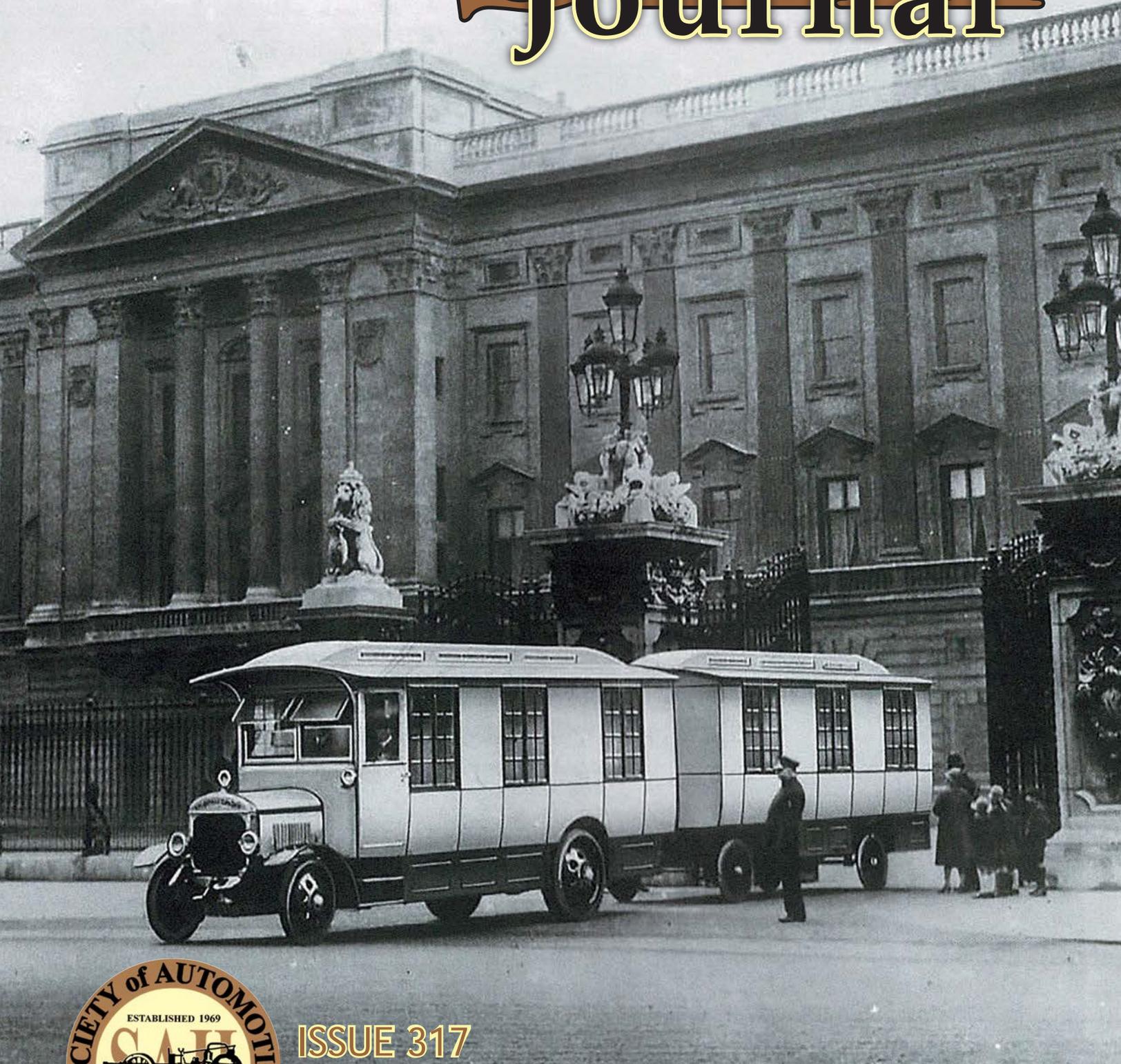


# SAH Journal



ISSUE 317  
JULY / AUGUST 2022

\$5.00 U.S.

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## Billboard

**A Word from the Editor:** This issue of the *SAH Journal* is very late to come to completion and circulation. There are a good many reasons, but I do not claim any of them, or all of them collectively, as an excuse. Now that this issue is in your hands (or on your computer screen as a PDF), I do hope you will enjoy it, and that you will also enjoy #318.

**Warning:** Email scams come in all forms. Please note that the SAH's officers will not send you an email requesting that you do anything unrelated to SAH business, and that includes sending or receiving money, or soliciting personal information, etc. If you receive an email from the SAH that appears

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*Thank you!*

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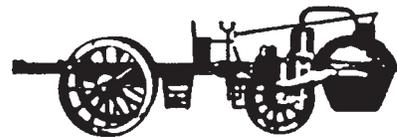
**Front cover:** Our cover (and full image above) is inspired by (and comes from) *Recreational Vehicles: A World History 1872-1939* by Andrew Woodmansey—see the book review on p. 14. The image is from p. 55 of the book: "a deluxe Flatavan motorhome and caravan combination built for the Indian Maharajah of Gwalior leaving Buckingham Palace in London after inspection by the King and Queen (UK, 1926)."

**Back cover:** Inspired by our Stellantis article, and its mention of SIMCA. The ad is from the November 1960 issue of *The Reader's Digest*. Note the bottom of the ad: "Chrysler Australia Limited, Adelaide, South Australia."

# SAH Journal

ISSUE 317 • JULY/AUGUST 2022

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### Editor

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

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

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

*Dues and changes of address go to:*

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

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## President's Perspective



During the afternoon and night of Saturday, September 17<sup>th</sup>, the SAH co-convended a one-day online symposium with the Automotive Historians Australia (AHA) entitled *Wheels Across the Pacific: Transnational Histories of the Automotive Industry*. The intent was to explore ways in which the Australian and North American auto industries shared parts and components, expertise and skills, engineering, design and studio practices, and business and management structures. Ten speakers presented nine 30-minute presentations; three of the speakers, *Louis Fourie*, *Chris*

*Lezotte* and *Dave Hermanson*, were SAH members in North America. Credit goes to the AHA for organizing and administering the event, and credit goes to students at the Royal Melbourne Institute of Technology (RMIT) for staging and recording the event in one of the campus auditoriums. With a twelve-to-fifteen-hour time difference, depending on your North American time zone, the symposium ran from mid-afternoon Saturday the 17<sup>th</sup> to past midnight, which was Sunday morning and afternoon in Australia. This was a truly outstanding event which proceeded without a hitch. The AHA

has YouTube videos of the papers and will release one each month to their members, over the next year. We will do the same for SAH members via MailChimp, although *Automotive History Review* Editor John Heitmann is in discussions to publish two or three of the papers, which will preclude those papers from MailChimp distribution.

The *Wheels Across the Pacific* symposium drove home the concept that there are other automotive history worlds out there, beyond our traditional comfort zones of North America and Europe. Both the AHA and the SAH aim to make the 2022 event the first of annual co-convended symposiums. I encourage SAH members to view the 2022 videos as they are released and to participate in the 2023 symposium, both as audience members and as presenters.

I subjected all of you to a barrage of MailChimp distributions the past several weeks. Fall is a busy season for the SAH, yet the positive responses received from these communications validates their use. Now that the dust has settled from our recent events, the MailChimps will evolve into more of a periodic newsletter.

The photo for this issue is yours truly in 1974 with a resuscitated '70 MGB GT I bought on the cheap. After a valve job (my first, under expert guidance), a complete brake job except for calipers, Abarth exhaust, and a new set of Michelins, I drove that Primrose Yellow B everywhere for two years and it never let me down, despite the ever-lurking presence of *The Prince of Darkness*. My prior B, a '67 GT, was altogether a different story . . .

—Bob Barr

**Robert Baucom (5090)** | Danville, PA  
robbaucom02@gmail.com

**Robert Webb (5091)** | Lancaster, CA  
boblin97@aol.com

**Christopher & Chris Nelson (5092)**  
Lebanon, TN  
nelson-chris@hotmail.com

**Travis & Kimberly Berry (5093)**  
Virginia Beach, VA  
travizzb@gmail.com

**Michael Lepay (5094)** | Granger, IN  
mdlepay@comcast.net

**Everett Singer (5095)** | Carmel Valley, CA  
tony@singer356.com

**Peter Jackson (5096)** | Newbury, OH  
petescustomcoachbuilding@yahoo.com

**Aniruddh Kasliwal (5097)**  
Mumbai  
automobile.club@kasli.com

**Lashanda Epting (5098)**  
Midland, TX  
shanepting@yahoo.com

**Robert Matteucci (5099)**  
Jupiter, FL  
matteucci.r@comcast.net

**Michael Brandl (5100)**  
Austin, TX  
mwbrandl@gmail.com

**Wesley Wormser (5101)** | Bernville, PA  
w.wormser123@gmail.com

**Eric Moskowitz (5102)**  
Brookline, MA  
eric.l.moskowitz@gmail.com

**Mario Felice Tecce (5103)** | Napoli  
tecce@unisa.it

**Katharine Worth (5104)**  
Shenton Park, WAU  
katharine.worth@research.uwa.edu.au

**Trey Cunningham (5105)** | Belmont, NC  
treycunningham@bac.edu

**Quinn Beekwilder (5106)**  
Belmont, NC  
quinnbeekwilder@bac.edu

**Bob Stepan (5107)** | Pontiac, MI  
r.stepanmail@comcast.net

**Michael B Plitt (5108)**  
Halethorpe, MD

**Christian Dabica (5109)**  
Bristol, VT  
cris@dabica.com

**Charles Nixon (5110)** | Fort Worth, TX  
chucknixon67@gmail.com

**Morten Larsen (5111)** | Holmestrand  
morten@mastermedia.no

**Branko Radovinovic (5112)**  
Zurich

mangusta@bluewin.ch



Hagerty Garage + Social Toronto hosted the unveiling of the restoration of Canada's first successful gasoline engine automobile, the Fossmobile, built more than 120 years ago by George Foss, a bicycle mechanic and blacksmith from Sherbrooke, Quebec.

Source: newswire.ca

## NATIONAL RECOGNITION FOR THE FOSSMOBILE

Fossmobile Enterprises was established four years ago to find ways to help bring to light Canada's first successful gasoline engine automobile, built by George Foote Foss (the founder's grandfather), in Sherbrooke, Quebec in 1897. With this goal in mind, family information, photographs and period parts were gathered, all guiding the process of meticulously recreating a replica of the original Fossmobile. This tribute automobile, recently recognized by the National Association of Automobile Clubs of Canada, will soon be on display at the Canadian Automotive Museum in Oshawa, Ontario.

Earlier this year, on April 27, 2022, (125 years from the month when the original Fossmobile rolled out of the inventor's bicycle repair shop) at the tribute Fossmobile unveiling ceremony, held at Hagerty Garage + Social in Toronto, the Burlington Member of Parliament presented a Certificate of Achievement Award to Fossmobile Enterprises, on behalf of the Federal Government.

On the weekend of August 20<sup>th</sup>, 2022, the city of Sherbrooke, Quebec, held their 1900 Marché de la Gare annual heritage celebration. Fossmobile Enterprises was invited to bring the tribute Fossmobile to commemorate the 125<sup>th</sup> anniversary of the original

invention, which was originally built in Sherbrooke. Sherbrooke is a city that takes great pride in its heritage and seeks ways to celebrate its local creators. On August 19, 2022, at a more formal kick-off to the event, the President of the Quebec Anglophone Heritage Network presented Fossmobile Enterprises with the Richard Evans Award. This award honored the efforts of Fossmobile Enterprises' distinguished contribution to the preservation of local heritage. This generation of the Foss family grew up in Fort Chambly, Quebec, so this award held great significance and was quite an honor.

More recently, Fossmobile Enterprises was given the opportunity to display the Fossmobile Tribute vehicle at the Cobble Beach Concours d'Elegance in Kemble, Ontario, on September 18, 2022. This most prestigious Canadian automotive event is held every year to judge automobiles in different classes. The tribute Fossmobile was not there to be judged, in fact it could not meet the stringent judging criteria, as there was nothing original about it. Therefore, it was a tremendous honor to be invited to attend and display the tribute Fossmobile for this day of viewing. Visitors had many questions as they examined it and onlookers were intrigued, as the

Fossmobile was unlike the other automobiles on display. Few had seen anything that represented a pre-1900 vintage automobile, original or replica.

Later in the afternoon, during a presentation ceremony, the President of the National Association of Automobile Clubs of Canada, and the Chairman of the Cobble Beach Concours d'Elegance, presented Fossmobile Enterprises with a plaque as a Special Recognition Award. This award acknowledged the efforts

in creating a tribute Fossmobile and it finally established national recognition to the original inventor, George Foote Foss. National recognition of this invention was something that the family had long hoped for.

For more on the Fossmobile see *SAHJ* #297, p. 11, and more information on the original history and the efforts to build the replica along with a photo gallery can be found at [fossmobile.ca](http://fossmobile.ca).

—Ronald M. Foss



# STELLANTIS



## STELLANTIS GENEALOGY (PART I)

*Editor's note: Due to size limitations, this article will appear in the SAH Journal as a four-part series presenting an overview of the automotive giant, Stellantis. This is the first of the series. Our author, Louis F. Fourie, is a past SAH president, and the author of the three-volume book, On a Global Mission: The Automobiles of General Motors International (see SAHJ #298, p. 11).*

The ancestors of what has become Stellantis date back before the twentieth century in France, Italy, Germany, and the UK with entrants from the USA as early as 1903. Only a few nameplates survive. What is interesting is that some of these marques shared management arrangements or production facilities in the Southern Hemisphere before any formal ownership occurred in their countries of origin. In addition, the rivalry between Peugeot and Renault was put aside when they shared production facilities in some countries.

Sergio Marchionne must be smiling from above at the creation of Stellantis, the merger of Groupe PSA and Fiat Chrysler Automobiles. He had been seeking suitors for FCA after successfully conning the Obama administration into providing a large chunk of Chrysler in return for access to small car designs from Fiat, something that anyone in the auto industry would claim as worthless. Likewise, Billy Durant, not the very first consolidator but certainly one of the most persistent, would herald such a bold combination of brands.

Successful automotive mergers are somewhat of an elusive commodity. Chry-

ler can justifiably boast about the failure of its union with Daimler-Benz and to date has been carrying Fiat's losses in its FCA structure. Until recently the only poster child for a successful automotive alliance involved Renault, Nissan and Mitsubishi, orchestrated by Carlos Ghosn, but any harmony has unraveled with Nissan's reluctance to bow to Renault's greater ownership.

It should be noted that Carlos Tavares, the new Stellantis CEO, used to report directly to Ghosn and likely learned many of his tactics. John Elkann, representing the Agnelli family interests, has the role of Chairman of the new entity. He represents the long-term financial influence the Agnelli family has had over Fiat. Likewise, Peugeot has enjoyed the stability of the Peugeot family investments over the company, although both the Italian and French companies received a minority investment from General Motors, neither of which bode well for GM.

It has been difficult to provide a rough sequence of events, while containing the various brands within their country of origin. We will bounce across the Atlantic Ocean to identify the establishment of Chrysler before it acquired interests in the UK, for instance, but not before its French acquisitions.

### THE FRENCH CONNECTION

#### PEUGEOT

Jean-Frédéric and Jean-Pierre Peugeot II began the family business as early as 1810 under the name Les Fils des Peugeot Frères. Bicycle manufacture began in 1830. Armand Peugeot, grandson of Jean-Pierre

II, introduced the first Peugeot automobile, a steam driven three-wheeler introduced at the 1889 World's Fair in Paris. The next year a Daimler petrol engine was fitted to a four-wheeler and was followed by a series of V-2 engines initially from Panhard. The family



1894 Peugeot Vis-A-Vis Type 3



1937 Peugeot 402 Coupe Transformable

had reservations over the limited production of automobiles, so Armand separated and formed the Société Anonyme des Automobiles Peugeot in 1896.

Armand's cousins Pierre, Robert and Jules soon realized their error in not embracing automobiles. In 1905 they introduced the Lion-Peugeot. This in-family rivalry lasted until 1908 when both sides joined

forces under a new name, Société Anonyme des Automobiles et Cycles Peugeot, used from 1910.

Down through the years Peugeot has been most successful positioning products in various segments of the market from small to premium, but not necessarily staying in the same segment. The early Peugeot B  b   and Quadrillette predated such successes as the Austin 7 and effectively became the Ford Model T of France. For most of its life Peugeot has populated the middle to larger sector of the French market but the influence of the family investment has continued to ensure a long-range outlook to product placement, including going after the small sector to capture first time buyers so as to retain their loyalty to the brand as they move upmarket.

With the exception of Citro  n and more recently Opel and Vauxhall, Peugeot has had a habit of creating many brand orphans from their acquisitions down through the years. One could almost assume that any such acquisition was to eliminate the brand as a competitor or gain access to their production facilities. The brand graveyard is not restricted to France, because the absorption of Chrysler Europe included many UK brands.

## CITRO  N

After securing a patent for a steel heringbone double-helical gearwheel Andr   Citro  n set up a small business in 1904. Even though he was successfully running his gear factory, Andr   Citro  n sought in 1908 to provide his manufacturing expertise to build



(l) 1923 Citro  n 5CV  
(r) 1938 Citro  n 11B Traction Avant



1971 Citro  n SM

Mors cars. This dual management arrangement continued through to the inception of WWI, whereupon Citro  n focused on shell manufacture in a huge newly constructed factory on the Quai de Javel in Paris. Once the conflict was over a new product was needed to replace armament manufacture in the large plant. Mors had given him a taste for the automobile industry which became the ideal product application for his machinery and facilities. Ironically, his venture in cars eventually exceeded the Javal capacity resulting in Citro  n purchasing the Mors factory in 1925 for its plant facilities.

Citro  n was an early European disciple of American mass production methods allowing a stream of low-cost, sturdy-but-simple cars to attract customers. However, the allure of Joseph Ledwinka and Budd Corporation's unit body concepts along with Andr   Lef  bvre and his enthusiasm for front-wheel-drive would effectively lead to the bleeding edge of innovation. The 1934 Traction Avant was a stunning design that eventually had a long successful life, but it almost bankrupted Citro  n, the company, and the stress likely aggravated the stomach cancer that killed its founder on July 3, 1935. Michelin became the new owner of Citro  n largely because they were a significant creditor.

Fortunately for Citro  n, the management of Michelin recognized that they did not have the expertise to run a car company, so Lef  bvre and his team were left to refine the Traction Avant, resulting in its remarkable success. Michelin on the other hand had the ideal platform then and in the future to stress test their tire technology and innovations.

The 1955 arrival of the DS provided Citro  n with the most advanced passenger car in the world, yet it sold from the same showroom floor as the primitive yet innovative 2CV introduced in 1948. A much-needed car to bridge the gap arrived in 1970 as the GS. In spite of the company being in poor financial health, Citro  n purchased Maserati in 1969 leading to another exotic, the SM, powered by a 2.7-litre Maserati engine. Alejandro de Tomaso acquired bankrupt Maserati on August 8, 1975.

In 1968 Gianni Agnelli and Francois Michelin held secret meetings about Fiat taking over control of Citro  n. President Charles de Gaulle interceded, limiting Fiat's 15% interest in Citro  n from increasing beyond 49% while Michelin retained 51%. But in June 1973, Fiat announced the sale of its investment back to Michelin. The

fuel crisis and development of the Comotor rotary engine was enough to push Citro  n into bankruptcy. Michelin, with the help of the French government, secured a new suitor with Peugeot SA, which acquired 38.2% of Citro  n in December 1974, increasing their stake to 89.5% on April 9, 1976.

Citro  n also acquired the Berliet truck manufacturer in 1965 but this operation was later sold to Renault.

## MORS

In 1874   mile and Louis Mors received an electrical-equipment manufacturing company from their father Louis Sr. The brothers turned to Henry Brasier to design a three-wheeled steam vehicle, but lost interest in steam after owning an 1892 Daimler engined Panhard et Levassor. The Soci  t   de l'  lectricit   et des Automobiles Mors was formed and Brasier came up with a petrol powered V-4 design by 1896 that featured air-cooled cylinders but water-cooled heads. These designs would evolve into Grand Prix use in 10-liter form.



1898 Mors Kettenwagen

The V4 transitioned into a boxer twin and straight four with racing success but not profitability. The brothers turned to Citro  n in 1908 for his manufacturing expertise that provided success until WWI arrived. Production limped through and beyond WWI mostly relying on Minerva supplied Knight sleeve valves engines. During this post-War period Mors plant built their own cars alongside Citro  n B series whose popularity required extra production capacity. Finally in 1925 Mors production petered out and the plant was bought by Citro  n.

## PANHARD ET LEVASSOR

Ren   Panhard and Emile Levassor built their first car on February 17, 1890, going into production the following year. The Panhard et Levassor was another French creation that nurtured the infant automotive industry. They were an early innovator

in placing the engine up front, driving the rear wheels. In later years prior to WW II the make became known for its opulent, large,



1899 Panhard-Levassor Type A2

stylish cars. Following the war the company turned to innovative twin-cylinder boxer engines under aluminum bodies.

In 1955 Citroën acquired a 25% interest in Panhard et Levassor to help the company financially. The agreement included using Panhard facilities to build the 2CV



1956 Panhard-Levassor Dyna Z1-2

van and access to Citroën's retail outlets for the new Dyna. In 1965 Citroën acquired full ownership, but they only wanted the Panhard production facilities. In many ways the Dyna had the type of features that could have been slotted into the Citroën product line above the Ami, but it was too expensive for a two-cylinder engine.

### CLÉMENT-BAYARD

Another company acquired by Citroën in 1922 was Clément-Bayard Automobiles started by Gustav Adolphe Clément in 1903. As the Dunlop agent in France, he



1912 Clément-Bayard Type 4M3

had started with bicycles under the name of Clément-Gladiator which were mechanized from 1895. He also had previously invested in Panhard et Levassor leading to the Clément-Panhard marque. After early experiments in 1908 with aircraft engines, in 1910 Clément-Bayard became the first series manufacturer of aircraft, later adding seven airships to its achievements. Automobile production at Boulevard de la Saussaye 57 in Neuilly in west Paris ended in August 1914, changing to military products. The company never fully recovered after Germans occupied the Faubourg Saint-Julien factory at Mézières during WW I. A third factory at Levallois-Perret in North West Paris would later produce the Citroën 2 CV from 1948 for four decades.

### DARRACQ

Alexandre Darracq started building cars at Darracq et Cie on January 4, 1898, but in



1910 Darracq Type P

1903 British interests under William Avery acquired a majority interest called A Darracq and Company Ltd. Alexandre Darracq remained as managing director until 1912. Prior to WWI Darracq had risen to third place in sales behind Peugeot and Renault. The evolution of Darracq will be reviewed later under the British consolidations. But it should be noted that Opel leaned heavily on Darracq designs after its first attempts at car manufacture with Friederich Lutzmann failed.

### SIMCA

The Société Industrielle de Mécanique et Carrosserie Automobile (SIMCA) was formed on November 2, 1934, when Fiat bought the former Donner plant in Nanterre, France. Previously Fiat assembled their cars in France through Société Anonyme Française des Automobiles Fiat (SAFAF), from 1928 at a plant in Suresnes, near Paris. A close friend of Fiat's boss Giovanni Agnelli, fellow Italian Henri Pigozzi ran this plant followed by Simca through to 1963 when Chrysler gained control.

Simca was in a precarious position at the end of WW II because of its Italian ownership, but the willingness of Jean-Albert Grégoire to build his AFG design at



1959 Simca Aronde

the plant gave the company some reprieve, even though ultimately the design did not materialize at this plant.

The first non-Fiat design materialized in 1951 as the Simca Aronde and by the end of the decade Simca was only outsold in France by Renault. Simca bought the Ford of France plant at Poissy in 1954 along with designs for what evolved into the Simca Vedette with a small Ford flathead V8. The Ford Vedette from 1948 to 1954 looked remarkably close to a scaled down Mercury of the time.

Chrysler first gained an interest in Simca in 1958 when they bought Ford's remaining 15% interest in Simca. Chrysler's purchase of Fiat's interest increased this investment to 64% allowing Chrysler to take control on May 31, 1963.

### UNIC

Henri Pigozzi of Simca, who was seeking a commercial vehicle, chose Unic to acquire in 1952 followed by the French operation of the Swiss company Saurer in 1956, calling the trucks Unic-Simca. Fiat took over Unic in 1966. There were several name variations. From 1976 Unic-Fiat S.A. was used, later changing to Unic S.A. In 1992 Iveco Unic S.A. changed to Iveco France S.A. to harmonize all Fiat commercial trucks and buses under the Iveco name.

### OTHER FRENCH ASSOCIATIONS

John Matras, in *Automobile Quarterly* Volume 33, Number 1, claims that Peugeot bought De Dion-Bouton in 1927, but Dr. Michael Edwards of SAHB and the author of *De Dion Bouton: The Essential Library & Source Book, 1888-1931*, rejects this association.

Peugeot held a controlling interest in Hotchkiss from July 1942 until the end of the War. Apparently, there was sufficient Jewish ownership in Hotchkiss that the oc-

cupying Germans could potentially claim ownership under a law they imposed dated October 18, 1940. Jean-Pierre Peugeot and the company General Director Maurice Jordan were on the Hotchkiss Board.

Hotchkiss was an armament company<sup>1</sup> started in 1867 which added automobiles in 1903 lasting through to 1955. Thereafter the company built the Jeep CJ-3B under license. Amilcar, dating back to 1921, was absorbed into Hotchkiss in 1937 but ended production two years later.

## THE ITALIAN CONNECTION

### FIAT

Giovanni Agnelli is credited with the formation of Fabbrica Italiana Automobili Torino (FIAT) on July 11, 1899, with the adoption of lower-case lettering as Fiat S.p.A. in 1906 after the company went public in 1903. Upon Giovanni's death in 1945, Fiat was run by Professor Vittorio Valetta until 1966 while remaining under the control of the Agnelli family. Grandson Gianni Agnelli, whose father Edoardo had died in 1935, assumed the role of Chairman in 1966.

For most of its life Fiat has produced a wide range of cars including fire-breathing racing monsters and other large cars, but the company is better known for its successful small cars with names such as Balilla, Topolino, 500 and 600 denoting the small capacity of their engines. Fiat has dominated



1913 Fiat Tipo Zero

the Italian market to the extent that it has not had a domestic competitor unlike most other manufactures elsewhere in the world. The seeds to such dominance could be attributed to the sort of enthusiasm in testing their cars. The huge Lingotto factory whose construction spanned 1916 to 1923 included a multi-lane banked rooftop test track.

Although this article focuses on the makes that were absorbed into the current brands, whether directly or indirectly, we should mention the many foreign Fiat offshoots and licensees like the creation

of Simca. These included the Spanish Fiat Hispania in 1919 with the participation of Hispano-Suiza and later SEAT, the Austrian arrangement with Steyr-Puch, the Polish



1935 Fiat 508 S Ballila Spyder Copa dOrco-1

FSO (Polski-Fiat), the Zastava in Yugoslavia, the Tofaş in Turkey, the Premier in India, and the long-lasting Lada in the USSR from VAZ.

Most of these models had minor styling and trim changes, but SEAT went further creating a 4-door version of the 600 while Steyr used its own engines.

In addition, Siata was linked to Fiat as performance tuners from the formation in 1926 of Società Italiana Applicazioni Tecniche Automobilistiche under Giorgio Ambrosini. Shortly before WW II commenced, the Siata Amica, based on Fiat mechanicals,



1958 Fiat 600 Multipla

took the firm into car production. In 1959 Fiat brokered a deal with Carlo Abarth creating Siata-Abarth, but that union only lasted two years. A last-ditch retro-styled Siata Spring failed to save the organization. ORSA (Officina Realizzazioni Sarde Automobili) was formed in 1971 to take over, but never got past 1975.

The dominant nature of Fiat has allowed this large enterprise to be involved with most of the Italian motor industry.

### WELLEYES, CEIRANO, S.T.A.R./RAPID

The Ceirano brothers became prolific creators of several brands taken over by Fiat, including the very first car Fiat built, the Welleyes. The eldest, Giovanni Batista, born in 1860, was followed at five-year intervals by Giovanni (same name as his elder brother)

and Matteo, sons of a watchmaker. In 1888 Giovanni Batista began the manufacture of Welleyes bicycles, converting with brother Matteo to voiturette in 1899, but he quickly sold the rights to Giovanni Agnelli on July 11 of the same year for 30,000 lire. Middle brother Giovanni launched the Junior and SCAT makes, neither of which dissolved into the Fiat organization.

From 1901 to 1904 Giovanni Batista and Matteo applied the family name Ceirano to a Renault-like car with a single-cylinder Aster or De Dion engine, within the corporate entity Fratelli Ceirano & C. Following Matteo's withdrawal, this company transitioned into Società Torinese Automobili Rapid (S.T.A.R.) from 1904 using the name Rapid for cars that started as a single or twin-cylinder before becoming 4.6, 7.4 and 10.6-litres. After also fielding a 1.6 to 2.6-litres, the company settled on only a 1.6-litre range until 1921 when the company was absorbed into SPA.

### ITALA

Youngest brother Matteo's next venture, along with Guido Bigio, formed Fabbrica Automobili Itala S. A., better known as Itala in 1904. Two years later he was off again to create S.P.A. Meanwhile Itala gained a keen competition record including a Peking to Paris win in 1907. In 1912 Itala engineer



1911 Italia 14-18HP

Alberto Ballocco introduced the novel idea of rotary valve arrangement as an alternative to the common poppet valve or the newly emerging sleeve valve. The death of cofounder Bigio in a car accident in 1913 left Itala without the needed leadership even though the company persevered through to 1935 before being absorbed into Fiat.

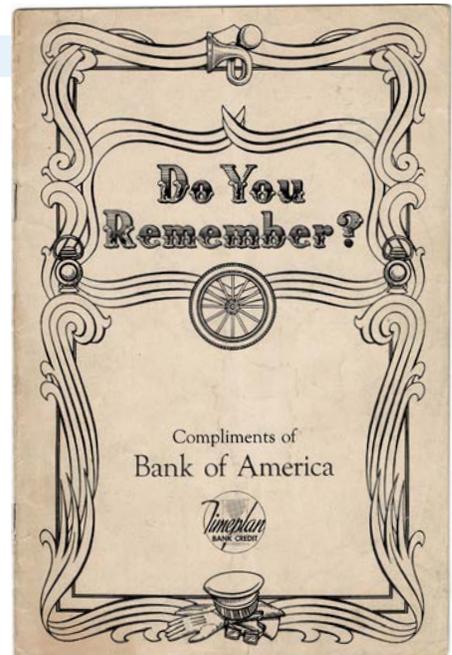
—Louis F. Fourie

<sup>1</sup> The Hotchkiss Manufacturing Company (Sharon Valley, CT) also produced hardware, tools, accessory farm items, and more. They moved to France (Hotchkiss et Cie) after U.S. Civil War business dried up. —Ed.

## HOW MANY CAN YOU REMEMBER?

Since the advent of the automotive industry there have been more than 1800 different makes of American motor vehicles, of which some 1700 were passenger cars. Less than 80 of this number are still on the market. Here are a few of the old-timers to jog up your memory:

ABBOTT	CARHART	EUREKA	MOON
ACADIA	CASE	FAIRBANKS-MORSE	NATIONAL
ACE	CENTURY	FALCON	OAKLAND
AEROCAR	CHALMERS	FEDERAL	OHIO ELECTRIC
ALBANY	CHALMERS-DETROIT	FLANDERS	OLDFIELD
ALCO	CHANDLER	FLINT	OVERLAND
ALL AMERICAN	CHRISTIE	FRANKLIN	OWEN
ALLEN	CLEVELAND	FRONTENAC	PAIGE
AMBASSADOR	CLUB CAR	FRONT DRIVE	PATHFINDER
AMERICAN	COLE	GEM	PEERLESS
AMERICAN BEAUTY	COLUMBIA	GLIDE	POPE-HARTFORD
AMERICAN ELECTRIC	COMET	GRAHAM	POPE-TOLEDO
AMERICAN SIMPLEX	CONTINENTAL	GRANT	PRATT
AMERICAN UNDERSLUNG	CORBIN	GREYHOUND	PREMIER
ANDERSON	CRANE	HANDLEY-KNIGHT	PULLMAN
APPERSON	CROW-ELKHART	HAYNES-APPERSON	RAMBLER
APPLETON	CRUSIER	HENDERSON	REVERE
ARROW	CUNNINGHAM	HEWITT	RICKENBACKER
ATLAS-KNIGHT	DAWSON	JEWETT	ROAMER
AUTOBUGGY	DAYTON	JORDAN	ROCKNE
AUTOCYCLE	DETROIT	KELLY	ROOSEVELT
AVERY	DETROIT ELECTRIC	KISSEL	SCRIPPS-BOOTH
BAILEY	DIAMOND	LAFAYETTE	SIMPLEX
BAKER ELECTRIC	DIANNA	LAMBART	STANLEY
BALDWIN	DISBROW	LANCASTER	STAR
BANTAM	DIXIE FLYER	LARCHMONT	STEARNS
BARNHART	DOBLE-DETROIT	LEACH	STEVENS-DURYEA
BATES	DOBLE STEAM CAR	LEXINGTON	STODDARD-DAYTON
BENDIX	DORRIS	LOCOMOBILE	STUTZ
BENHAM	DORT	LOZIER	TEMPLAR
BLACKHAWK	DURANT	MAJESTIC	TERRAPLANE
BLISS	DURYEA	MARION	THOMAS FLYER
BRAMWELL	EATON	MARMON	TIGER
BREWSTER-KNIGHT	ELCAR	MAXWELL	TOLEDO
BRIGGS DETROITER	ELGIN	McFARLAND	TOURIST
BRISTOL	ELKHART	MERCEDES	WHIPPET
BRUSH	EMERSON	MERCER	WILLS ST. CLAIRE
BUCKMOBILE	E. M. F.	METZ	WOLVERINE
BURROUGHS	EMPIRE STATE	MILLER	ZEPHYR
CALIFORNIAN	ERSKINE	MOLINE-KNIGHT	



**DO YOU REMEMBER?**

In the old days, when you purchased a "horseless carriage" you had to pay cash—half with the order and the balance upon delivery. Today 6 out of every 10 cars are sold on a monthly payment plan.

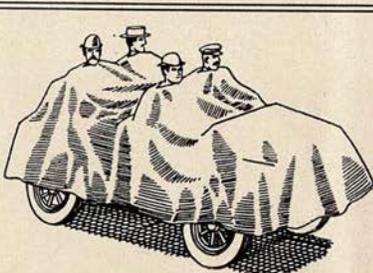
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**BALL-FINTZE COMPANY**  
NEWARK, OHIO

This advertisement is quoted from Cycle and Automobile Trade Journal, issue of December, 1905—Page 347.

This 16-page booklet from Bank of America was published in 1938 to promote (surprise) automobile financing. Page 14 (above) harks to one of the founding purposes for the SAH, from the first SAHJ issue: "... the object of the Society shall be the preservation of automotive history; to rectify as far as possible the errors in existing compilations and articles; to explore and record the history of all types of automotive vehicles, especially the many obscure makes of which little or nothing is known; and to share this information with

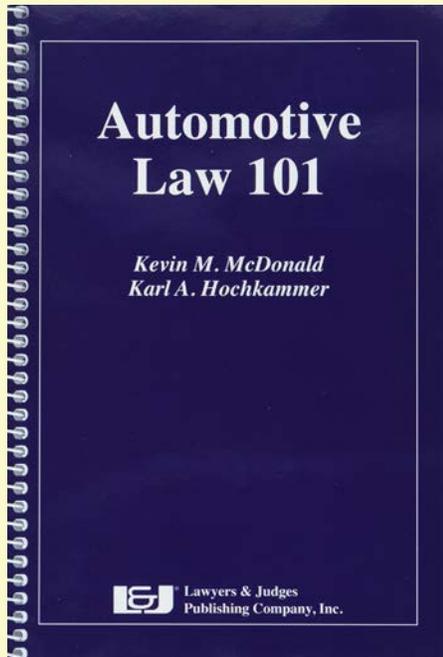
all members via this and other publications." Right, from the top, is the booklet cover, then four sample pages showing a 1898 Winton, 1905 Oldsmobile, 1904 Ford, and 1910 Packard; and bottom: the financing pitch. The inside front cover asserts: "All facts, data, and apparently facetious phraseology have been obtained from authentic sources." Today, there have been a great many books listing manufacturers, but this—from 1938—may be among the earliest.

—R. Verdés



**Automotive Law 101**

by Kevin M. McDonald and Karl Hochkammer  
 Lawyers & Judges Publishing Company, Inc. (2022)  
 sales@lawyersandjudges.com/ 520-323-1500  
 236 pages, 6" x 9" spiral-bound softcover  
 No images, chapter notes, and index  
 Price: \$73  
 ISBN-10: 1936360675  
 ISBN-13: 978-1936360673



Admittedly, when one thinks of automotive history subjects, the applicable law surrounding the automobile does not come immediately to mind. However, there is clearly much in law and regulatory structure that guides and molds how automobiles are designed, created, sold, serviced and more. With so many specializations in law—as with most every professional field—automotive law has not accreted into a field of instruction or study in any big and broad way. These aspects are among the motivating factors that led the authors to write this book.

*Automotive Law 101* covers the subject in ten chapters addressing engineering and design, distribution, marketing, sales, fi-

ancing, customer data privacy, warranties, product liability, corporate capital formation, and emerging issues in law (e.g., laws specific to electric vehicles). While any book on law could be... a difficult read, this aspect is well addressed with a “frequently asked questions” approach as to how the material is presented. Each chapter starts with a list of acronyms used in the chapter and ends with the referenced notes throughout the chapter. The index is particularly useful for this “Q&A” approach, giving the ability to find subject items within the narrative approach of the “Q&A” presentation.

While the authors targeted a wide audience—from industry insiders to other lawyers, to the average consumer—they also targeted journalists and academics that follow the industry as part of that audience. The book doesn’t dive into the history behind any given law or regulation in a big way; and with this particular subject and presentation, it was for the best, no doubt.

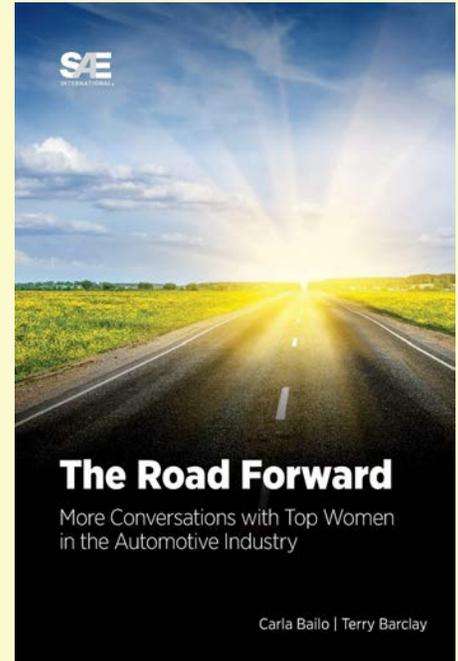
About our authors: in addition to being an SAH member, *Dr. Kevin McDonald* is a U.S.- and German-educated attorney who is General Counsel & Chief Compliance Officer at Volkswagen Credit in the U.S. His degrees and accomplishments are too numerous to list here (but do take a moment to peek—an easy find at this book’s listing on [amazon.com](https://www.amazon.com)), but we’ll add that he serves as an adjunct professor of consumer law at the Washington University School of Law in St. Louis, and publishes annually for the American Bar Association’s *The Business Lawyer* on legal and regulatory developments within automobile finance and consumer protection law. Karl Hochkammer is Partner at the Honigman law firm with extensive credentials too. He co-leads both the Technology Transactions and Cybersecurity and Privacy practice groups, dealing in various industries, including automotive, healthcare, manufacturing, and financial services.

This book fits well as the “law placeholder” in an automotive enthusiast’s library. I invite any reader of this review that heeds the above and buys the book to then look around and see if there’s anything like it. I looked, and nothing came up like this neat primer into the subject of automotive law. It’s like reading the “quick-tips guide” or “quick setup guide” before reading (if ever) the instruction book, or owners’ manual, which helps greatly towards digesting a very broad and complex subject.

—R. Verdés

**The Road Forward: More Conversations with Top Women in the Automotive Industry**

by Carlo Bailo & Terry Barclay  
 SAE International (2021)  
 books.SAE.org  
 419 pages, 6” x 9” softcover  
 99 color images, index  
 Price: \$40  
 ISBN-10: 1468602993  
 ISBN-13: 978-1468602999



This is not a review per se but rather information important to any who are involved in research surrounding women in the automotive realm, particularly those in industry. *The Road Forward* is a companion book to the SAE 2020-published *The Road to the Top is Not on the Map; Conversations with Top Women of the Automotive Industry*, by the same authors, on which we reported in *SAHJ* #305.

That first book featured thoughts from 36 ladies. This new tome offers insights and thoughts from 70, 21 of whom we first met in the prior book. Altogether they work for, thus represent, twenty-some manufacturers, OEM suppliers and others serving and supplying various manufacturers needs. That makes this book rich with experiences of some of the most influential women in the automotive industry today. It’s a book you need to be aware of and many likely will want to add it to their reference library shelves.

—Helen V Hutchings

**Shipwrecked and Rescued: Cars and Crew; The "City of Bangor" Copper Harbor, Michigan**

by *Larry Jorgensen*

G.L. Management, LLC (2022)

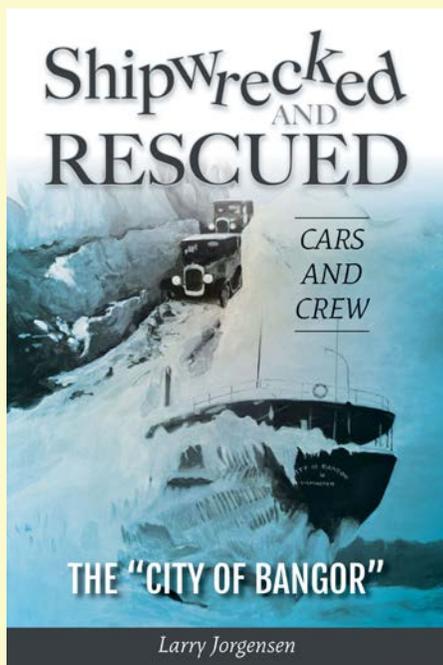
96 pages, 6" x 9" softcover

102 b/w images

List Price: \$22

ISBN-10: 0578382342

ISBN-13: 978-0578382340



It's a modest book at 96 pages, but each and every page solidly presents real history in words and pictures. SAH's own *Bob Joynt* wrote one of the cover commendations observing quite correctly that "The book is well written and illustrated. It is almost beyond belief, but wonderful photos serve to corroborate the story."

It's quite the story too. Take one ship loaded with 248 Chryslers, vintage 1927. Cast off on a November day and steam, for that was the *City of Bangor's* power, toward and through the Soo Locks onto Lake Superior. A storm literally captures the ship



First trip to Calumet with the salvaged cars.

and casts her ashore, mortally wounded, near the northern most tip of Michigan's Upper Peninsula. That alone would have been bad enough, but ashore the snow was waist deep and temps were sub-zero. Overcoming the seemingly-insurmountable challenges, the crew was eventually rescued—as were the cars—as this true life adventure story relates.

The author, Larry Jorgensen, is also the publisher and he in no way is or claims to be an historian. He is a former print and broadcast journalist and today when he comes across stories or occurrences that interest him he has the luxury of time to pursue them. He has previously written and published two books sharing Coca-Cola history and stories from all across this nation and one on an historic hot springs spa in Louisiana. This book is decidedly automotive-oriented and it's a delight for Jorgensen's writing is flawless; and he kept searching until he found relatives of those involved in the 1927 event, obtained photos and the handed-down

If you thought you knew everything about automobiles...



**RARE & UNIQUE VEHICLES**

stories. It's now all in this book—modest in size but big on history and the supporting and documenting imagery.

—*Helen V Hutchings*

**Corvette Concept Cars: Developing America's Favorite Sports Car**

by *Scott Kolecki*

Car Tech (2022)

CarTechBooks.com/

176 pages, 8½" x 11" softcover

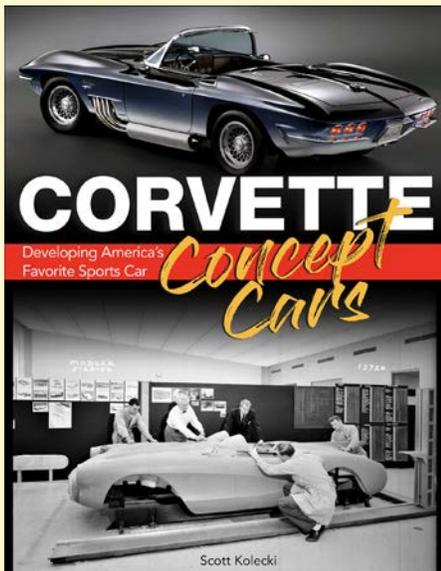
116 b/w & 247 color images

List Price: \$46.95

ISBN-10: 1613257139

ISBN-13: 978-1613257135

In choosing to write about America's favorite sports car by enumerating and explaining its over fifty concept cars—and including prototypes, pilots and those vehicles designed and built purely to be put on display at auto shows under that concept car umbrella—Scott Kolecki has created a book that ably serves the extremes of the "those interested in Corvette" spectrum.



Because his book covers the entire seventy years (so far) that Corvettes have been produced, it provides a fine overview suitable for someone new to the hobby, or at least new to wanting to learn about Corvette. For Corvette enthusiasts, even serious collectors, as this is the first book to present the stories and images of each concept chronologically—from Project Opel to the commencement of production of the eighth generation mid-engine Corvette—sembled in a single

book, it provides information not as easily found heretofore.

Of importance, too, Kolecki identifies the fate of each of those concept, prototype, pilot and show cars and, for each that is extant, he identifies the location as of the book's 2022 publication.

The pages, generously illustrated, contain lively reading that keeps the reader engaged, as Kolecki doesn't get bogged down in recitations of tedious specifications or technical details. Rather, as he relates *Corvette Concept Cars*, *Developing America's Favorite Sports Car* gives the reader the opportunity to follow Corvette's evolution over its seventy years.

The book does have a shortcoming and one egregious error. Even though publisher Car Tech positions this book as one in its Automotive History group, it contains no index. How can a book be useful for or to historians—or even casual readers—without an index? With no index, it's virtually impossible to know where to look in the book to revisit something specific without a time-consuming page by page search.

Then there's that error that should never have been permitted to make it onto the printed page—especially as care and attention to details seem to have been taken

overall. Yet there, on page 156, GM's president, 1987 to 1990 prior to being elevated to Chairman and COO 1990 to 1992, Bob Stempel is referred to as Jim Stemple.

Obviously neither the shortcoming or the outright error negate the worth of this book for its pluses outweigh them by far.

—Helen V Hutchings

### Recreational Vehicles: A World History 1872-1939

by Andrew Woodmansey

Pen & Sword Transport, imprint of Pen & Sword Books Ltd. (2022)

PenandSwordBooks.com/

239 pages, 10" x 9.75" hardcover

304 b/w images, dust cover, appendix, bibliography, index.

List Price: \$52.95

ISBN-10: 1526792451

ISBN-13: 978-1526792457

This is a splendid book on a virtually unexplored topic, much less one researched and written about. That makes it an historian's "cuppa" but it also is such a fun read accompanied by wonderful period images that anyone curious about the early days of what today we know as recreational vehicles—encompassing trailers or caravans

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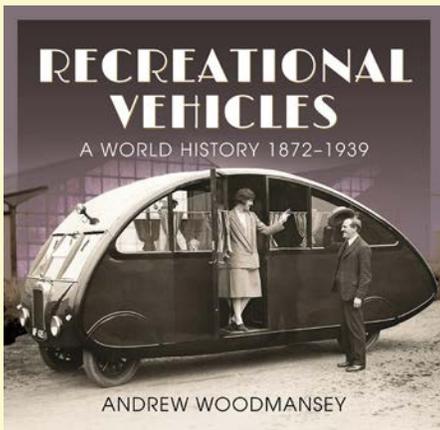
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and motorhomes or motorcoaches, call them what you will depending upon your homeland—will enjoy exploring the pages, too.

The topic found—or was found by—just the right person in Andrew Woodmansey as you'll discover when you obtain your own copy of his wonderful new book *Recreational Vehicles, A World History 1872-1939* for it takes you, quite literally, to many lands and countries surveying how these traveling living accommodations developed. There's a chapter each for the UK, Germany, France and Belgium, Australia, the US, and New Zealand. This choice for organizing the book helps draw attention to both the regional and cultural differences that influenced how these vehicles developed with slight differences along with what they also shared in common.

During his research, Woodmansey found—and shares—some amazing builds. As but one example, there's the Carling series of coaches, some self-propelled, others towed. One of the Carlings, named simply Home No. 4, measured 11 meters (approx. 36 feet) in length when towed. Once parked, it was extended fore and aft to an eye-popping 18 meters (approx. 59 feet). The Carlings, as well as over 50 other serviceable inventions, were all conceived and created by one man—Charles Louvet (1806-1882)—utilizing lightweight materials and following streamlined, aerodynamic principles.

As his bibliography reflects, Woodmansey engaged in research around the globe, sometimes in person, other times digitally. He's quick to credit the efforts of digital archivists for their "untiring efforts in the last decade or so [who] preserved pieces of the RV puzzle . . . awaiting assembly by the patient historian," adding with "the wonderful digitization work of early newspaper and image archives, I feel there's more early RVs out there still waiting to be discovered."

As it is, in this well-written and -produced book, Woodmansey has been able to reproduce many of the period images in print for the first time making this, as said at the outset, truly a delight for any and all transportation-oriented historians. In addition this book, which has been shortlisted for consideration by SAHB as the 2022 Best Automobile History Book, there's even more to discover on the author's website [RVHistory.com](http://RVHistory.com).

—Helen V Hutchings

### The Story of Henry Ford: A Biography Book for New Readers

by Jenna Grodzicki

Rockridge Press/Calista Media (2022)  
[RockRidgePress.com/](http://RockRidgePress.com/)

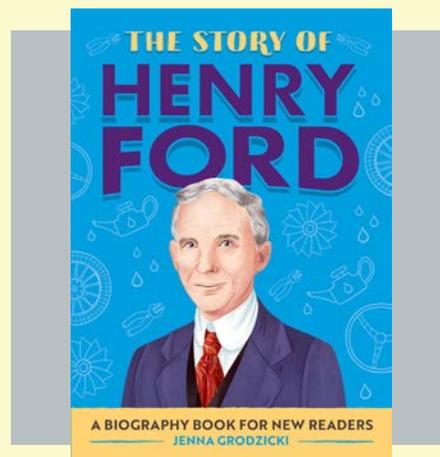
68 pages, 5¾" x 8¼" softcover, 22 illustrations, 3 maps, 3 photos, 13 sidebars and 8 "Think" challenges to youthful readers, plus a bibliography and glossary

List Price: \$6.99

ISBN-10: 168539437X

ISBN-13: 978-1685394370

Jenna Grodzicki is an author of fiction and non-fiction works for children in addition to being a K-4 school's librarian specialist. Her most recent book, written



specifically for beginning readers, is a biography of Henry Ford. She reached out to SAH after visiting our website.

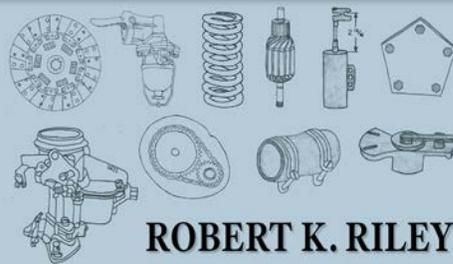
Your reviewer was skeptical fearing a book meant to inspire and spark the interest of youngsters might whitewash Ford, but not so. Grodzicki treated her readers responsibly, portraying Ford realistically.

These brief words are offered as the gifting season approaches for it would make a fine stocking stuffer for any six-to-nine year-old (or thereabouts) in your family—a way to share your interest in a way especially just for them.

—Helen V Hutchings



### FIELD GUIDE to Aftermarket Parts, 1946-1948 DODGE



ROBERT K. RILEY

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251 pages \$39.95 softcover (7 x 10) 2022  
159 photos, appendices

ISBN 978-1-4766-8446-8 Ebook 978-1-4766-4267-3

## In Memoriam

### Bill Vance (1935-2022)

William “Bill” Gordon Vance was a quiet, gentle, soft-spoken man who was much beloved by his family as the eloquently worded obituary they published following his September 19<sup>th</sup> passing attests. Bill was SAH #1635, having joined mid-1992.



Bill and I first met mid- to late-1980s and thereafter found one another again usually at press events. He was notable for always treating others with “olde school manners and consideration” even as he exuded a quiet but intense enthusiasm for automobiles of every type in all their facets and, of course, their history. He was indeed an Enthusiast spelled (as you just saw) with a capital E. That said, Bill took his interest and enthusiasm a step further, authoring innumerable columns published, via their syndication, in newspapers all across his native Canada

as well as in several prestigious US markets including Cleveland’s *Plain Dealer* and Atlanta’s *Journal-Constitution*.

Bill was an Ontario government employee, yet it was his interest in automotive history and technology that guided him to share what he learned via his writings. His fascination with the subject—both the social and engineering aspects—led to his commencing to write about them well-over a half-century ago. As his family wrote in his obituary, Bill’s writing “covered the full spectrum of automotive subjects. He was supremely grateful to have been given the opportunity to publish his writing, and he devotedly wrote for his dear readers, until the very end of his life.” The respect he gained in the community of automotive journalists was responsible for him being one of but three Canadian writers among the jurors on the Amsterdam-based 2000 International Car of the Century committee.

Upon learning of his passing I turned to a file containing some of his and my correspondence with one another over the years. Well, it’s not exactly a file, but rather precious pages tucked into one of his three-volume set of books titled *Reflections on Automotive History*. Surely those books form at least one of Bill’s most important and lasting legacies in addition, of course, to those memories of his family—Beth to whom he was wed for 35 years and whom Bill described in a 1996 letter to me as “my partner in publishing as well as life and a keen and conscientious business administrator, something for which I don’t seem to have the patience,” their children Andrew, Diane and Susan, and grandchildren especially, along with so many others.

Bill published *Reflections on Automotive History*, choosing to name his publishing company Eramosa Valley Publishing after the river that runs through the township where he resided, located due west of the

greater Toronto area. While ostensibly the books are compilations of some of his newspaper articles, virtually none of them are what actually appeared in newspapers for, as Bill observed in one of the forewords, newspaper columns often have material edited out due to space constraints. The book thus permitted him to rewrite each to more fully comment on that of which he was writing.

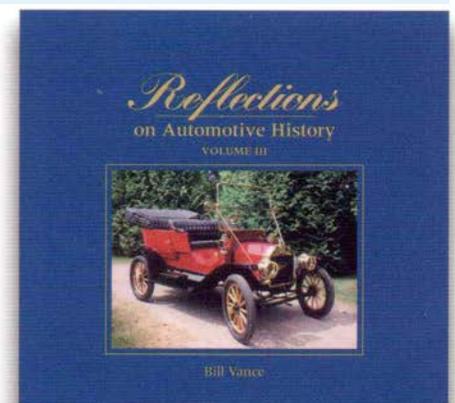
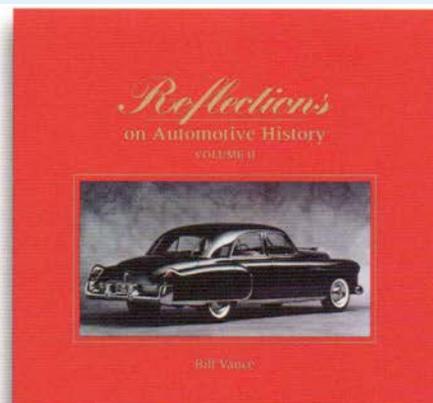
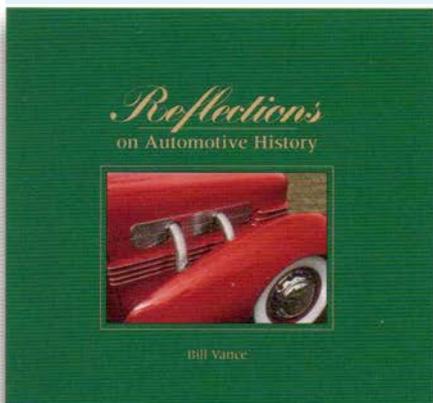
The books aren’t just random selected columns either. As Bill organized, rewrote and published, the books became useful classroom tools for technical and history instructors alike, even being added to lists of required reading from which a student could select.

The first volume was published in 1994. It presents and tells of 61 models, A to V, Amphicar to Volkswagen, across the by-then 100-year history of the automobile. Volume II, published in 2000, is organized into three sections; “Founders of the North American Industry’s Big Three,” “Overview of the European and Asian Automobile Industries,” and “A Diverse Collection of Car and Companies,” profiling 22 in all. Volume III arrived in 2003. As Bill wrote, with this volume he “attempted to bring together the various streams of automotive history in a logical and easy-to-read way” with “Through the Decades, 1900-2000” tracing the evolution of progress, both technical and cultural, followed by “Engineering and Evolution,” then “Ten Most Significant Automotive Developments” and lastly, “Twenty-Five [Men] Who Made a Difference.” Each volume, written in Bill’s lively, engaging style is hardcover, landscape format and each is indexed.

Family and friends will miss Bill, even as he lives on in memories while his books provide a lasting legacy, educating and entertaining all who visit their pages.

—Helen V Hutchings

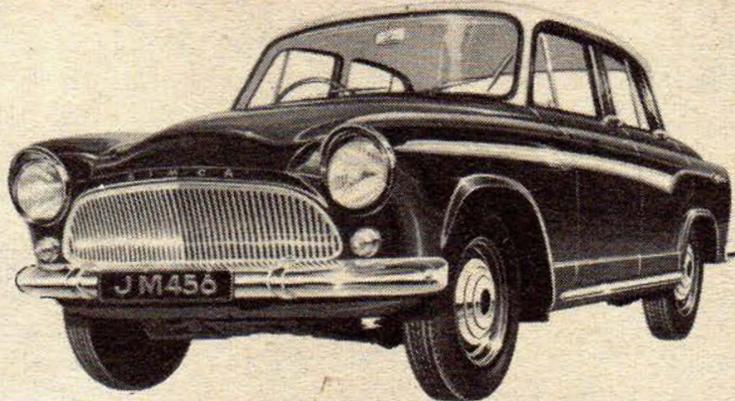
Books by Bill Vance: *Reflections on Automotive History* (ISBNs: Vol. 1: 978-0969892205, Vol. 2: 978-0969892229, & Vol. 3: 978-0969892243)



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