Cobra from Fred's museum shown on that page with the image on the front cover taken at Fred's museum too. It's a 1933 Alfa Romeo 8C Monza (chassis 2211112). The car's placard reads: "The Alfa Romeo Monza 8C 2300 was a pure race car which was modified for sports car competition by adding fenders and lights. In either form the Monza was highly successful on track or roads. They were among the fastest cars of the 1930s. This car placed second in the 1933 mille Miglia driven by Castelbarco / Cortese."

Back cover: Here we have a "tipping of the hat" to our article on periodicals (p. 4) and its focus on the French magazine, *Omnia: revue pratique de l'automobile*. This Renault ad is from the June 1921 issue (p. 2).

Third European Conference for Automotive History, October 14th through 16th: The conference will be held at MAUTO, Museo Nazionale dell'Automobile, in Turin. The conference is organized jointly by Thomas Ulrich of the AHG in Germany and Anders Ditlev Clausager of the SAHB in the UK. The event is supported by the SAHB and the Culture and Youth Commission of FIVA (Fédération Internationale des Véhicules Anciens). Seventeen 30-minute English language presentations are tentatively scheduled.

Sixth Michael R. Argetsinger Symposium on International Motor Racing History, November 4th and 5th: The symposium at Watkins Glen, NY, will be an event geared to both motor racing scholars and racing enthusiasts alike. Over the last several years the Symposium, co-hosted by the International Motor Racing Research Center (IMRRC) and the SAH, has established itself as a unique and respected forum and has gained a growing audience of scholars, students and enthusiasts. The Keynote Speaker will be renowned NASCAR historian Buz McKim.

Check autohistory.org for SAH event updates.



The above image, the Cobra on p. 15 and the cover image were all taken on Sept. 9, 2016.

SAH Journal

ISSUE 315 • MARCH/APRIL 2022

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



Officers

Robert G. Barr	President
Kevin Kirbitz	Vice President
Robert Casey	Secretary
Rubén L. Verdés	Treasurer

Board of Directors

H. Donald Capps (ex-officio) Δ
Matt Anderson †
Bob Elton †
Carla R. Lesh †
Chris Lezotte Δ
Casey Maxon Δ
John Mohr #
Dean Nelson #
Steve Purdy Δ
Robert Schmitt #

Terms through October (Δ) 2022, (#) 2023, and (†) 2024

Editor

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

Publications Committee

Thomas S. Jakups, Chair
Louis F. Fourie
Kit 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 U.S.A.

©2022

The Society of Automotive Historians, Inc.
www.autohistory.org

Join, renew and more right on-line!

SAH Journal No. 316 • May / June 2022

President's Perspective



By the time you read this, you will have received several Mailchimp email distributions in quick succession from yours truly.

My observation is that the SAH has developed, to some extent, a split personality in recent years. There is constant interaction among current and past officers-directors-committee members, yet limited interaction between that group and the SAH membership in general. Never the twain shall

meet, it seems, though that is certainly an exaggeration. I trust we would all agree that this unintentional, self-inflicted dichotomy benefits no one. My recently inaugurated email distributions are a small step in trying to steer around this situation.

SAH Journal Editor Rubén Verdés has used this email distribution method for years, on a bi-monthly basis, to distribute PDF's of the SAH publications as they are

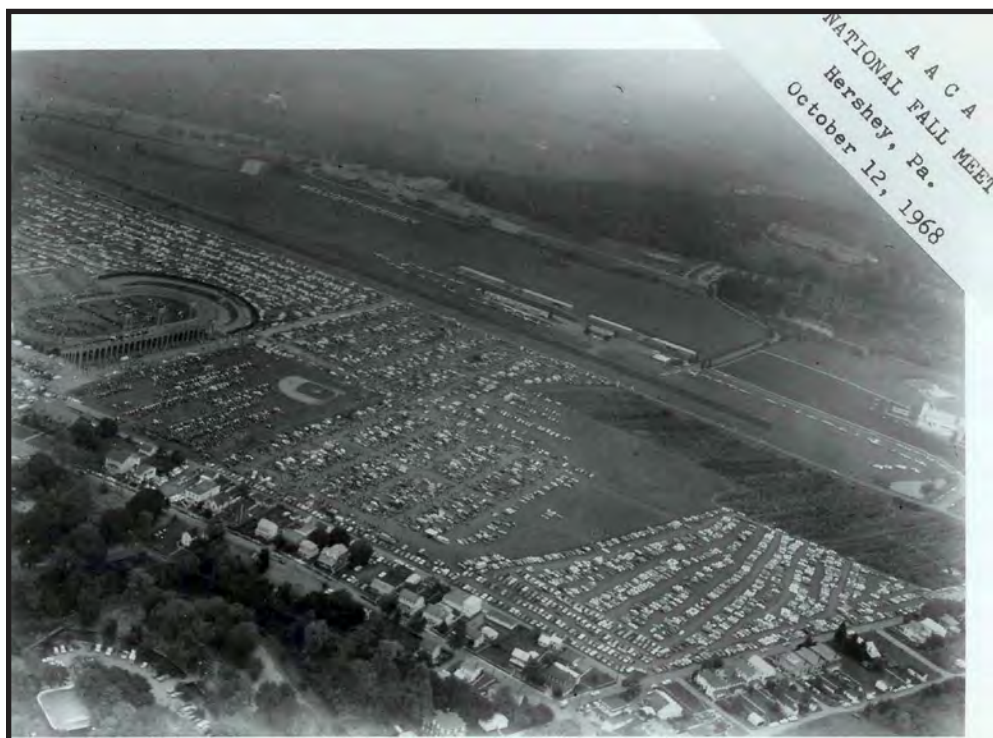
issued, and other information and news that is available to him at each interval. With all that is going on within the SAH, we need enhanced communication to our membership, without adding to Rubén's already considerable workload. I intend to help facilitate this, while not crossing the fine line of overdoing it.

I'm typing this a few weeks before you will read it and by then you will have already received the 2022 Election Ballot via my first email distribution, quickly followed by emails for the Annual Awards Banquet, the joint Automotive Historians Australia - SAH *Wheels Across the Pacific* symposium in mid-September, SAH activities during Hershey Week, and the joint IMRRC - SAH *Michael R. Argetsinger Symposium on International Motor Racing History* at Watkins Glen in early November. This pace will lessen, but Fall is a busy season for the SAH.

I've taken pains to succinctly describe the contents of each email in the header subject line, so you can skip past those that don't interest you; certainly not all will. However, general SAH news will be broadcast to members on a timely basis, so please think twice before clicking the "Unsubscribe" button. Most importantly, what do you, our members, want to see in these emails?

The photo for this issue of the *Journal* shows me on the hunt at the 1968 Hershey Flea Market. Good grief, that was 54 years ago. Look, dusty shoes and no asphalt!

—Bob Barr

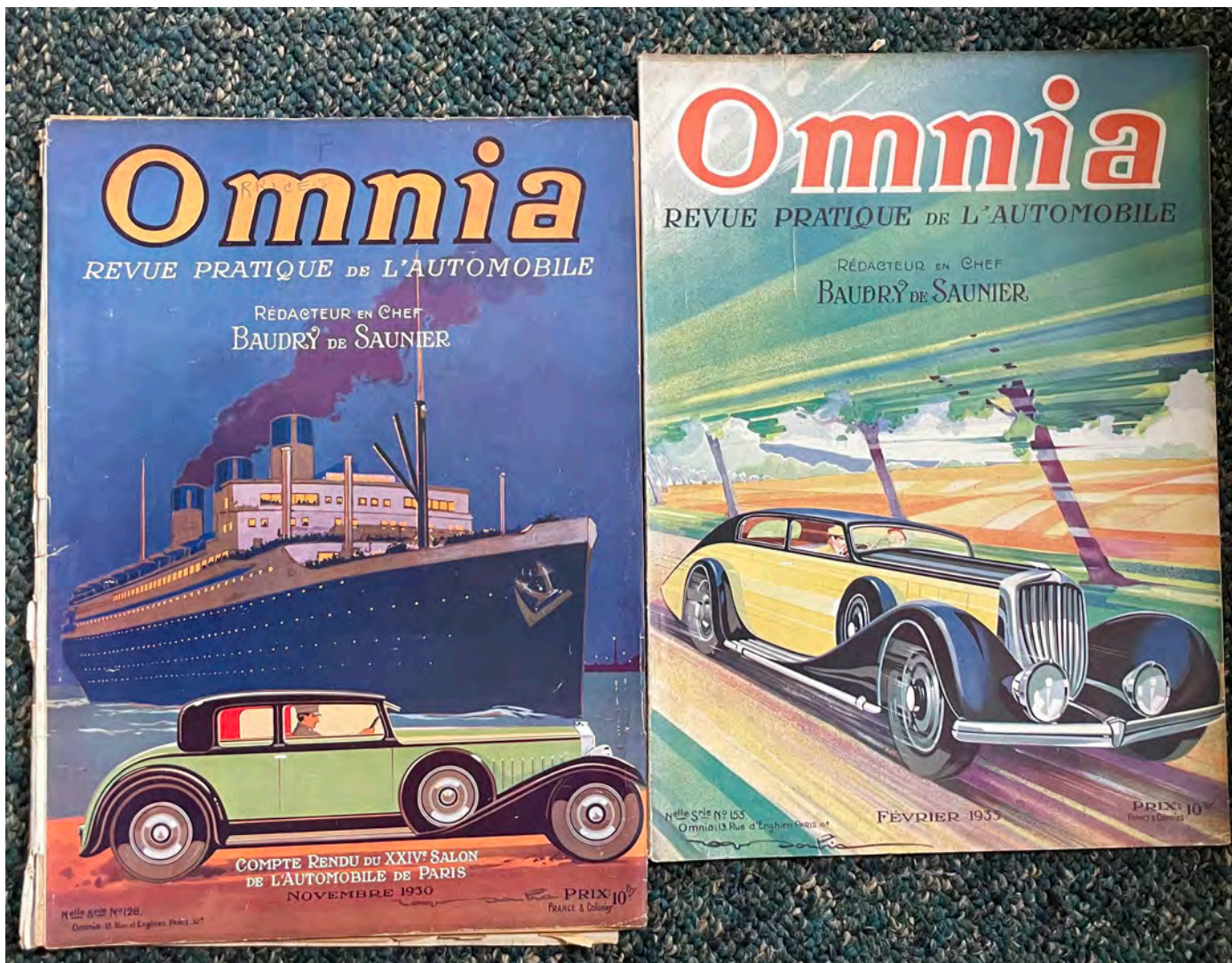


Source: hersheyaaca.org/images/airphotos/1968.jpg

These two images were inspired by Bob Barr's photo above, left: an aerial view of the field during the 1968 "AACA National Fall Meet" with The Hotel Hershey at the upper-right, and below: the 1968 program for the event (much thicker these days).



Source: hersheyaaca.com/region-archives/



RESEARCH SOURCES: PERIODICALS

When doing research, the quest to locate proper period resources to find reports and information of the era or a particular year can be a long journey. There is so much material to try to look through or, perhaps, to even consider in any one particular location.

This article aims to make you more aware of what “paper” is out there that saw regular print runs and would cover a fairly broad range of motorcars. These periodicals may provide new information or possibly insight into research. In order to look for something, you need to know a publication exists that may hold an answer or confirm a theory. Regarding periodicals, both automotive and non-automotive, certain issues will contain more details and images than others. Automotive manufacturers were always thinking about how to get the word out about their latest efforts. Society and social magazines were very aware of how a fashionable new motorcar could appeal to owners and reflect upon their status.

Magazines in the USA such as *Vanity Fair*, *The Sportsman*, *Country Life* and *The Spur* are great resources for articles by automotive specific journalists such as John Jay Ide and Eric Hatch.

They were venues where the leading commercial photographers of the day, such as John Adams Davis, Spooner & Wells, Nathan Lazarnick, Bond Brothers, etc., would be called upon to photograph events or specific cars to accompany automotive articles.

One of the best motor magazines that saw a monthly issue start to appear in France in 1920 was *Omnia*. The era immediately after World War I—“The Great War”—saw all phases of motorcar interest and production resume as factories and companies started to once again produce cars, accessories, parts and publications.

To my knowledge, all issues of *Omnia* are printed in the French language, but the same key words are interpretable given that they’re often repeated to describe the subject being discussed, most notably regarding coachwork. For current researchers the period sources in these issues are considerable. Coated paper stock was often in use on interior pages in later years (always on covers) and the periodical is a decent size (9 x 13 inches usually with 60 plus pages, and the annual October issue was the Salon issue of new models, etc., and was many more pages). Due to the language it was printed in, most issues were not regularly imported to the USA for general consumers and car enthusiasts

to find on a newstand. Some American-based coachbuilders had subscriptions, as did a few (very few) car manufacturers. Those that took the time to do so were very interested in what new fads and trends in automotive styling were appearing in Europe at the concours, salons and motor show exhibits. The news and images would be shared among designers and artists on this side of the Atlantic to keep them current on design currents.

I am not sure where full runs of *Omnia* magazine reside in the USA, or if any are in collections that allow access to the public or the active researcher. I first learned of the periodical in 1970, several years after I met Henry Austin Clark, Jr. I started to work part time for him in his home library while going to graduate school. His collection was immense and did not just focus on vehicles made in the USA. While working for him I also learned of obscure publications of the pre WWII era, including *Omnia*. Austin held this periodical in very high regard.

His collection has been part of the library of The Henry Ford for some time so some issues of *Omnia* are there, but it is not a complete run. There may be some issues in the Revs Institute in Florida as they have the Peter Richley collection from England, and my late friend Peter had to have some! There is only one nearly complete collection I know of in the USA, but it is in a private library not available for regular visits.

Omnia was produced at 15 Rue d'Enghien in Paris from 1920 to about 1934. The Editor in Chief was Baudry de Saunier. The pages were noted by year—the first issue in January had page 1 and following monthly issues continued the number in sequence until the final issue in December. To reprise: it was a substantial magazine with usually about 60 pages total for each issue. By 1924 there was a year-end supplement printed on a newsprint level of paper that—in very fine print—would list the contents, page numbers and issues that the assorted numerous articles were in. They deemed it an Index, Table des Matieres.

The magazine's cover art was outstanding—all color paintings of automotive scenes done in oil or opaque water color. Mahias, Farrey and Georges Conrad were the most often featured artists. The same artists were hired by many of the car manufacturers who took advertisements in the issues of *Omnia* and these more often than not were full page ads as well. All these attributes became a regular set of features within the first year and a half of the magazine's debut. The publisher and editor were certainly on top of their trade, and few images were small in size. This feature was good then, but is great for us now—allowing us to study in detail the given subject written about a century ago.

Omnia would have detailed reports of the new cars as they appeared on the market and photos to accompany the text, which would include a bare chassis and view of the dashboard, steering wheel and transmission. From a coachbuilder's point of view, this was a grand preview of what they may see appear at the door to their premises.

Articles would also focus on lamps and lighting, new steering innovations, chassis design and motors.

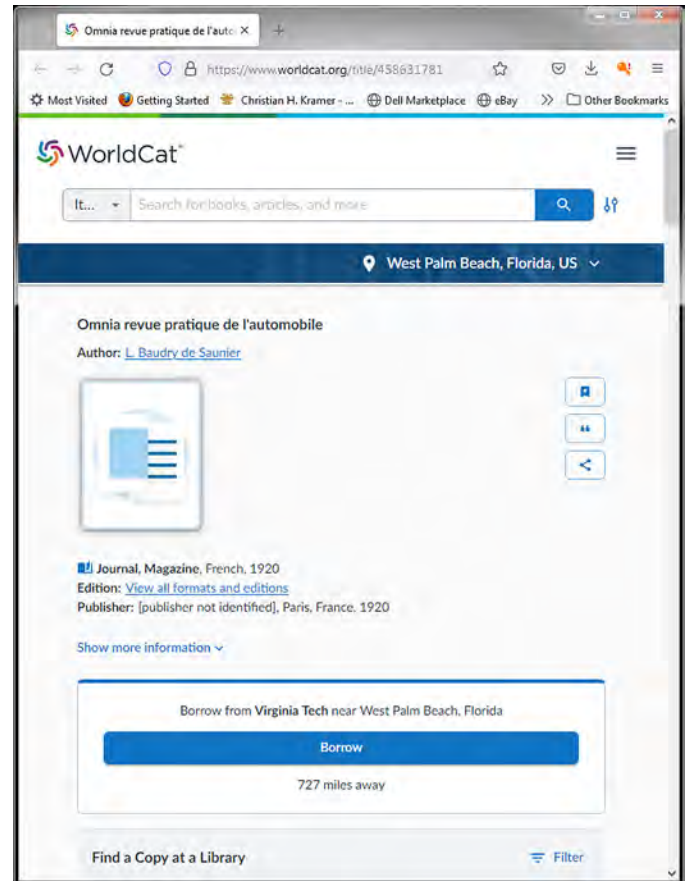
Most of the advertisements in *Omnia* were from manufacturers located in France. Voisin was bold enough to take a full page ad, note its name, and provide no street address or contact information! Luxury makes such as Hispano-Suiza and Renault (large horsepower series) along with the more economically-priced cars all took advertisements as did tire, gasoline companies, etc.

USA manufacturers took some advertisement as well, such as: Zenith carburetors, Hartford shock absorbers, etc. Yes, with the same qualities that came with the magazine's usual full page color advertisement (e.g., a painting of a carburetor).

I have yet to see any issue of this periodical that I would say was mediocre. Each one is a wonder to hold in your hands and study.

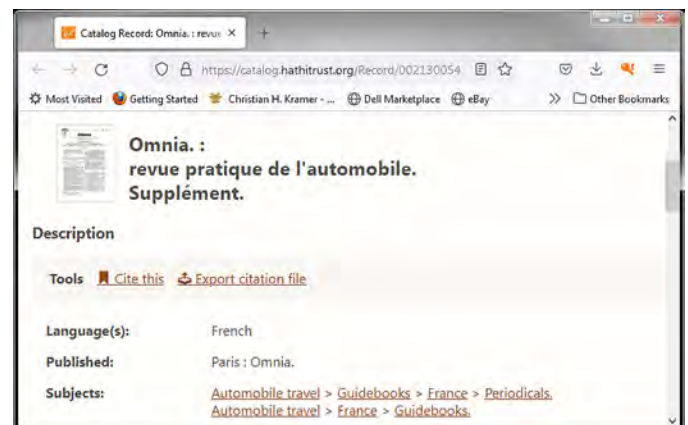
I hope this has given you a new name to seek out, along with the other titles mentioned. Issues of *Omnia* are not easy to locate, but they're a researcher's "field of dreams" for period information.

—Walt Gosden



Above: Consult WorldCat for details about and where to find *Omnia* (direct link: <https://www.worldcat.org/title/458631781>).

Below: From the above WorldCat link, see issues online (and back cover in this issue sourced from the HathiTrust Digital Library): <https://catalog.hathitrust.org/Record/002130054>.

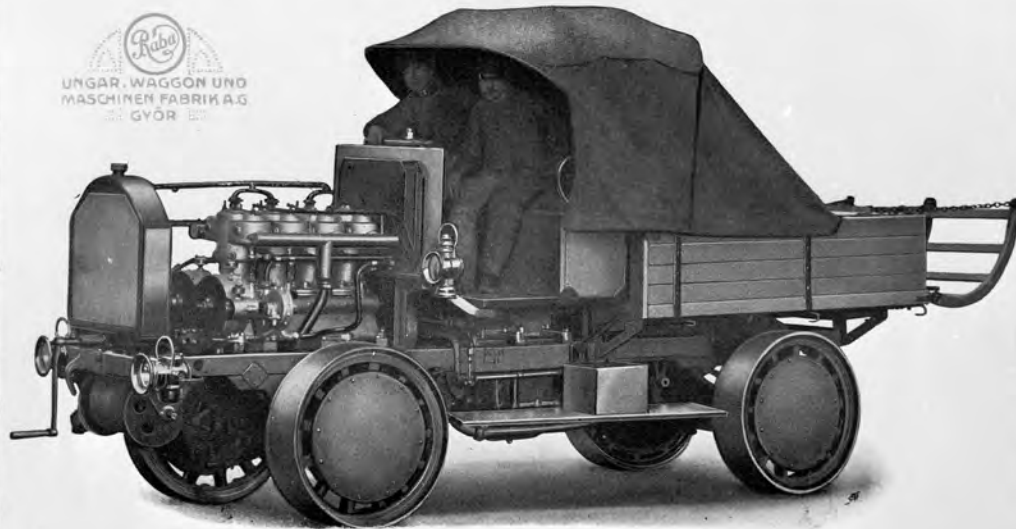


Benzinmotor-Zugwagen

Bauart 1904, mit Vierräder-Antrieb

3.

MOTORLAST-
WAGEN



Motorleistung... 40 PS	Rads'and	3200 mm	Tragfähigkeit... 2000 kg
Hub	Spurweite	1460 mm	Geschwindigkeit 24 km
Bohrung	Radabmessungen...	1000 250 mm	Eigengewicht... 4500 kg

UNGARISCHE
WAGGON- U.
MASCHINEN-
FABRIK A.-G.

In 1916 the Hungarian Railway Carriage and Machine Factory put together an album detailing the company's achievements. Naturally the Tlaskal train was included.

EARLY FOUR-WHEEL-DRIVE VEHICLES OF THE AUSTRO-HUNGARIAN MONARCHY

Editor's note: Our author, Dr. Pál Négyesi, is the editor and publisher of Rare & Unique Vehicles (RUV). This is a supplementary version to an article by the same title in the Summer, 2022, issue of RUV (see: rareandunique.media). The last sentence of the first paragraph is yet another reminder that there's a whole world out there beyond what is recorded in English (e.g., ref. SAHJ #273, p. 4).

The Austro-Hungarian Monarchy used road trains and tractors during World War I, which were powered by Ferdinand Porsche's hybrid powertrain. However, there were earlier attempts which never made it past the prototype stage. These have largely been omitted from English-language literature.

I was a very enthusiastic 22-year-old university student in the Summer of 1994 when I embarked on my second research trip outside of Hungary. I can also add that I was very naïve—my target was the Kriegsarchiv, the Military Archive of the Austro-Hungarian Monarchy. Little did I know that everything was written in handwritten script, the old German handwriting which

was very difficult to decipher. So I abandoned my mission, went back to Hungary, learned the intricacies of the script and returned to Austria. For some reason I had an idea that I might find new information on who brought the first car to Hungary. That goal was not reached, as it was only this year that we finally had proof of when and how the first car arrived in Hungary, but I also uncovered some other materials, which I found quite fascinating. I became enamored with Ludwig Tlaskal Edler von Hochwall, a captain in the Monarchy's army who developed an all-wheel-drive, all-wheel-steering road train in 1904! There was only one known illustration of the vehicle, but in the Kriegsarchiv there was a full brochure, and even a sort of road test—a report on a military exercise from 1905 when the capabilities of the Tlaskal road train were measured.

It took me 27 years, but this year I was finally able to honor the memory of Captain Tlaskal when I put his creation on the opening pages of a feature on the early road trains and tractors of the Austro-Hungarian Monarchy in *Rare & Unique Vehicles*. Here's a look at part of that feature, which deals with the pre-Porsche era.

The Tlaskal train was one of the world's first internal combustion engined road vehicles with both four-wheel-drive and four-wheel-steering. It was tested at a 1905 military exercise of the Austro-Hungarian Monarchy.



Győr^{er} mechan. Train mit Vierräderantrieb, (Train Tlaskal)
(Train „70“)

The Motorization of the Army

The Tlaskal Train

In 1896 the Austro-Hungarian Monarchy tested its first motor vehicle, a German Daimler truck. Later, a British Fowler steam locomotive was tested, and locally-built steam trucks were also tried. In 1902 Ferdinand Porsche presented the advantages of his petrol-electric powertrain to Archduke Franz Ferdinand, but the Ministry opted to work with the newly formed Österreichische Daimler Motoren GmbH instead.

Beginning in 1903, military leaders of the Monarchy started planning a war against Italy, which required heavy artillery such as siege mortars. Transportation of these devices was extremely difficult due to their weight.

In 1903 Österreichische Daimler built an experimental road train—a predecessor to today's heavy-duty trucks. This was a rear-wheel-drive truck which pulled two trailers with a carrying capacity of 1.5 tons each. Maximum speed was 24 km/h.

At the end of 1903 Charles Renard introduced his revolutionary Road Train, which consisted of a tractor that hauled six-wheel steerable trailers. The center axle of each trailer was powered through a series of cardan shafts driven from a power takeoff from behind the rear axle of the trailer. The whole contraption carried 20 tons of weight. In Germany Siemens-Schuckert developed a similar system.

At the 1904 Vienna Auto Show there were German military trucks shown together with the Renard Train. This prompted local companies to spring into action.

Ludwig Tlaskal Edler von Hochwall, a captain in the Monarchy's army, had already patented a four-wheel-drive vehicle in 1902 and believed he could upgrade Renard's design. His tractor had a payload of 10 tons, but it featured both all-wheel drive and all-wheel steering. As the Austrian Daimler company was busy with their own experiments, he turned to the Hungarian Railway Carriage and Machine Factory (later known as Rába) in Győr to build the prototype for him. The Hungarian Railway Carriage and Machine Factory was set up by Austrian businessmen to take advantage of lucrative contracts with the Hungarian Government on the supply of railway carriages and wagons.

The experimental vehicle with five trailers was barely finished in time for the 1905 military exercise. Everything was fine until the contraption had to brake on a four percent gradient. It took 200 meters to stop the vehicle—and, not surprisingly, the Tlaskal train was quickly rejected.

Österreichische Daimler and Škoda

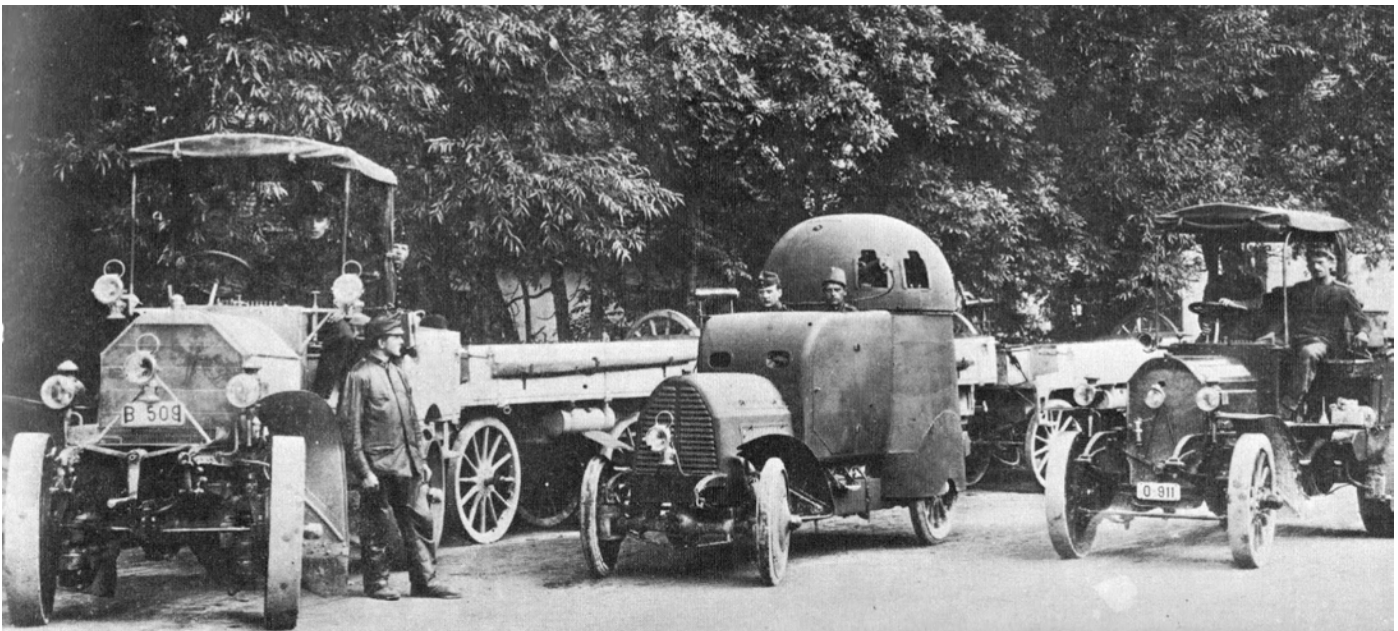
Over in Wiener Neustadt, Paul Daimler (Gottlieb Daimler's eldest child) became chief engineer of Daimler's local subsidiary in 1902. His first all-wheel-drive vehicle was the Panzerautomobil in 1905, one of the first armored vehicles with an internal combustion engine. Daimler designed an all-indirect four-speed gearbox that

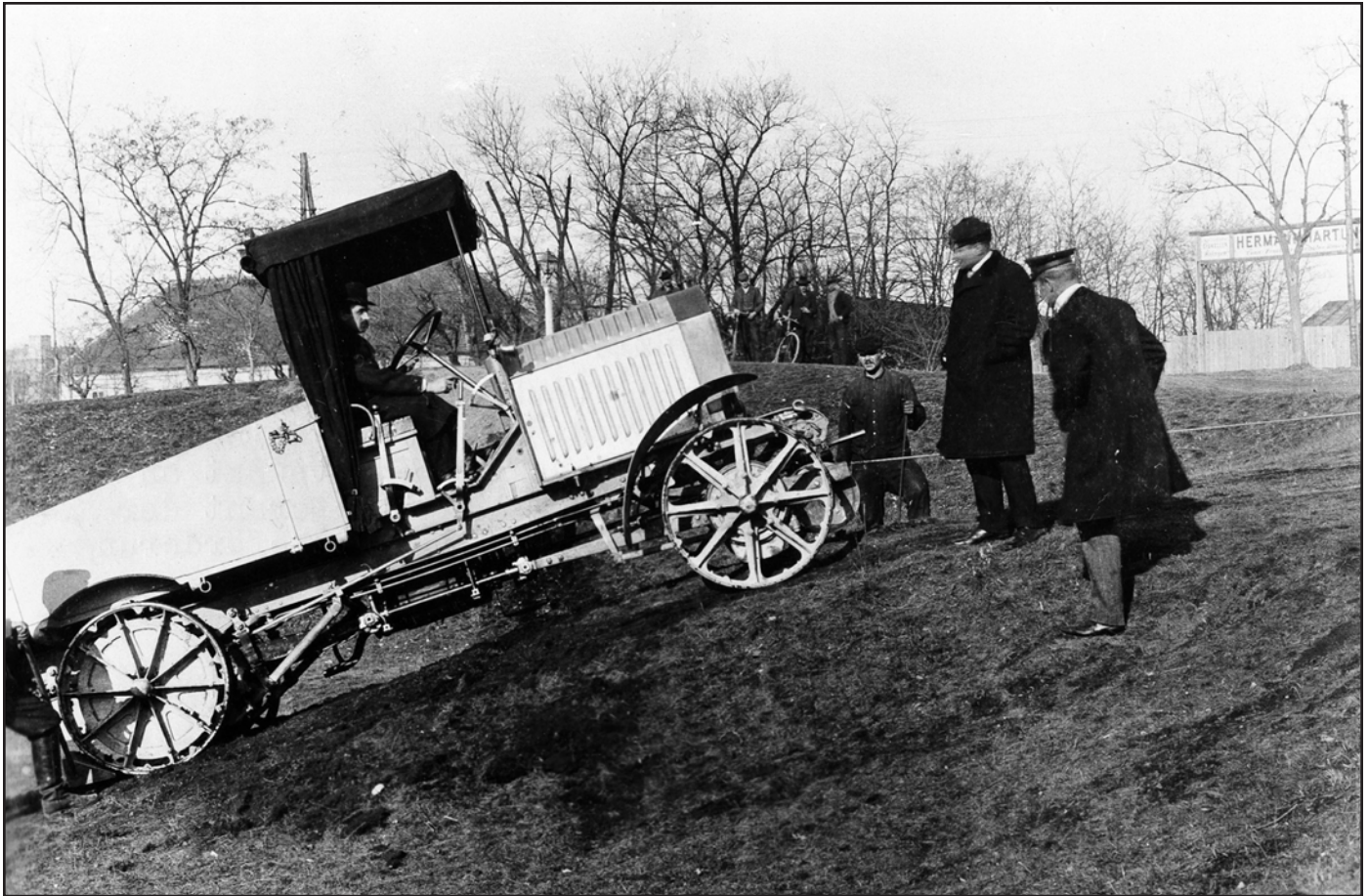


*Daimler-mechan. Train mit Zweiräderantrieb, Type 1905.
(Train, 60")*

Above: Just for comparison a two-wheel-drive truck was also tested at the 1905 exercise.

Below: This promotional photo from 1906 shows the all-wheel-drive Panzerwagen together with road tractors.





took the drive downward through two selectable pinion pairs of gears that gave a choice of ratios for eight forward speeds in total. Drive to the front and rear wheels was through a differential that could be locked for difficult terrain.

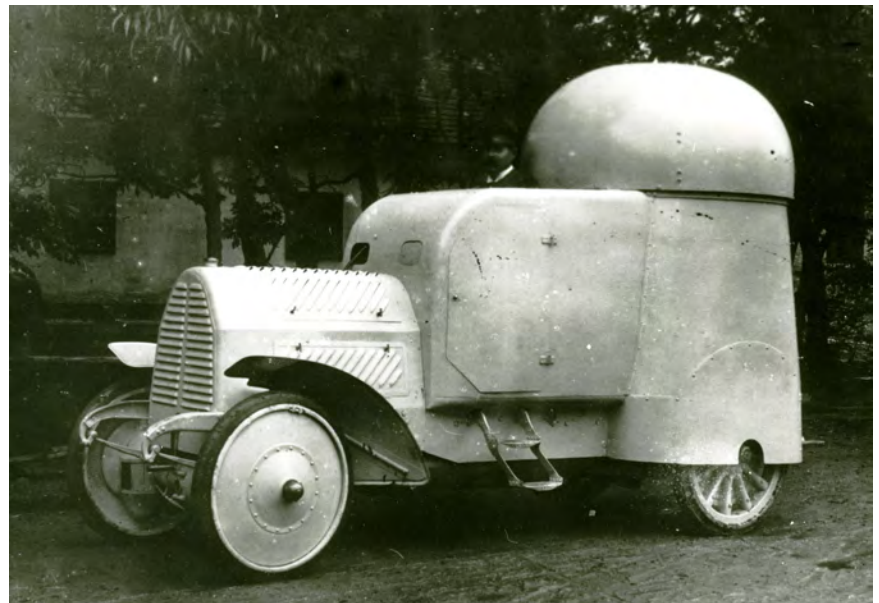
This vehicle was shown at the 1906 Vienna Auto Show, where it was inspected by Emperor Franz Joseph I of Austria. It was modified later, but ultimately the army rejected the idea.

In the meantime Paul Daimler and his team continued their experiments with four-wheel drive and completed their own road tractor in the spring of 1906. It was powered by a 60 hp, four-cylinder petrol engine, and its power was distributed to all four wheels via a four-speed gearbox. The front wheels had bevel gears and the rear wheels had pinion drives. It lacked a conventional differential. The vehicle had a dry weight of 3.5 tons with a payload capacity of two tons. The military provided three trailers for the tests, which had two handlebars for the two axles. This solution eliminated the problem of cornering on narrow streets.

At the same time a new company entered the scene: Škodawerke from Pilsen. They utilized a patent from Archduke Leopold Salvator. His patented all-wheel-drive powertrain was developed further by Škoda to include all-wheel steering as well. The Škoda tractor prototype was able to pull 17 tons of materials, but its steering was so heavy that (reportedly) two men needed to operate it!

Above: For the Austrian Daimler subsidiary, the first large military contract came in 1908 with the M 08.

Below: The first Daimler all-wheel-drive armored car from 1905.



In 1905, Paul Daimler had to return to Stuttgart, and Ferdinand Porsche replaced him as technical director at the Österreichische Daimler company. He completed the work, which was started by Paul Daimler and later utilized General Landwehr von Pragenau's patent to revive the road train idea.

—Pál Négyesi

READER FEEDBACK: JOSEF GANZ AND THE PEOPLE'S CAR

Editor's note: The following is a rebuttal submitted by Karl Ludvigsen ("L:" below) to assertions made by Paul Schilperoord ("S:" below) in his article about Josef Ganz in SAHJ #315, which was largely a rebuttal to Mr. Ludvigsen's article in SAHJ #313. The aim of the SAH Journal is to observe journalistic norms of presentation and debate—these articles and rebuttals have included elements of both.

S: "Ludvigsen takes the majority of information and photos from my book..."

L: I did not even open his book when I wrote my article for the *SAH Journal*. I have previously written extensively about Ganz.

S: "The Ardie-Ganz...round-nosed streamlined body."

L: By no means can the Ardie-Ganz be considered to have this feature.

S: "...his patented rack-and-pinion steering system.

L: With patents lodged in Germany on 16 February 1931 and in the UK on 12 February 1932, Ganz's steering system may well be his most noteworthy contribution to auto engineering.

S: "...the true future people's car as promoted by Josef Ganz at the 1931 Berlin motor show..."

L: According to *Schilperoord* this consisted of his handing out pamphlets promoting his magazine and car ideas.

S: "The Ardie-Ganz and Maikäfer prototypes inspired different manufacturers to pursue this new direction..."

L: This is pure speculation. Many European auto makers were already incorporating advanced features of their own creation.

S: "...Daimler-Benz had rejected a plea from Ferdinand Porsche to return to the company as technical director."

L: Porsche definitively left the DBAG, which did not renew his contract in 1928. Later, while founding his own design company, he approached the DBAG to seek it as a customer. They became one in the 1936-37 period.

S: "In 1931, Josef Ganz assisted Hans Nibel and his team with the development of the new prototype 120..."

L: This accords to Ganz more involvement with the DBAG than has ever been proven. He was an influential editor whom the DBAG thought it meet to involve in this rear-engined model in a consulting role.

S: "...Ludvigsen claims that...the Porsche-designed Zündapp Type 12...was indeed 'a VW forerunner...larger metal bodywork with four seats made it a mid-range model and not a true people's car."

L: As history shows, Ganz was not in the mainstream of the authentic Volkswagen creative effort, which required a true four-passenger car.

S: "*Motor und Sport* magazine called the Standard Superior 'the most advanced' car of the 1933 Berlin Motor Show."

L: It was indeed a noteworthy effort as a two-passenger ultra-light car. But too much was lacking to permit it to become popular.

S: "Adolf Hitler...was very keen to realize a state-funded Volkswagen..."

L: The original plan was to have the car centrally designed with components to be produced by the existing auto companies. State funding through the KdF scheme entered the picture later.

S: "...the Volkswagen turned out to cost five times as much to produce..."

L: Qualified Germans bought the first Beetles for a price-controlled RM3,600. On 1 April 1947 the price increased to RM5,000. This included profit for the works and for dealers who were beginning to be established, so the manufacturing cost was not "five times as much" as RM 1,000.

S: "In 1964 Volkswagen planned to give Josef Ganz a supplementary pension..."

L: VW did not give him a pension.

S: "...citation from a letter of the West German embassy in Australia to the Australian government" asking permission to give Ganz a German Federal Cross of Merit.

L: The Australian government decided that Ganz was not entitled to receive the Order.

S: "Josef Ganz was left out of many publications on Volkswagen history..."

L: This is not applicable to Ludvigsen's *Battle for the Beetle*, published in 2000. Among other references it said that "Joseph Ganz had done more than talk about advanced and efficient small cars; he had designed and built them too."

S: "John Winding-Sorensen wrote" that "Josef Ganz 'was in the same class as Porsche, Rumppler and Nibel.'"

L: Jon Winding-Sørensen (correct spelling) is a legendary Norwegian editor and journalist but not a historian, as is evident from this assessment. It is absurd.

Addendum

Paul Schilperoord is a passionate and able researcher and writer who found a first-class subject. It's regrettable that he found it desirable to make his book so polemicised instead of the proper biography that this interesting man deserved.

Book Reviews

The Emergence of Bicycling and Automobility in Britain

by Craig Horner

Bloomsbury Publishing Plc (2021)

bloomsbury.com/uk/ +44 (0)20 7631 5600

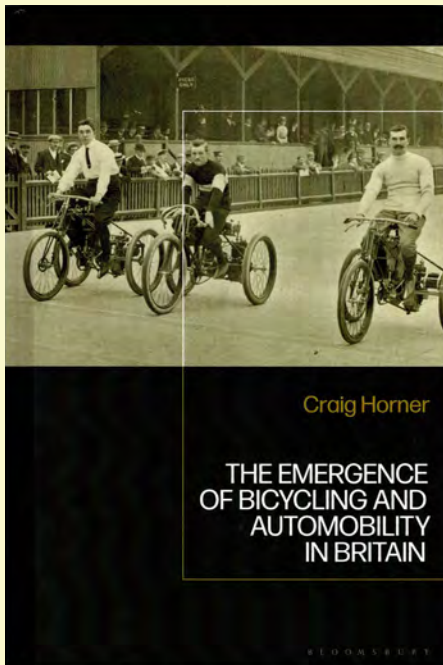
210 pages, 6½" x 9½" hardcover

20 b/w images & illustrations

Price: £85 (now available in paperback)

ISBN-10: 1350054186

ISBN-13: 978-1350054189



Editor's note: Our reviewer, Peter G. Westin, PhD, has been an SAH member for ten years, and this is his first review. We welcome him to our pages.

In Craig Horner's *The Emergence of Bicycling and Automobility in Britain* we discover a well woven narrative exploring England's transition from train to bike to motorcycle to automobiles. Throughout, the author connects the latter two modes of travel by using the term "motor traction" in discussion of the genre. Instead of a directly chronological story, he writes topically on six subjects allowing for a more

detailed description. The reader will further appreciate explanations of a few unique cycling terms such as "scorching" (reckless cycling) and "cracks" (rider who achieved previously unthinkable speeds of 20 mph or more). A central character throughout is the renowned S.F. Edge, "crack" cyclist, racer, and entrepreneur.

Spanning across all chapters Horner touches on several themes and he quite rightly elucidates on the many tensions and conflicts. He discusses the well-known animosity between early motorists and people along the road, but he delves deeper into the atmosphere. As he paints the portrait of that particular hostility, he also describes the conflict between motorists and law enforcement regarding how speed traps began and were implemented differently in each locale. Seldom do these types of literary contributions delve into hospitality, but it is an important factor here because he traces the condition of guest houses for overnighting. With carriages these were places to eat, rest, and maybe exchange horses, but with the arrival of railways fewer guests would generate income. Thus, when motor cars began re-populating roads these stopover locations were often in poor condition and food frequently unpleasant. Plus, innkeepers feared the cars would cause a fire so they either over-charged for parking cars or required drivers to park away from any structures. Another seldom explored topic is the impact changeover to motor cars had on staff of the wealthy. For example, he recounts a 1903 story of a coachman and a footman being re-skilled with mechanical aspects of a Daimler. Among the quotes is, "Looks like a bloomin' foundry... This ain't natural, this ain't." (p. 20). The animosity was not lost on the instructor who, "remarked of the rest, 'They'll never make engineers... They are past 30 and, well, their hearts are with the horses.'" (p. 20).

Readers might expect examinations of British stratification during this epoch and Horner obliges with great detail from *in tempus* sources on the cycling and motoring clubs. They were local at first in large cities or regions and began as fraternities with a president (prominent, usually older men) followed by a military like functional division of work for the club such as the Manchester Automobile Club (MAC). This ranking included specific uniforms as well as who sat where at club gatherings and dinners. In addition, members had to pay

a subscription fee plus buying that uniform thereby financially obstructing those with less means to afford those costs. As more people bought cars (typically used as a first car) Horner explains the evolution of clubs becoming less relevant since other more democratic clubs formed without huge fiscal outlay like the Manchester Motor Club (MMC). By World War I, local clubs were eschewed for democratic, national organizations that helped drivers.

Finally, the author really brings to life what and how people were experiencing cycling and driving. There were certain types of apparel deemed acceptable for women cyclists and driving leathers for driving cars. With more cars appearing on roads, newly-published driving magazines were taking consumer feedback, which led to an entirely new concept for the drivers now known as DIY for maintaining their car because pioneering drivers had to learn on their own. This reader appreciated, as will others, a section discussing cleaning and washing cars that owners in clubs felt was necessary after Trials. An unexpected entry, however, was the following, "For the owner-driver to waste his time over washing his car seems to me utterly ridiculous." (p. 114). Trials were a variety of tests for durability and reliability, each Trial having different criteria.

Continuing with experiences, he shared personal quotes and comments from extensive sources of what it was like in the early 1900s to go on journeys or longer tourism adventures. For some it was the allure of speed hitherto unknown, while for others the reader can almost hear the person who was quoted enthusiastically telling their story. As a result of motorized tourism, Horner painstakingly elaborates on the growth of a new industry for better roadmaps and development of touring guidebooks for Europe so the English drivers could plan a trip to, "see nature in more personal and non-prescriptive ways." (p.132).

The time and thoroughness that went into the author's effort and voluminous collection of *in tempus* references has resulted in a chronicle that provides a clear portrait of the cultural implementation of mobility technologies. There are a couple of minor quibbles beginning with life-span dates of every person mentioned. This is the first time after reading hundreds of books this reviewer has encountered this, so there is uncertainty if it was a requirement, but it caused a bit of start-stop "rush-hour" reading. Future

non-British readers would benefit from an explanation or chart with British monetary abbreviations (*what value is a "d."?*) as well as explanation of some uncommon terms (like *charabanc*). These quibbles aside, it is clear that Craig Horner took to heart the advice from messieurs Gijs Mom, Massimo Moraglio, and Peter Norton (full disclosure, Peter Norton is a former colleague) whom he thanked in Acknowledgments. He writes that this book is “probably the first attempt to bridge two schools of history—the academic and cultural historians and motoring and cycling historians.” (p. 9). This reviewer feels he succeeded and this book complements existing literature and should be on the personal library shelves of the members in the four historian fields he mentions above.

—Peter G. Westin

Shirley Shahan: The Drag-On Lady

by Patrick Foster

Car Tech (2021)

CarTechBooks.com/

176 pages, 8½" x 11" softcover

172 b/w & 85 color images, no index

Price: \$39.95

ISBN-10: 1613255810

ISBN-13: 978-1613255810



Author Patrick Foster has written a wonderful narrative that draws the reader into the life of Shirley Shahan, a lady who truly had the power beneath her foot. She earned her *The Drag-On Lady* moniker by achieving wins while earning championships along with the adulation of fans as a professional race driver during the nineteen-fifties, the sixties, and into the first two years of the

seventies. Shahan’s fame was such that when the Muscle Car and Corvette Nationals (MCACN) put on its 2019 show in the Rosemont suburb of Chicago and featured her along with two of the cars in which she had competed, attendees were lined up to meet and greet her.

Shirley didn’t set out to become a racer, much less a professional racer. She had plenty to do as a full-time wife, mother, homemaker with a fine job with the Southern California Gas Company. Her husband H.L. (that is his full and complete legal birth name) was a racer—moreover, he was mechanically gifted. The entire family accompanied him to weekend racing events with Shirley sometimes taking a turn behind the wheel where she turned out to be naturally talented and fast, winningly fast.

With personality and graciousness to match her attractiveness, sponsors and fans responded. It didn’t happen overnight. First she and H.L. campaigned their own cars, mainly Chevrolets. In the mid-1960s, Chrysler offered a sponsorship deal, first with its Plymouth division followed by Dodge. *The Drag-On Lady* was in business—and it truly had become a business necessitating Shirley to turn pro and resign from SoCal Gas.

The only thing lacking in their fine relationship with Chrysler was it offered them no salary. Thus, when new-to-motorsports American Motors offered them a deal in 1969 that included salary, she and H.L. made the switch, putting Shirley once again behind the wheel of a car equipped with her preferred stick shift, the admittedly hot SS/AMX. The

If you thought you knew everything about automobiles...

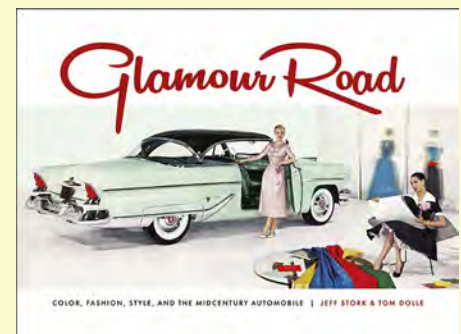


rareandunique.media

car had been built up, tweaked and tuned to perform at its best by H.L. More fame, more trophies, and more prize monies followed.

As said at the outset, Pat Foster has told her story so well that a reader comes to know Shirley Shahan personally while also reading and absorbing a detailed accounting of her career as a professional race car driver, and then all that transpires after she hangs up her driver’s firesuit. Whether you’re an enthusiast, academician, or historian, you’ll find much to like reading about this very fine, and on track highly competitive, lady.

—Helen V Hutchings



Glamour Road: Color, Fashion, Style, and the Midcentury Automobile

by Jeff Stork and Tom Dolle

Schiffer Publishing, Ltd (2022)

schifferbooks.com/ 610-593-177

258 pages, 12" x 9¼" hardcover

65 b/w & 466 color images, bibliography, no index

Price: \$65

ISBN-10: 0764363905

ISBN-13: 978-0764363900

Glamour Road explores a rarely written about aspect of automotive history as it takes a deep dive into the world of high fashion, style and glamour that influenced automobile design, along with the marketing, advertising and sales practices during the period immediately following World War II. That mid-century time also witnessed the beginnings of the recognition of differences between what attracted women and what attracted men when considering the purchase of a new car, and was also reflected in some of the ads placed by Detroit auto makers.

No surprise: every manufacturer, in concert with their respective advertising agencies, had “an approach” as they strove to set themselves and their cars apart from one another. What’s striking is that for the decades of the '50s and '60s all did, to greater or lesser degrees, focus on *Color, Fashion, Style, and the Midcentury Automobile* in their print ads as this book colorfully shows and shares.

As you will see and read in this book, Kaizer-Frazer featured pretty women draped in gorgeous designer gowns while Lincoln utilized the theme “living modern” to put its cars into settings that reflected how it viewed what it considered new and modern. Cadillac embarked on a multiple year ad campaign first featuring elegant, obviously expensively clad, women draped in even more expensive furs; next the ladies were in designer gowns with the finale themed around mothers and daughters garbed in matching ensembles, and all had been posed with different current model year Caddies.

Ford’s elegant approach with its Lincoln ads contrasted with its Thunderbird ads addressing women directly, such as one featuring Ann Cole of Cole of California Swimwear issuing an invitation to the ladies “to see how they’d look in a Thunderbird.” Buick produced what can only be described as an over-the-top dealer-showroom-catalog for 1967 running 60 pages with the requisite designer-gowned high-fashion models showing off coupes, Hall of Fame sports stars praising the sedans, and Hollywood leading men the interiors. Then there was Chrysler, which staged a fashion photo shoot along its Imperial assembly line!

As the title “Turn, Turn, Turn” of the last chapter indicates, the survey of mid-century modern concludes with “Mary Wells, Pop Art, Op Art, and Psychedelia [to] End the Sixties.” There is much to see and discover in this visually stimulating, edifying and enjoyable book.

—Helen V Hutchings

Reliving History with Automotive Memorabilia



A **AutoMobilia** *The Collector's Resource*

Automobilia and petroliana industry professionals write about history, current values, and the sheer joy of collecting!

Includes detailed auction reports, industry news, and up-to-date automobilia event and auction calendars.

Printing 6x annually with quality photography and graphics on beautiful high-end paper stock.

The perfect magazine for automobilia collectors and enthusiasts!

USA PRINT MAGAZINE SUBSCRIPTION: 6 issues \$36 or 12 issues \$59

Canada 6 for \$56 or 12 for \$96 • UK 6 for \$70 or 12 for \$123 • Rest of World 6 for \$92 or 12 for \$149

ANNUAL “DIGITAL FLIP” SUBSCRIPTION INCLUDING ACCESS TO 8 BACK ISSUES \$29

AutoMobiliaResource.com

AutoMobiliaResource@gmail.com • Subs Line 224-558-8955

OFFICE: 954-579-5280 • 1217 CAPE CORAL PKWY. E., #178, CAPE CORAL, FL 33904, USA

Sam's Scrapbook: My Motorsports Memories

by Sam Posey with John Posey

Evro Publishing, UK (2021)

evropublishing.com/ 612-344-8100

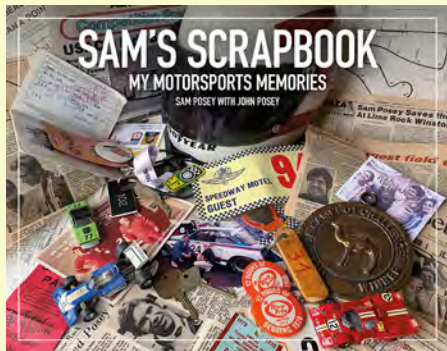
160 pages, 8.3" x 10.6" hardcover

130 b/w & 147 color images, no index

Price: \$40

ISBN-10: 191050565X

ISBN-13: 978-1910505656



You are a racing enthusiast—maybe even a racing historian—but sometimes your brain wants to relax a bit and not have to concentrate on every little detail yet keep your reading within the realm of racing. This is the book for those moments. *Sam's Scrap-*

book is Sam Posey remembering in words, as well as sharing visually, with readers some of his *Motorsports Memories*.

He's assisted by another Posey, his son John, of whom Sam writes, "From the day he started transcribing my stories, he showed his rare ability to write and edit at the same time. I couldn't have done (this book) without him" alluding to what Sam has always been open about, his own race against Parkinson's with which he was first diagnosed in the mid-1990s.

Anyone even remotely acquainted with Posey knows he has led what can only be described as a storied life with Posey sometimes the storyteller, other times the subject of the stories. Privileged—as being able to purchase his first car, a Mercedes-Benz 300SL, albeit a gently used one, with his own monies at age 14—attests. Yet humble and affable with talent coupled with an intense desire to be a race car driver who has been heard to observe, more than once, that whoever doesn't understand the element of luck in racing just isn't being realistic.

By the time Sam Posey retired from piloting racing machines in 1981 he'd competed in a wide variety of cars in a diverse

variety of series and competitions: Can-Am, USRRC, Trans-Am, IMSA, Indy, NASCAR, Formula 5000 and Formula 1 and vintage. Then he embarked on what turned out to be a forty year career as an entertainer—a thoughtfully savvy, pithily humorous race commentator. His broadcasting skills, from his first on the 1974 Indy 500, kept audiences engaged over the airwaves at ABC, Speedvision, and NBC.

Organized chronologically, Sam's remembrances commence in the mid-1960s and conclude as the 2020s began. Even today, Sam is still going fast albeit in a very different type of vehicle—a specially designed and constructed quasi-car/quasi ATV he calls Hammerhead—due to his Parkinson's inflicted limitations to which he resolutely refuses to surrender.

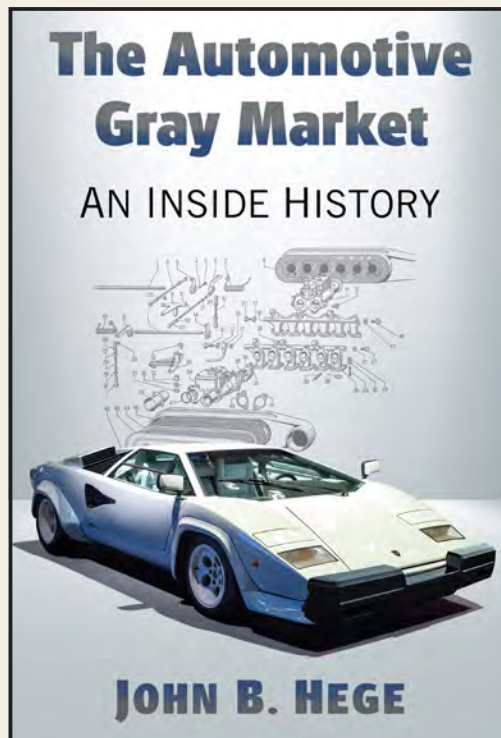
One last comment—author Sam Posey is today not far from celebrating his 80th birthday and still owns that exact same Mercedes 300SL that he purchased some 65 years ago. The words of a beloved American entertainer apply here: Sam, thanks for the memories you and John have shared in this scrapbook.

—Helen V Hutchings



The SAH Page on Facebook

In case you haven't seen the SAH page on Facebook, why not have a look next time you're on the Internet? There are a great variety of postings of images and information; and even videos, like the one of traffic in Paris, where even a Chrysler Turbine appears.



McFarland

McFarlandBooks.com • 800-253-2187

In the 1970s, as car enthusiasts in the U.S. grew bored with models manufactured under tightening pollution and safety regulations, some dealers exploited a legal loophole to import exotic cars never intended for sale in America. During the 1980s, a rise in the value of the dollar made car shopping in Europe a bargain hunter's dream. A network of unauthorized "gray market" importers and conversion shops retrofitted cars to meet U.S. regulations and emission standards—at least in theory.

This is the story of a misunderstood period when creative, sometimes shady, importers outpaced the overwhelmed bureaucracy of the EPA, DOT and U.S. Customs.

191 pages \$29.95 softcover (6 x 9) 2022
17 photos, notes, bibliography, index
ISBN 978-0-7864-6373-2 Ebook 978-1-4766-4410-3

In Memoriam

Dr. Frederick A. Simeone (1936-2022)

Dr. Frederick Anthony Simeone, 86, died peacefully, surrounded by his family on Saturday evening, June 11, 2022, at Pennsylvania Hospital, Philadelphia, a place he considered a second home. In his working life he was an outstanding neurosurgeon, having served 25 years as Chairman of Neurosurgery at Pennsylvania Hospital and Chief of Neurosurgery at Jefferson Medical College, before retiring in 2008.

However, I knew Fred Simeone as the founder and owner of the Simeone Foundation Automotive Museum in 2008, located in an industrial area near the Philadelphia airport. It houses his collection of nearly 80 world class sports racing cars, plus an outstanding research library.

Fred's love of old cars and automotive history began at a young age. His father, Dr. Anthony Simeone, also a surgeon, was an early old car enthusiast and an early member of the Antique Automobile Club of America, along with his friend Thomas McKean. McKean was an early student of automotive history and had begun to assemble a collection of automotive books, service manuals, photos and literature. He donated his collection to the Philadelphia Free Library, where it became the McKean Collection, available to those interested in doing research or possibly finding out more about an antique car they owned.

As a young boy, Freddie Simeone was very familiar with the McKean Collection

and had already begun an automotive literature collection of his own. He convinced the library to name him a curator with a letter-of-introduction, and he made the rounds of Philadelphia dealerships requesting two copies of their new car literature (one for the library, one for him) and early-on learned an automotive library needed to be kept up to date, as today's new cars are tomorrow's old and collectable cars and people will be seeking information on them.

Following his father's death, Fred inherited his small collection and, once he became



Dr. Simeone at the SAH Awards Banquet, when awarded Friend of Automotive History, October 11, 2013, Hershey, Pennsylvania.

a surgeon, he began collecting both historic racing sports cars and building a research library of his own.

This culminated with the 2008 creation of the Simeone Foundation Automotive Museum, which has since been recognized as Car Museum of the Year by the International Historic Motoring Awards in 2011, the International Car Museum of the Year by the Octane Awards in 2017, and Best Museum in the World by Classic Car Trust in 2019. His Shelby Cobra Daytona Coupe was the first car placed on the National Historic Vehicle Register in 2014 and his book on sports racing cars titled *The Spirit of Competition* was named publication of the year by the International Historic Motoring Awards in 2013.

The Society of Automotive Historians recognized him with their Friend of Automotive History award in 2013.

My last contact with Fred was in 2019 when I donated the more recent years part of my automotive literature collection to the Foundation. His research library and that of the Antique Automobile Club of America in Hershey became even better automotive history depositories when, in 2020, the Philadelphia Free Library de-accessioned the McKean Collection, gifting half to the AACA Library and half to the Simeone Foundation Automotive Museum, much to Fred's and AACA's delight.

Fred Simeone will be greatly missed—his contributions in the practice of medicine and in automotive history are unique and beyond measure, as was the warmth of his friendship, his passion for all he did, and the kindness of his character.

—William S. Jackson



This is the 1964 Shelby Cobra Daytona Coupe at the Simeone Museum (mentioned above), with its plaque indicating it's No. 1 in the National Historic Vehicle Register. For details see: <https://simeonemuseum.org/collection/1964-shelby-cobra-daytona-coupe/>

Omnia

RENAULT

la voiture française la plus
répandue et la plus élégante



Voitures de 40 à 10 HP avec toutes carrosseries