

SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

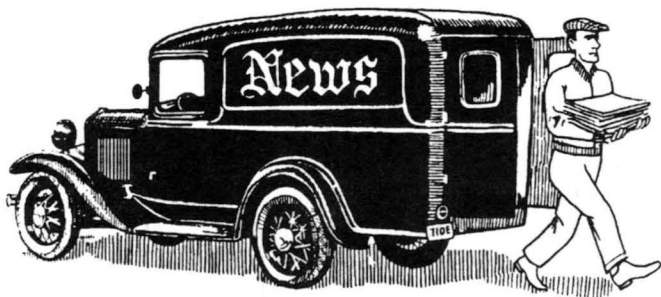
November – December 1993

Issue Number 147

VELIE REGISTER FORMED

The Velie Register, dedicated to finding and tracking Velie vehicles, recording the history, events, and owners of Velies, and acting as a source of information, company history, and news has been formed. The Register's first publication, *Velie Vehicles and their Vitals*, has sold out, but a second volume will be published soon.

Beginning in July, the Register has issued a newsletter with articles on Velie history and leads and information on surviving vehicles. For further information on the Velie Register and its publications contact Bob Nelson, 1811 East Stella Lane, Phoenix, Arizona 85016.



PLANNING FORUM TO HEAR HONDA EXEC

SAH member Eric Vest, of Marysville, Ohio, is inviting members to the January 1994 Planning Forum program featuring Scott Whitlock, Executive Vice President of Honda of America Manufacturing, Inc. Whitlock is the senior American executive at Honda. The program will be held at Honda's Associate Development Center in Marysville on Thursday, January 13, 1994, and will also feature a tour of the Honda automobile plant. Agenda for the event will be:

Facility tour	4:30 PM
Dinner	6:30 PM
Scott Whitlock	7:15 PM

Cost of the program will be \$15.00, which includes dinner. Reservations must be made by Tuesday, January 11, 1994. Please contact Eric Vest at (513) 642-7021 for reservation information and directions.

BETTS SENDS BEST

SAH founder member and long-time secretary Charlie Betts, who suffered a serious stroke about a year ago, appreciates hearing from members about their current activities, within and without automotive history. Now resident at a nursing home, he is stable, alert, and cheerful, although his sight is virtually gone.

Charlie's wife Vicky reads to him daily, maintaining the link with his many friends. They thank all who write regularly, and *SAH Journal* encourages those who have not been in touch recently to write Charlie at their home address:

Charles L. Betts, Jr.
804 Yardley Commons
Yardley, PA 19067

Charlie was the 1984 Friend of Automotive History. His particular interest is in American auto racing history.

CUGNOT AND BENZ NOMINATIONS

As 1993 draws to a close, members are reminded to consider which books and articles published during the year might be considered best in the field of automotive history. Last years awards deliberations were blessed with a wealth of nominations, and in anticipation of similar interest this year the nomination deadline has been advanced to March first.

Nominations are sought for the Nicholas-Joseph Cugnot Award for the best book in the field of automotive history, and for the Carl Benz Award, recognizing the best periodical article on automotive history.

Cugnot and Benz Award nominations should be submitted to:
Patricia E. Chappell, Chair
215 Peirce Road
Deerhurst
Wilmington, DE 19803 USA

SILENT AUCTION BENEFITS SOCIETY

Ninety seven bidders contested for the 452 lots offered in the Society's 1993 silent auction of automotive books, literature, and automobilia. Auction chair Karl Zahm reports that the event will net the Society nearly \$3,000.00.

Thanks are due to both the bidders and the contributors of the items auctioned, and particularly to Karl, who spent long hours cataloging the material, tallying the bids, and shipping the lots to winning bidders. Members are encouraged to start setting aside contributions for the 1994 auction, details of which will be forthcoming soon.

Winning bids for the 1993 Silent Auction are found on page 5 of this issue.



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OFFICERS

President..... Taylor Vinson
Vice President..... Christopher G. Foster
Secretary..... Nan E. Martin
Treasurer..... James H. Cox

BOARD OF DIRECTORS

<i>Through Oct. 1994</i>	<i>Through Oct. 1995</i>	<i>Through Oct. 1996</i>
Matthew C. Sonfield	Nicholas Fintzelberg	Patricia E. Chappell
Helen J. Earley	Karl S. Zahm	Sinclair Powell
Paul N. Lashbrook	Thomas M. Deptulski	Jack L. Martin

Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$25.00 US per year. Membership inquiries, renewals, and changes of address should be directed to the secretary at 6760 E. County Road 800 N., Brownsburg, IN 46112-9059

EDITORIAL COMMENT

“What is SAH’s position on that?” From time to time members ask this of me and of other officers and directors. The “that” varies, and might concern, for example, the correct date on which to celebrate the centenary of the automobile in America, or the ugly spectre of “clunker” legislation which looms over the old car hobby. But while the question varies, the answer never does.

“SAH has many positions on ‘that’,” I tell my questioners, “as many positions as we have members.” At last count that was nearly 700. That may sound peculiar for an organization whose governing body spends many hours each year in debate on various issues and takes a fair number of votes in order to set policy. But, for the most part, the debates and votes your board undertakes involve the running of the Society itself and not its relationship to the outside world. “How ostrichlike!” you may think. “Wasn’t this Society formed in direct response to the myriad of ‘incorrect’ automotive history being published in the popular press. How better to counter this than to have the Society authenticate that which is correct?”

Ah, life is never so simple. To begin with, as we learn more about history we learn how risky it is to be dogmatic about it. Historical scholarship is the sifting and presenting of evidence, and one can make assertions about what it means but it’s difficult to imagine how it could be “authenticated” by any group, no matter how learned. Would there be a jury? Even juries in courts of law are sometimes found to have wrongly attributed guilt. Instead, we provide a forum for individual researchers and writers to present their work and conclusions, and we collectively interact to further historical understanding. It is each of us acting individually, in some similar direction, that makes the Society work.

As several of the directors pointed out at the October meeting,

the Society is a so-called 501(c)(3) organization, as determined by the Internal Revenue Service. This means that contributions to it may be deductible by individuals filing tax returns, and it played a large part in our being recognized as exempt from Connecticut sales tax on our printing bills. A restriction on 501(c)(3) organizations is that they may not be politically active or lobby for or against any sort of governmental regulations or legislation. This is the reason why in our field, as in the similar discipline of architectural history, there are separate organizations for scholarship and publication (generally the historical societies) and for lobbying and political action (the advocacy or action groups). We are, for better or for worse, one of the former. One might even say that “clunker” bills, as repugnant as they are to many of us, are actually part of automotive history, whether we like it or not. But to formally enter this fray could put our favorable 501(c)(3) status in jeopardy.

Does that mean we must retire as political eunuchs? Of course not. Each of us individually has rights and responsibilities, as guardians of history, and, often, as advocates for the automobile, particularly historic automobiles. Each of us should exercise those rights and responsibilities to the fullest, be it in historic research or political activism. The former will undoubtedly find a place in our pages; the latter probably won’t. The hobby press, however, gives copious ink to legislative matters, as will (or should) the car clubs and umbrella organizations for whom car collecting is a *raison d’être*. If you have *any* opinions on the politics of car collecting, be they “green” or “rust,” you should make them known. There’s no better way than to join the group which most closely espouses your position, and to contact your elected representatives directly.

–Kit Foster

EXCERPTS FROM THE MINUTES OF THE DIRECTORS’ MEETING

October 8, 1993

The idea to excerpt the minutes, rather than publish them in full, grew out of the realization that, occasionally, the same topic appeared several times in a single issue of the Journal: in the minutes, as a news article, and as comments by the editor and president. Your editor and I have decided to try this new format which combines the minutes and news aspects. Comments by the editor or president will appear in italics, when appropriate, under the respective item. This first time, none appeared to require it. Our goal is to make the Journal more user friendly, and we hope that you agree that this is a step in the right direction. The following are excerpts from the minutes of the SAH board meeting held at Hershey on October 8, 1993. Any member wishing a full copy of the minutes should send a self addressed stamped envelope to the editor. If the membership prefer that the minutes be printed in full, consideration will be given to this.

–Taylor Vinson

Treasurer’s Report for Fiscal Year 1992-93

Treasurer Jim Cox presented virtually complete financial reports for the SAH fiscal year ending September 30, 1993. They are printed elsewhere in this *Journal*. This was the first full fiscal year ending September 30, thus a direct comparison with the previous year of nine months cannot be made. However, in the fiscal year just concluded, the Society realized a net income of approximately \$350. A draft policy regarding expenses was presented to the Board in April, and was accepted at this meeting in final form. Basically, it requires each officer and director to bear expenses to the extent practicable, with exceptions subject to the

Board's approval. Business expenses of the editor and secretary are exempt from the policy.

SAH has been successful in obtaining a sales tax exemption from the State of Connecticut, with a resulting savings of \$600 per year for the *Journal*.

Change in the By-laws on Mailing of Election Ballots

Nominations chair Bev Kimes reported that it is easier for the chair to mail election ballots than it is for the secretary, who is designated by the by-laws to do so. The Board agreed and voted a conforming change for the by-laws.

Repository for Cugnot/Benz Award Winners

In April, the board agreed in principle to gather a collection of Cugnot/Benz Award winners for long term loan to a suitable library. Helen Earley reported on a couple of possible repositories, and will report further at next April's Board meeting.

Term Limits; Director's Attendance

The subject of term limits for officers, directors, and committee chairs had been discussed in April. The consensus at the October meeting was that no pressing need had been shown for a restriction that might unnecessarily hamper the management of SAH in the future, and the subject was tabled.

Under the present by-laws, a director is automatically removed from the Board if she or he misses both the Spring and Fall board meetings in a single SAH year. Director Matt Sonfield believed that it should be emphasized to all directors and director candidates that they are expected to attend both meetings. The board agreed, and amended the by-laws to reflect this policy. Appropriate language will also be inserted in the information sheet developed by Jack Martin this year for directoral candidates.

Publicity Report

Publicity chair Matt Sonfield wrote and distributed four public relation releases during the year. *Old Cars Weekly News and Marketplace* appears to be SAH's prime medium.

Spring 1994 Board Meeting in Washington, DC

Taylor Vinson updated his previous report on the Board's scheduled visit to Washington on April 8th to 10th, 1994. A cocktail buffet is tentatively scheduled for the late afternoon of Saturday, April 9th, at member Bart Cox's in Fort Washington, Maryland, to which members in the Washington-Baltimore area will be invited.

Conference on Centennial of American Automobile Manufacturing

Director Tom Deptulski reported that planning for the 1996 automotive history conference has come to a standstill. The Board had previously agreed to provide contributions to an anthology, and Jim Wren will provide an update on this by April.

New Cugnot/Benz Nominations Deadlines; Ratings

Because of the need to inform winners of SAH awards in a more timely manner, the nominations deadline has been advanced to March 1st from May 1st. This will be publicized in the January-

February issue of the *Journal*. Chair Matt Sonfield explained that this year's unprecedented three Cugnot winners came from the Committee's five-point rating scale in which the three winners obtained identical scores. The Board agreed to leave the current rating system in place for the time being.

C.A.R.Z.

Pat Chappell expressed her interest in Citizens Against Repressive Zoning (C.A.R.Z.), a group which lobbies against bills aimed at removing old cars from the road. Discussion by the Board indicated that there are a number of such organizations. Nick Fintzelberg commented that SAH might jeopardize its favorable tax status by participating in activities of this nature. The Board concluded that it would be more appropriate for its individual members to participate in such activities than to commit the Society to them.

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Annual Financial Report

Fiscal Year October 11, 1992 through September 30, 1993

INCOME	
Membership dues	\$12,002.00
Silent auction 1992	3,468.77
Contributions	964.25
Back issue sales	190.00
Checking account interest	184.72
Decal sales	112.25
Hat sales	40.00
Annual banquet 1992 (late sales)	950.00
Annual banquet 1993 (advance sales)	1,050.00
Insurance premium refund, J.C. Taylor	<u>189.15</u>
Total income	\$19,151.14

EXPENSES	
Hershey hospitality tent refreshments 1992	\$58.40
Annual banquet 1992	2,062.94
Annual banquet program 1992	107.98
Award plaques 1992	1,092.53
Silent auction catalog 1992	1,580.68
Silent auction catalog 1993	797.69
Mailing labels	304.16
Corporate filing fee, Indiana Secy of State	15.00
Checks and bank charges	39.92
Returned checks	26.46
Secretary's expense - renewal mailing, misc. postage	490.54
SAH Journal - printing and postage (7 issues)	7,259.09
Automotive History Review No. 27 - print & post	3,209.12
Editorial expenses	248.48
Consolidated insurance (general policy)	449.00
April board meeting - refreshments	45.00
Gift certificate - accountant	100.00
Annual banquet notice 1993 - printing	36.00
Election ballot 1993 - printing & postage	<u>515.84</u>
Total expenses	\$18,802.41

Account balances September 30, 1993

Checking account	\$9,168.42
Vanguard prime portfolio	22,689.60
Vanguard Federal	<u>7,146.78</u>
Total	\$39,004.81

James H. Cox
Treasurer

THE PRESIDENT'S REPORT

To some of you offering congratulations on the election, I have replied "not president, but ringmaster." In tandem with the most congenial, selfless Board of Directors I have seen in seven years of being part of SAH management, my job will be simply one of providing direction to people who are already highly motivated to do the best for SAH.

What is the best for SAH? The Board helps the Society in both private and public roles. In its private role, SAH addresses its members, providing information through its publications, and fellowship through its annual meeting. These are programs of direct benefit to the members, the results of which members experience first hand. In its public role, SAH addresses the outside world, seeking to publicize and advance automotive history through such means as its yearly awards. These are programs of indirect benefit to the members; the members experience the results at a remove, such as the pleasure that comes from seeing a book advertised as having won the Society of Automotive Historians' Cugnot Award.

Recent Boards have tended to emphasize the latter. For example, we have agreed in principle to stock a library with Cugnot/Benz winners, to participate in any observance that may be forthcoming to celebrate the centenary of the automobile industry in America, and to contribute to an anthology on the subject. To be sure, these are all projects that are consistent with the purposes of the Society. But the words of a former president keep coming back to me, that, after years of thought, he'd come to the conclusion that all that SAH members really cared about was getting their publications. At the time this assessment seemed cynical, but now it seems a fair statement of what a member really expects from the Society. From that remark I have taken the cue that the Board's priority ought to be programs of direct benefit to the members. This is all the more important in light of the recent raise in annual dues. Without programs of direct benefit to the members, renewals will dwindle and there will be neither money nor a Society for outside projects that advance automotive history. It's that simple.

With this thought in mind and the belief that its implementation could not wait until the next scheduled meeting in April, I asked the Board to meet informally at our Hershey hospitality tent on Saturday morning, October 9th. Two members also accepted the invitation to attend, extended to all at the banquet the night before. Here are our initial thoughts on the projects and personnel that we hope will result in direct benefits to you in the months to come, "More Mileage for Members" if you will.

Publications Committee

The principal publications of the Society are *SAH Journal*, *Automotive History Review*, and the membership directory. The *Journal* has appeared on schedule, and, in recent months, Kit Foster and I have discussed ways to make it more "user friendly" through adding new features and striking redundant text; the treatment of the minutes elsewhere in this issue is one example of our thinking.

On the other hand, for some years it has not been practicable to publish the *Review* twice yearly as once was the case. Suggestions have been made for one issue approximate in size to the two of yore. An issue commemorating SAH's twenty-fifth anniversary is a possibility. Appearance could be enhanced, too, by the permanent use of a color cover.

The membership directory is the Society publication of most benefit to the members because of its cross-indexing of interests.

The new one is a year late in appearing because of personnel and computer-related problems. We'll be taking steps to ensure that such a delay won't happen again. In the interim, we're looking at the feasibility of providing updates through slipsheets rather than in the body of the *Journal*.

To accomplish this, as well as other tasks such as resolving the question of advertising in the *Journal* and assisting in the search for new editors, it seemed best to revive the publications committee which has lain dormant for several years. Nick Fintzelberg will chair the committee, assisted by Leslie Kendall. Treasurer Jim Cox and editor Kit Foster are also members by virtue of their offices.

Archival Committee

The principal program of this committee, a three-state pilot project to locate the records of defunct corporations, has reached a dead end. A change of direction is warranted. One thought is to develop tools for members to help them in their own research, such as a list that identifies the type and possible repositories of corporate records, or provides guidance in taking oral histories. These could be inserts in the *Journal*. Remaining as chair is Helen Earley who will be helped by Sinclair Powell.

Chapters

Traditionally there has been little interplay between the chapters and the Board. This seems a loss to each since we're all pursuing the goal of automotive history, and enhancement of the relationship could prove beneficial to each. The Board may be able to help chapters with their programs, e.g. publicize chapter programs through the *Journal*, as well as the converse, e.g., the chapters could help the board in finding copies of past Cugnot/Benz winners for the repository project. A particularly active chapter, such as Wisconsin's, could be a model to a group just getting underway if the programs of one were made known to the other.

There are six chapters, and SAH now has directors who are members of four. A director who is also a chapter member is ideally situated to serve as liaison between the Board and his or her chapter. We're going to try this concept for a while. Liaisons and their chapters are: Matt Sonfield (Pioneer), Sinclair Powell (Leland), Jack Martin (Hoosier Heritage), Nick Fintzelberg (Southern California), and Kit Foster (United Kingdom). John Gunnell, a former director, has volunteered to be liaison with the Wisconsin Chapter. Each of the liaisons will be reporting on chapter activities, either in writing or orally, at each Board meeting, and are encouraged to report on the programs of the Board at chapter meetings. Related articles will appear in the *Journal* when appropriate.

Membership Committee

Somewhat lost in the recent debate on raising the dues from the present membership was the flip side of the problem: increasing the membership itself. More important than the money that would be raised is the intellectual capital of each new member that accompanies it. The more we grow the more we know. This is a direct benefit to us all.

Why should someone interested in automobiles want to join SAH? Are we more a society for automotive history than a society of automotive historians? Examining ways to identify SAH's unique appeal and to market it, Matt Sonfield will head this new committee and report to the Board in April.

Hospitality/25th Anniversary Committee

In 1994, SAH observes its twenty-fifth anniversary. The Hershey hospitality tent and annual banquet are the obvious focus for celebratory activities. The first hospitality chair, Stacey Hanley, has left the board after making us a bit more civilized. Thanks to her ideas, we now have a printed program and nametags at the annual banquet, and SAH caps at the tent. She's a hard act to follow, but our most amiable director, Paul Lashbrook, has agreed to try. He'll be assisted by Karl Zahm.

1994 Silent Auction Chair

The silent auction has become second only to dues as a source of revenue to SAH, and its success is vital to the Society's financial well being. But what a thankless job: receiving and storing the donations, putting the catalogue together, tabulating the results, then wrapping and mailing the donations to their new owners. Who'd want to do something like this? Karl Zahm, that's who. Our distinguished founder member is the 1993 chair and readily agreed to it for another year.

Nominations Chair

Elections ensure the infusion of fresh ideas at the management level. In recent years the tradition has lapsed that the outgoing president be the nominations chair. It's a tradition which makes sense, because he or she ought to have a better current overview of who's who in the membership than anyone else. In that spirit, Jack Martin has agreed fill this vital role for the next two years.

These are the programs that we consider of direct benefit to the membership. As for ongoing programs of indirect benefit, I am pleased to close with the following.

Automotive Industry Centennial Liaison

The board believes that SAH should participate in programs which may be planned for a 1996 observance of the centennial of the automotive industry in America. Tom Deptulski will continue to advise the board on this.

Cugnot/Benz Chair

SAH appears never to have had a professional writer heading this committee. Who better, then, than published author and current committee member Pat Chappell to be the chair, who'll add a new perspective in determining these awards. Pat had her committee in place by the time we left the tent: Nick Fintzelberg, Karl Zahm, and Paul Lashbrook. She's added Keith Marvin since then, a mainstay of the Committee in the '80s.

These are some of the things we're planning for you, the members, for the coming year. If you'd like to comment on them, please include a note with your membership renewal. Sorry if this has been a bit wordy, but you should know by now that a lawyer's brief never is.

-Taylor Vinson

WINNING BIDS FOR 1993 SILENT AUCTION

Lot No.	High Bid				
1.	\$3.00	129.	7.00	275.	2.00
2.	35.00	130.	7.00	276.	4.25
3.	2.25	131.	5.00	277.	4.25
4.	25.27	132.	2.50	278.	7.00
5.	7.90	133.	2.50	279. to 281.	No bid
6.	41.27	134.	2.06	282.	2.00
7.	20.65	135.	2.50	283.	No bid
8.	41.00	136.	No bid	284.	5.25
9.	31.06	137.	10.00	285.	5.25
10.	20.00	138.	10.00	286.	21.00
11.	30.00	139.	10.00	287.	8.00
12.	46.00	140.	15.00	288. to 289.	No bid
13.	17.50	141.	15.00	290.	4.08
14.	10.00	142.	43.00	291.	No bid
15.	21.50	143.	7.29	292. to 294.	5.00
16.	7.65	144.	4.00	295.	No bid
17.	8.00	145.	2.60	296.	8.30
18.	8.05	146.	3.00	297.	4.3
19.	15.50	147.	10.27	298.	2.00
20.	25.00	148.	4.00	299.	5.50
21.	26.00	149.	2.31	300.	2.00
22.	25.00	150.	No bid	301.	2.00
23.	25.00	151.	2.06	302.	5.27
24.	8.00	152. to 154.	No bid	303.	5.27
25.	35.60	155.	5.00	304. to 307.	No bid
26.	4 copies available, all sold. Top bid \$12.00	156.	2.06	308.	10.25
27.	14.00	157.	2.80	309.	12 copies available; 4 sold. Top bid 6.00
28.	12.79	158. to 159.	No bid	310.	4.25
29.	5.00	160.	10.27	311.	No bid
30.	10.25	161. to 164.	2.06	312.	4.25
31.	3 copies available, all sold. Top bid \$61.00	165.	5.00	313.	4.25
32.	61.00	166.	5.00	314. to 317.	3.25
33.	25.00	167. to 168.	No bid	318.	4.25
34.	25.00	169.	12.00	319.	No bid
35.	61.00	170.	3.00	320.	3.25
36.	31.06	171.	53.00	321.	4.25
37.	31.06	172. to 177.	No bid	322.	4.00
38.	10.00	178.	6.05	323.	4.00
39.	5.00	179.	11.00	324.	4.25
40.	40.00	180.	6.00	325.	4.50
41.	50.00	181.	2.06	326. to 328.	No bid
42.	25.00	182.	16.50	329.	13.00
43.	11.07	183. to 184.	No bid	330.	2.60
44.	8.00	185.	5.00	331. to 332.	No bid
45.	18.11	186.	No bid	333.	2.80
46.	15.50	187.	10.00	334. to 335.	No bid
47.	8.00	188. to 189.	No bid	336.	20.00
48.	No bid	190.	10.98	337.	5.61
49.	7.50	191.	5.50	338.	4.00
50.	No bid	192.	5.50	339. to 342.	No bid
51.	No bid	193.	5.98	343.	3.00
52.	5.00	194.	3.00	344. to 347.	No bid
53.	No bid	195.	10.25	348.	5.25
54.	20.00	196.	7.40	349.	2.00
55.	5.00	197.	6.00	350.	No bid
56.	10.25	198. to 205.	No bid	351.	2.00
57.	13.20	206.	3.80	352.	No bid
58.	45.00	207.	15.00	353.	2.25
59.	45.00	208.	3.02	354. to 375.	No bid
60.	20.00	209.	3.02	376.	4.00
61.	10.50	210.	No bid	377. to 381.	No bid
62.	52.00	211.	15 copies available; 1 sold. Top bid \$3.25	382.	2.25
63.	2.00	212. to 218.	No bid	383. to 386.	No bid
64.	No bid	219.	15 copies available; 1 sold. Top bid \$3.25	387.	5.00
65.	No bid	220.	No bid	388.	3.80
66.	2.00	221.	5 copies available; 1 sold. Top bid \$2.25	389.	8.00
67.	5.00	222.	10 copies available; 1 sold. Top bid \$2.25	390.	22.00
68.	2.80	223. to 224.	No bid	391.	6.00
69.	2.00	225.	17 copies available; 1 sold. Top bid \$2.25	392.	5.00
70.	2.00	226.	10 copies available; 1 sold. Top bid \$2.25	393.	4.00
71.	2.00	227. to 230.	No bid	394. to 396.	No bid
72.	2.00	228.	2 copies available; both sold. Top bid \$6.80	397.	5.27
73.	2.00	229.	2.80	398.	17 copies available; 7 sold. Top bid 6.40
74. to 79.	No bid	230.	2.80	399.	36 copies available; 7 sold. Top bid 5.25
80.	5.00	231.	5 copies available; 1 sold. Top bid \$2.25	400.	6.40
81. to 93.	No bid	232. to 234.	No bid	401.	6.25
94. to 98.	3.25	235.	10.25	402.	6.25
99.	5.56	236. to 237.	No bid	403.	5.25
100.	3.25	238.	2 copies available; both sold. Top bid \$6.80	404.	3.00
101.	12 copies available, 3 sold. Top bid \$4.00	239.	2.80	405. to 408.	No bid
102.	No bid	240.	7.50	409.	6.00
103.	6.25	241.	2.80	410. to 415.	No bid
104.	6.60	242.	4 copies available; 1 sold. Top bid \$5.00	416.	3.00
105.	7.00	243.	No bid	417.	6.00
106.	7.00	244.	2.25	418. to 421.	No bid
107.	8.00	245.	2.25	422.	20.27
108.	5.00	246. to 254.	No bid	423.	26.60
109.	10.00	255.	2.00	424.	6.30
110.	7.26	256.	No bid	425.	4.80
111.	7.26	257.	2.00	426.	4.25
112.	2.06	258.	22.00	427. to 429.	No bid
113.	10.00	259.	3.40	430.	14.00
114.	7.00	260. to 262.	No bid	431.	2.60
115.	5.00	263.	7.00	432. to 435.	No bid
116.	21.00	264.	2.00	436.	2.60
117.	2 copies available; both sold. Top bid \$3.00	265.	2.56	437.	4.00
118.	30.79	266.	2.00	438. to 445.	No bid
119. to 121.	No bid	267.	2.06	446.	4.25
122.	2 copies available; both sold. Top bid \$4.00	268. to 270.	No bid	447. to 448.	No bid
123.	2.00	271.	7.00	449.	6.00
124. to 126.	No bid	272. to 273.	No bid	450.	4.00
127.	8.00	274.	2.00	451.	3.25
128.	No bid			452.	3.25

1993 AUTOMOTIVE HISTORY AWARDS PRESENTED

FRED ROE NAMED FRIEND OF AUTOMOTIVE HISTORY

The presentation of the 1993 Friend of Automotive History Award culminated the Society's annual banquet and awards ceremony held October 8th at the Hershey Country Club in Hershey Pennsylvania. Frederick D. Roe, of Holliston, Massachusetts, was presented the honor by former Society president Beverly Rae Kimes.

Roe, a member of the Society since 1971, counts his interest in automotive history from the time of receiving thirty toy cars for his second birthday. He began collecting literature before 1930, and, believing he was the only person in the world with such interests, began writing manufacturers worldwide asking for information and catalogs. A member of the Veteran Car Club of America since 1940, he edited their magazine *The Bulb Horn* for three years after World War II. He later performed similar duties for the Rolls-Royce Owners Club, and edited *Automotive History Review* for SAH, of which he also served as treasurer.

The admitted custodian of "many unfinished research projects," he completed and published a major work, *Duesenberg, the Pursuit of Perfection* (Dalton Watson 1982). He has been the historian for early cars and racing of the Auburn-Cord-Duesenberg Club since 1976. Roe says his "greatest joy is assisting other historians and encouraging younger ones in understanding pre-war attitudes and history."



Beverly Rae Kimes, left, presents Friend of Automotive History Award to Fred Roe.

GEORGANO, WOOD, AQ CUGNOT WINNERS

Joint awards were given for the Nicholas-Joseph Cugnot Award in recognition of the best book in the field of automotive history published during 1992. *The American Automobile - A Centenary 1893-1993* by Nick Georgano, published by Prion/Smithmark, and *Bugatti, the Man and the Marque* by Jonathan Wood and published by Crowood Press were recognized in the traditional manner of book awards. Joining them in a perhaps unique presentation was *Automobile Quarterly* Volume 30 Number 4, an issue devoted entirely to Duesenberg. Present to receive their awards were Nick Georgano and AQ editor Jonathan Stein. The awards were presented by Cugnot and Benz Award chair Matt Sonfield.



Publication award recipients, left to right: Walter MacIlvain, John Connor, Nick Georgano, John Heilig, Tom Saal, Jonathan Stein, Tim Parker, Dick Stout, Robert Ebert, Karl Zahm, and Steve Mohl.

Cugnot Awards of Distinction for exceptional merit by books not receiving the Cugnot prize went to *Skoda Laurin & Klement* by Ivan Margolius and Charles Meisl, published by Osprey Publishing, and *The American Gas Station* by Michael Karl Witzel and published by Motorbooks International.

EBERT, HEILIG WIN BENZ

A joint award was also presented for the Carl Benz Award for best periodical article in the field of automotive history published during 1992. "On the Wings of Larks and Hawks: The Last Flight of Studebaker" by Robert R. Ebert, a serial on the last days of that automaker, appeared in *The Bulb Horn*, magazine of the Veteran Motor Car Club of America. "The Checkered History of the Cab from Kalamazoo" by John A. Heilig, a history of the Checker taxicab and automobile, appeared in *Automobile Quarterly*. Both Ebert and Heilig were presented their awards by Matt Sonfield.

Benz Awards of Distinction, for other especially notable articles, were given to "05L: The Proposed Lincoln for 1940" by Richard H. Stout, which appeared in *The Classic Car*, and "Locomobile, the Best Built Car in America" by Karl S. Zahm, published in *The Bulb Horn*.

BULB HORN AND COLLECTIBLE AUTOMOBILE TAKE BRIGHAM

The Richard and Grace Brigham Award for the best overall treatment of automotive history by a periodical over all issues in 1992 was also a joint presentation, one to a club magazine and one to the commercial enthusiast press. *The Bulb Horn*, published quarterly by the Veteran Motor Car Club of America, was the club recipient; editor Walter O. MacIlvain and managing editor Tom Saal were on hand to receive the award.

Collectible Automobile magazine, published by Publications International Ltd. of Lincolnwood, Illinois received the other Brigham Award. *Collectible Automobile* publisher is Frank E. Peiler; it is edited by Duane O. Mackie. The Brigham Awards were presented by chair Jeff Godshall.

INGERSOLL AWARD TO "WHEELS OF CHANGE"

The E.P. Ingersoll Award for the best presentation of automotive history in other than print media was given for "Wheels of Change...How Trucking Shaped America," a video production of American Film Works. Co-producers John Connor and Steve Mohl were present to receive the award, presented by committee member Taylor Vinson.

STUDEBAKER NATIONAL MUSEUM RECEIVES BRADLEY

The James J. Bradley Distinguished Service Award for exemplary efforts in preserving historical materials relating to the world's motor vehicles was presented to the Studebaker National Museum of South Bend, Indiana. In addition to exhibits on over 100 years of Studebaker transportation history, the Museum houses the Studebaker Corporation Archival Collection of company records.



WHO INVENTED FIBERGLASS?

Does any member of the Society of Automotive Historians know when and how fiberglass was invented? Can anyone tell me the name of the scientist or the company that used the fiberglass for the first time?

In Italy the use of fiberglass started in the second half of the fifties (for tanks and boats); it was used for motor car bodies from 1962-63 (for small production).

Everyone knows the fiberglass body of the Corvette in the middle fifties: was it the first fiberglass body in the USA?

Fiberglass was used in some details of US airplanes during the Second World War: I think it is an American invention, but I should greatly appreciate clarification. **Ing. Walter Pittoni, via Orciolaia 7/1, 52100 Arezzo, ITALY**

The Woodill Wildfire, which I believe predated the Corvette, comes to mind, but if I'm not mistaken it was the boat industry which led to use of fiberglass for cars. No doubt one of us knows more about this.

-Editor

NO MYSTERY AT ALL

Regarding the photo on page 4 of *SAH Journal* No. 146, I bet the car in front is a 1949-50 Simca 8, built at Nanterre under Fiat license.

The one behind is no mystery at all. It's a 1939 1.3-liter Hanomag, designed by Carl Pollich, and notable not only for its streamlining but also for its rubber-spring independent front suspension. **Jan P. Norbye, Impasse du Gai Chasseur, F-83380 Les Issambres, FRANCE**

This one seems to have been easy for our cosmopolitan membership. Also identifying the Hanomag Aerodynamic were Mike Worthington-Williams of Wales, Robert Przybylski of Poland, Asbjorn Rolseth of Norway, Peter Marshall in Britain, and Nick Georgano on the isle of Guernsey, who notes that 9,187 of this style were built between 1938 and 1941. Alvaro Casal Tatlock, who lives in Uruguay where the cars were spotted, also identified the Hanomag, as well as the Simca in front of it.

-Editor

GREETINGS FROM SLOVAKIA

I am now the only member of the SAH in the independent Slovakia, and that country's only true motoring literature collector. Despite the fact that it is impossible to visit the USA due to high travelling costs, I am always pleased to write my pen-friends abroad and obtain a letter and/or some publication for my collection. **Marian Šuman-Hreblay, Podbreziny B6/43, 031 01 Liptovský Mikuláš, SLOVAKIA**

HERRESHOFF, ANYONE?

A friend of mine is restoring a 1914 16 hp Herreshoff; at least he thinks it is a 16 hp, but it might be a 25. He is particularly wishing to know whether the electric system should be six or twelve volt, whether an electric starter was provided, and, if so, whether this was by means of a combined dynastart, since the larger Herreshoff models appear to have had high tension magneto and battery ignition. If someone could indicate the make of starter and dynamo which were fitted, this would enable a search to be made for these parts which are missing.

A workshop manual or maker's handbook, particularly explaining the lubrication system in the engine, would be very useful. **Mike Worthington-Williams, Glaspant Farmhouse, Glaspant Manor, Capel Iwan, Newcastle Emllyn, Dyfed SA38 9LS Wales - UK (0559) 370928 FAX (0559) 371253**

BOCSÁNAT!

In reviewing *Personenkraftwagen sozialistischer Länder* (SAH Journal No. 143), I commented that "apparently there's never been a Hungarian car." This, of course, was based upon the absence of any reference to such in the book.

A recent visit to the Budapest Technical Museum provided an introduction to the Csonka, Hóra, MAG (including Magamobil and Magosix), and Pente. A meeting with the Haris twins at their "Muzeum" added to the list Marta, Phönix, and Raba. These were all home-grown products, and all are covered by Georgano except for Hóra (the example displayed was a 1902 quadricycle).

As they say in Hungary, "bocsánat" - excuse me. **Taylor Vinson, 1314 Trinity Drive, Alexandria, VA 22314**

GM IN BRITAIN

I am currently conducting a research project into the history of General Motors' automotive divisions in the United Kingdom. It should be easy, considering the amount of material available on GM. Not so: all the records which existed at the UK headquarters at the Hyde in Hendon appear to have been dumped when they pulled out. It will be a case of totally reconstructing history.

Can any fellow members help with any information? At present, it is the takeovers which particularly interest me: the attempts at taking over Austin in 1920 and again in 1925-26, and of course the successful takeover of Vauxhall. Were GM responsible for the reported offer to William Morris during his visit to the States in 1925? Also in 1925 (22nd October), *Automotive Industries* reported that Ashton Engineering Co. Ltd., manufacturers of the Ashton Evans motor car, were seeking a US buyer. Does anyone know if GM looked at them, or any other UK company for that matter?

Maybe I have bitten off more than I can chew, but at least someone is making an attempt at reconstructing the history of the world's largest corporation's dealings in one of the world's smaller, yet extremely significant, markets. It may take ten years or more, but one day I will succeed. **David G. Jones, 105 Summers Road, Farncombe, Godalming, Surrey GU7 3BE ENGLAND**

ORIGINS OF THE TWIN-CAM

Last year the Society of Automotive Engineers (SAE) published a book titled *Automotive Design: Twelve Great Designers and Their Work*. On page 149, in a chapter devoted to Hispano-Suiza chief engineer Marc Birkigt, one finds:

"...Ernest, often regarded as the father of the modern competition engine, though in fact his twin ohc Peugeots were a direct crib from the work of Birkigt."

"...in 1911 Birkigt, aided by Henry.....was working on a double-overhead-camshaft design....and that December the first car was on the road."

"...Henry and (test driver) Zucarelli (sic) took off for France, carrying with them the designs of the new engine. These they sold to Peugeot, and within three months they had their twin ohc derivative running."

"An infuriated Birkigt took the case to court and won...."

Each of these grave affirmations is the most pure fantasy.

The chapter cited above was written by [the late - editor] British historian Michael Sedgwick, whose bad source material was supplied by a prominent Spanish enthusiast, Jose Manuel Rodriguez de la Viña. The chapter became part of an anthology which was published in England in 1970. The falsehoods about my grandfather (and Paul Zuccarelli, who was the godfather of my father) drew the criticism of experts at the time.

For years the American historian Griffith Borgeson had been tracking down and interviewing the few surviving eyewitnesses of, and participants in, the early history of the twin-cam engine. This included early collaborators of Henry and Birkigt, and certain members of my family. Borgeson refuted the Sedgwick-de la Viña fantasies in a well-known essay, "The Charlatan Mystery," which appeared in *Automobile Quarterly* Vol. 11 No. 1 in the fall of 1973.

The factual data assembled there did not prevent another British historian, L.J.K. Setright, from recycling the falsehoods in a 1976 book titled simply *The Designers*. Borgeson continued his research and in 1981 published a book called *The Classic Twin Cam Engine*. In that unique piece of scholarship my grandfather's career was reconstructed in great detail. The chapter devoted to that subject was reprinted in *Automobile Quarterly* Vol. 20 No. 3. We of the family thought that the fantasies had been laid to rest.

But no. In 1992 the SAE acquired the 22-year-old films from which *Automotive Design* had been printed, added a pair of chapters, and ran off a new edition. The book's editors left the old fantasies intact, in all of their flagrantly libelous character. What does the greatest injury is that they now carry the weight of the imprimatur of the prestigious SAE. Then, as if saying "Me too, again!" what should show up in the January 1993 issue of *Car* magazine (London) but Setright on Birkigt warmed over, repeating the heresies which de la Viña, a good twenty years before, had admitted to having learned from "a crazy doctor."

As eyewitness journalist W.F. Bradley observed at the time of its early development, the classic dohc engine "was the work of three racing drivers and a draughtsman, and it remains probably the most-copied engine in history." The only member of the group (still according to Bradley) who was competent to make the engineering calculations and drawings was the "draftsman," my grandfather. His teacher was the engineer Lucien Picker, not Marc Birkigt. See the Borgeson book for the facts. **Rudy Henry, Les Vergers du Moulin, "Le Noyer," Route de Ste. Marguerite, 05000 Gap, FRANCE**

THE SECRET CZECH MERCEDES

by Dr. Jan Tulis

In the former Czechoslovakia a unique personal automobile was produced with open custom coachwork at the beginning of the fifties. The foundation of the car was a special seven-seat armored Mercedes-Benz Type 770.

A limited range of armored Mercedes-Benz vehicles was produced, under the code W 150 II, in the years 1938 to 1943, and equipped with 7,655 cc eight-cylinder engines (producing 119 kw at 3,600 rpm). On special order the engines were equipped with two Roots superchargers, in which case the power increased to 296 kw. Armor-plated custom bodies of 18 mm thickness were built on chassis of 3.88 m. wheelbase. Glass was 40 mm thick. The vehicle, which was six meters long, 2.07 meters wide, 1.8 meters high, weighed 5420 kg, and would reach a top speed of 145 km/hr. An 850 km driving range was available due to the 300 liter fuel tank located at the rear of the vehicle. The cars were used by prominent German personalities of that time.

One of these automobiles, designated 16008, was in the territory of Czechoslovakia as a so-called war prize. Toward the end of the forties, the then-Czechoslovak government decided the destiny of the car, transferring it to the coachbuilder Karosa, formerly Sodomka, in Vysoké Mýto, with instructions to build a new body that would not be reminiscent of Mercedes-Benz. At that point it was decided that the custom body should be luxury-equipped and armored. Karosa was requested to make the body resemble the Soviet ZIS 110 Special, a car used by the leading Soviet representatives of those times.

The work of rebuilding the car was entrusted to a chosen group of body workers, who were well acquainted with both the unforgettable custom works of Sodomka and the custom Skoda government specials designated VOS.

The custom cabriolet body was designed and built in a short period of time. Despite the various restrictions, the influence of the Sodomka workshop school is very clear.

After completion, the automobile was passed to the Ministry of Defence, where it served as a personal car of then-minister Alexej Cepicka. We do not know much about the subsequent destiny of the automobile, but we do know that anyone who took part in its reconstruction was obliged to keep a veil of secrecy about it. Photos of the car with its new body and one of the original automobile were hidden in a special envelope marked SECRET.

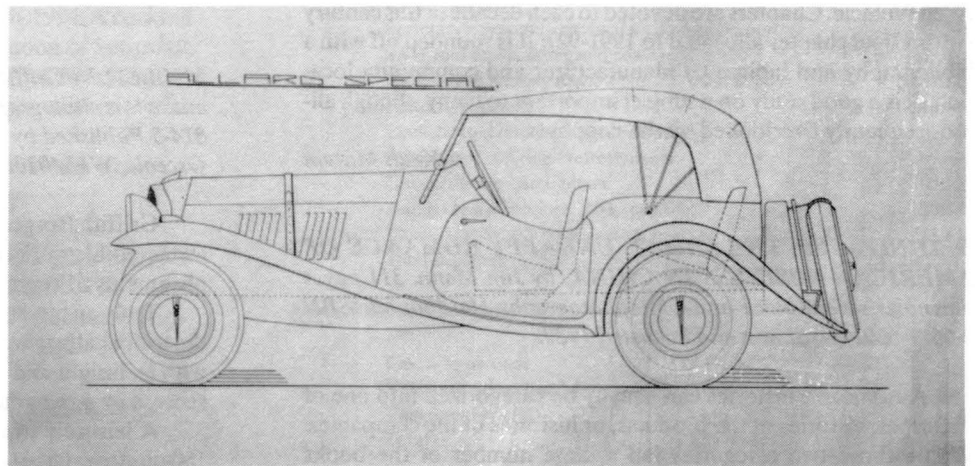
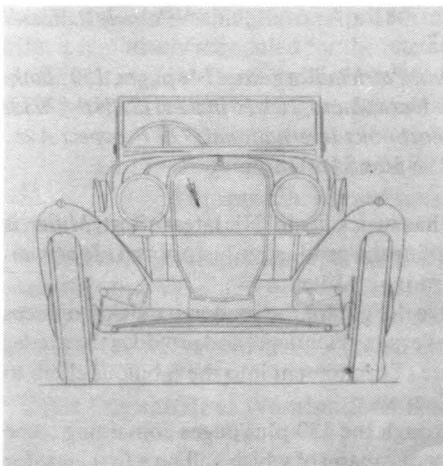


Out of sight, out of mind. The Karosa body on this Mercedes quite easily conceals the origins of its chassis.

SYD'S FATHER'S ALLARD

Following publication of Richard Storey's article on Sydney Allard and his automobiles (*SAH Journal* No. 139), we heard from John Dyson, editor of the Railton Owners Club *Bulletin*. As John reminds us, many Railtons were bodied by the Coachcraft firm, and Coachcraft's chief designer (and later managing director) was the late Geoffrey C. Durnal. Durnal designed the body for a "Special Open Sports Body Allard V8" for Sydney Allard's father in 1938. These are Durnal's layout drawings for the design, which carried Coachcraft body number 1023, ordered by Adlards Motors Ltd. on September 22, 1937 and delivered on April 20, 1938. Color of the car was "Almond."

John reminds us that Sydney Allard's wife was a member of the May family who were responsible for the "Southern Replica" Rolls-Royce cars before World War II. These were early R-R chassis rebodied in a more modern style, often by Coachcraft.



Above, two views of the Allard Special bodied by Coachcraft for Sydney Allard's father.



AMERICAN VOLUNTEER FIRE TRUCKS by Donald F. Wood and Wayne Sorensen. 336 pages, 600 black-and-white illustrations. Softbound, 8 3/4 x 11 inches. ISBN 0-87341-236-2. Krause Publications, 700 East State Street, Iola, WI 54990-0001. \$16.95 plus \$2.50 shipping and handling.

There may seem little difference between volunteer fire apparatus and the equipment used in metropolitan areas, and, to an extent, this is true. Yet, like anything else in motorized equipment, there are differences, or, to quote the late Sir William Gilbert, "let the punishment fit the crime." This, loosely translated, implies that fire equipment must, of necessity, vary to conform to the needs of the communities it serves.

There are many important considerations faced primarily by smaller, volunteer companies. Among them are houses and barns, as well as dumps, hay, dry grass, and brush, especially in hot and windy conditions. In many country communities, water may be scarce, or at least inconvenient to the location of a fire. Thus, the tank truck is often of paramount importance, and in some communities there may be a couple of them so that while firefighters battle the flames with water from one truck another can go for a new supply. Bulldozers can be equally important in knocking down remaining combustibles, so that the site can be watered down to prevent the fire from rekindling.

Aerial water towers are not plentiful in volunteer departments, for similar reasons, and the equipment employed tends toward less expensive machinery than that found in many city departments. Thus, one sees such apparatus as Maxim, Sanford, and many commercial truck conversions, whereas in more thickly populated areas Seagrave, American-LaFrance, or Sutphen equipment is more likely.

This volume has a good representation of all types of volunteer fire trucks, custom-built and conversion, engine to tanker to rescue vehicle. Chapters are devoted to each decade of this century (with a final chapter allocated to 1991-92). It is rounded off with a bibliography and indices by manufacturer and community location. It is a good study on a subject important to many, though all-too-frequently overlooked by the neophyte.

—Keith Marvin

BEIJING JEEP, THE SHORT, UNHAPPY ROMANCE OF AMERICAN BUSINESS IN CHINA, by Jim Mann. 311 pages plus notes, several black-and-white photographs. Hardbound, ISBN 0-0671-62027-4. Simon and Schuster, 1989.

Automotive histories can usually be categorized into one of two types: histories of the products, or histories of the companies. Within those two categories fall a large number of the books extant. Different things appeal to different people, so I suppose the practice will continue in the future.

One of the facts of the business which I find fascinating is that

not every automotive brand has yet been covered by a marque history. That means there is still new ground to plow, new discoveries to make. While on a recent computer modem search for books on another brand, I came across a book new to me, if not to the world. Jim Mann's *Beijing Jeep...* is a history not only of the effort by American Motors to produce Jeep vehicles in that country but also an insider's look at the American business experience in China.

Always interested in the postwar American independents, I have long puzzled over AMC's China project. Begun in the early 1980s with a rush of press releases touting the advantages of a partnership with a low-cost (read low-wage) producer like Beijing Auto Works, Beijing Jeep was to be the jumping-off point for an assault on the Asia/Pacific market by AMC. The plan was to assemble Jeep kits initially, which would lead to full-scale manufacturing in China. Low-cost parts would eventually be sent to AMC's North American plants to assure more profitable US production, while fully-assembled Chinese Jeeps would be shipped for sale in Asian markets, including Japan.

At AMC, struggling to hold on in a desperately tough US market, the promise of low-cost components was alluring. The signing of the joint venture was a full-scale media event, the first major US vehicle producer to ink an agreement with China. AMC showcased the event in their annual report with a full-color picture of Jeeps parked in front of the Temple of Heaven in Beijing. Hopes were high.

Over the years, the promise never panned out. For a while, the partners quarreled, at one point AMC refusing to ship Jeeps kits to Beijing until payment was received. The partnership survives today, with Chrysler inheriting AMC's old share but not the old enthusiasm.

Author Jim Mann was Beijing bureau chief for the *Los Angeles Times* from 1984 to 1987, and interviewed many of the people associated with the project. He's at his best, however, describing that odd American fascination with the idea of selling in a billion-person market. The thought proved intoxicating to many executives, leading to later disillusionment and frustrations which Mann reveals in his well-written text.

The publisher tells us the book is no longer in print, but a random search of my local library's computer showed it on the shelves of many libraries in my area. It is worth the effort to find this decidedly different automobile book.

This is an important footnote to an American producer's history, but in a larger sense it is an important lesson to businessmen today, whenever they begin to fantasize about the untapped markets of the East.

—Patrick R. Foster

MILLER, by Griffith and Patricia Borgeson. 144 pages, 150 black-and-white photographs. Hardbound, 10 x 10 inches. ISBN 0-87938-814-5 Published by Motorbooks International, 729 Prospect Ave., Osceola, WI 54020 \$29.95 plus \$4.50 shipping.

Griffith Borgeson has struck again! His latest effort, *Miller*, is an incredible work detailing the productive history and life accomplishments of Harry Arminius Miller.

Truly an informative delight for the reader, it quickly reduces the technical jargon to everyday language, and provides the reader with an insight and sense of excitement into the fabulous climb to success by a remarkable man.

A leisurely trip through the 130-plus pages containing some 150 photographs is a must.....many of which will be a first view for all but the dedicated racing enthusiast.

Look over Harry's shoulder and see him reworking the Peugeot GP car; take carburetion to a new productive high; create gear

trains; fantastic front-wheel-drive cars and racing engines which led to the Miller-Offenhauser engine of post-World War II fame. Learn how this innovative genius dominated the world of performance and professional auto racing with engines chock full of horsepower, durability, and reliability spanning from the 1920s through the early 1940s.

Miller is more than a trip through a rewarding time in automotive history. It uncovers facts of interest for every reader. For instance, when record-setting race-winning driver Leon Duray was asked how much horsepower he got from his Miller 91s, he quickly replied "Anything you want." It all depended on how you chose to set the engine up. Whether it was for qualifying, for sprints, for record-breaking, or endurance, like Harry Miller, Duray did them all and did them well.

Miller will provide you with an abundance of enjoyable entertainment and educate you into the wonderful years when racing and development shared equally.

—Jack L. Martin

JAGUAR IN AMERICA, by John Dugdale. 320 pages, over 300 photographs, 23 in color. Hardbound, 8 1/8 x 10 3/4 inches. ISBN 0-9635618-0-4. Published by BritBooks, P.O. Box 321, Otego, NY 13825. \$49.95 postpaid (add \$3.50 sales tax in NY).

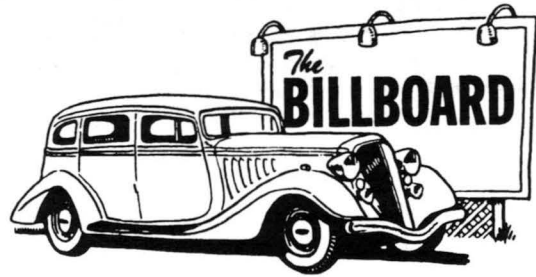
This is not simply a history of a British car in the USA. It's a memoir. John Dugdale is the retired vice president of advertising and public relations for Jaguar Cars, Inc., so one might expect an authoritative and exhaustive book on the marketing of the Cat from Coventry in the United States, but it's much more than that. It might even be called "Dugdale in America," for the text follows the author's career from the British motoring press to a post in the export department of Rootes Motors (first in Argentina, then to New York), to US West Coast rep for the fledgling Jaguar organization, through a period as vice president of the British Automobile Manufacturers' Association (the New York outpost of the Society of Motor Manufacturers and Traders), and finally a return to Jaguar just as the star-crossed British Leyland empire was taking shape.

Memoirs are almost necessarily personal, and this one is, but, curiously, not so much about Dugdale himself as about others. He shares with the reader countless letters, interviews, and company meetings with Jaguar and industry notables. As one would hope, there are insights into Sir William Lyons and William Heynes, and there are vignettes on many other figures as well: F.R.W. "Lofty" England, Jaguar's competition manager, Sir William Rootes, and even the legendary Max Hoffman, one time Jaguar distributor (as well as nearly every other European make) in New York. Dugdale doesn't go in much for analysis, but many will applaud his restraint (or, perhaps, reluctance), for they will wish to do their own from his generous helpings of candid and undiluted quotes.

The 300-plus photos are mostly small, and few center on cars, but nearly every person mentioned in the text appears. There's a nice color section, too, illustrating some of the more striking American Jaguar ads of the 1950s and 60s. Taken together, the text and photos comprise a fascinating story of a roly-poly existence in the New World, both for Jaguar and the British motor industry as a whole. Students of each will find it priceless, while those less focused may find that \$49.95 is pricy. You probably already know into which camp you fall.

—Kit Foster

The directory update, formerly in this space, will appear periodically as an insert which may be removed and filed with your new membership directory.



SAH Journal welcomes advertisements from members. Ads are free, and should concern items of interest to historians: books, literature, photographs, illustrations, memorabilia, information; for sale, wanted, or to trade. Ads for vehicles or parts are not accepted.

WANTED: Information about Powell Lever engines, especially the Lever Elcar. Does anyone know the FEDCO number of the Lever Elcar once in the Harrah Collection? **William Locke, 9916 Thompson Ave., Yukon, OK 73099 (405) 324-5489**

WANTED: Photo and info on 1973/74 WUT (World Utility Vehicle) by International Harvester. Factory photos of 1973 AMC Hornet GT prototype. Copy of August 1956 *Car Life* magazine. **Patrick R. Foster, 42 Buckingham Place, Milford, CT 06460**

ALWAYS WANTED: Big Three (especially Chrysler) pre-1973 literature, service manuals, memorabilia, dealer brochures, etc. Will buy large quantities of reasonably priced items. **Nancy Adams, 20553 Hamburg, Detroit, MI 48205 (313) 372-0657**

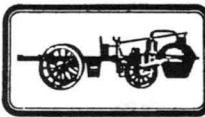
DOES ANYONE KNOW when the 1953 Chrysler D'Elegance was first shown to the public? There must have been contemporary press reports. **Kit Foster, 1102 Long Cove Rd., Gales Ferry, CT 06335**

FOR SALE: A few out-of-print *Classic Car* magazines 1959-76, reprints 1957-59, and *CCCA Bulletins* 1959-90 complete with some markings. Out-of-print *Automobile Quarterly* issues V-2; X-4; XI-3; XII-1,4; and XIII-1. SASE with requests for information. **Z.B. Conley, Jr., c/o The Jamison Galleries, 560 Montezuma #103, Santa Fe, NM 87501 (505) 982-3666, FAX (505) 982-3667.**

WANTED: I need any records and photos of Duesenberg and Duesenberg-powered racing cars, especially on or at obscure dirt track locations and at board tracks and other enues under AAA sanction 1913-39. Do not need Indy pix or those in Dick Wallen's book, unless they are amateur or unofficial shots. Anything in details which may help in tracing various individual cars is important. **Fred Roe, 837 Winter Street, Holliston, MA 01746-1159**

FOR SALE: I have accumulated a large, comprehensive road test file for US and foreign cars 1930-1976: thousands upon thousands of articles removed from newspapers and magazines, all in English but many obscure and specialty market publications. They occupy about four four-drawer file cabinets, a separate manila tabbed file for each year, make, model. I compiled this archive 1970-80. **Rick Schnitzler, 1424 Bainbridge Street, Philadelphia, PA 19146 (215) 735-7488, FAX (215) 735-7491**

WANTED: *Professional/Amateur*, the biography of Charles Kettering. I was outbid in the silent auction. **David G. Jones, 105 Summers Road, Farncombe, Godalming, Surrey GU73BE ENGLAND (0483) 861177, FAX (0483) 860723**



SAH JOURNAL

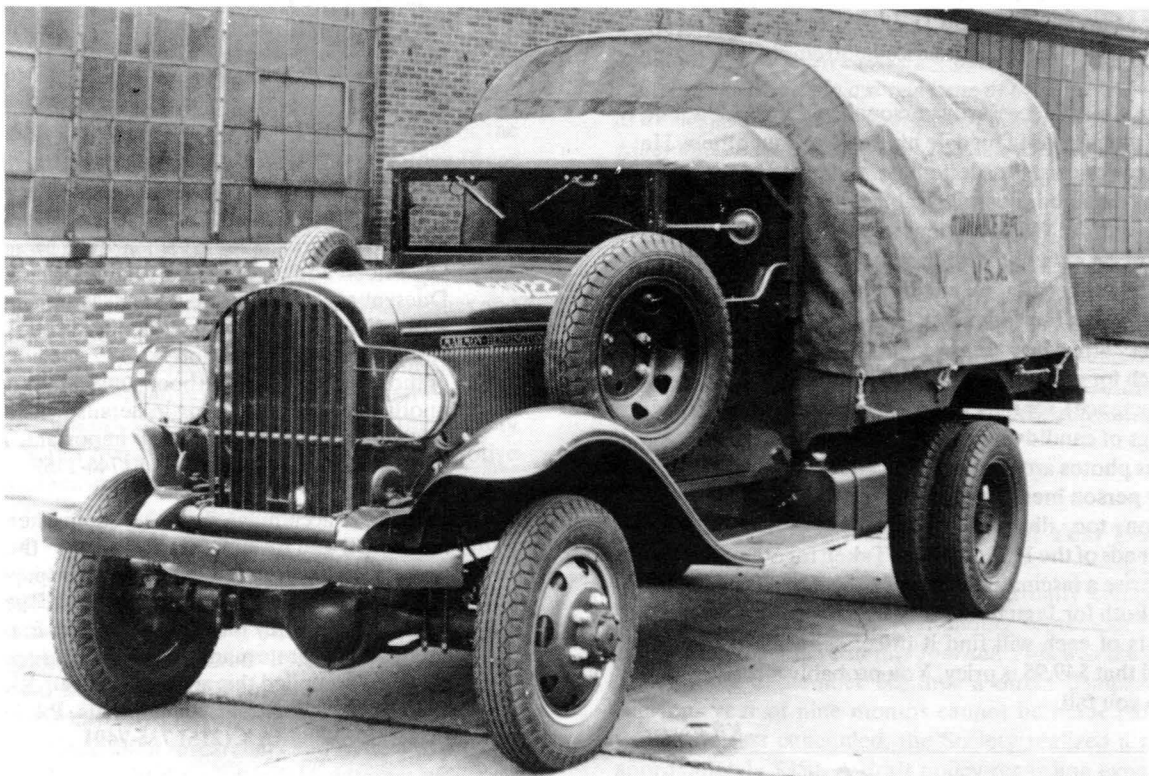
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MARCHING AS TO WAR: But there was no war in 1931, so the US Army Ordinance Department bought few trucks of this type. Thus, these Model A-10 Marmon-Herringtons were limited to a run of twenty. Marmon-Herrington had not yet begun modifying Ford chassis; their trucks of this era were assembled units, this one powered by Hercules. From the editor's collection, with thanks to George Hanley for identification.