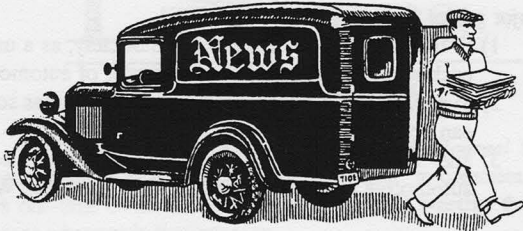


SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1995

Issue Number 159



BRIGHAM AWARD NOMINATIONS SOLICITED

The Richard and Grace Brigham Award has, since 1990, been presented to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. Nominations for 1996 are now being requested. Any SAH member who believes a publication is worthy of this award is asked to send the nomination to this year's award chairman:

Matt Sonfield
24 Tennis Court Road
Oyster Bay, NY 11771

Submission deadline is March 1, 1996. Copies of all 1995 issues (or a sampling for a frequently published periodical) must accompany the nomination, and will be returned after the award is presented, if so requested. If the nominator is unable to provide issues, it is suggested that he or she send a copy of the nomination letter to the periodical publisher with a request that the issues be sent to Matt Sonfield.

A publication may receive the Brigham Award only once in a five year period. Previous winners not eligible are:

- 1995 *The Classic Car*
Hispano-Suiza Society Newsletter
- 1994 *La Vie de l'Auto*
- 1993 *The Bulb Horn*
Collectible Automobile
- 1992 *Special Interest Autos*

HISTORY CHANNEL'S "AUTOMOBILES" NEEDS HELP

Michael Rose, producer of the "Automobiles" program on The History Channel, has requested that anyone who enjoys the program write to the cable channel to encourage the show's renewal. "Automobiles," which airs Sunday nights, is one of the few shows on television dedicated to automotive history. Past shows have featured '55-57 Chevrolets, Porsche 911, Ford Mustang and Saab.

Recently, a link has been initiated between the Society and Rose's Network USA to provide interviews with SAH members whose expertise can more completely illuminate a corner of automotive history. This friendship can only enhance the quality of this program and SAH's visibility in all media.

SAH IN PARIS - FEBRUARY 1996

Last year, *Laurent Friry* suggested a meeting of SAH members in Paris at the time of the annual Rétromobile exposition. The idea for the first European meeting of members was received with considerable enthusiasm, both among European members of SAH and North American members who come to Paris for the show. Some suggested the Automobile Club de France, celebrating its 100th anniversary this year, as an appropriate locale.

The idea is now reality! The ACF's Salon Bugatti, overlooking the Place de la Concorde, has been reserved for SAH for Thursday evening, February 8, 1996. The address of the ACF is 6 Place de la Concorde, above the Concorde metro stop. Cocktails will begin at 7:30 PM with dinner at 8:15.

Please make reservations as soon as feasible, enclosing a check to Laurent as payee for 450 FF per person. ACF has asked for a preliminary head count by January 24th with the final number by February 5th. Send your check and reservation to: Laurent Friry, 2 rue de la Guerinière, F-91390 Morsang sur Orge, France (FAX from US (011-33) 1 64 47 53 67).

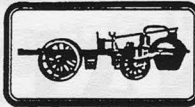
QUESTION TIME, ONCE AGAIN!

As we mark passing of Chrysler's fifty-seven year old New Yorker, Oldsmobile's fifty-five year old Ninety-Eight and Cadillac's sixty-nine year old Fleetwood models, the question was posed, "What is currently the longest continuously-running car nameplate in America?"

Chrysler's Town and Country debuted in 1941, but the name now adorns a minivan, technically not a car. Though the Buick Riviera debuted in 1949 1/2 (no 1994 model) and Chevrolet's Corvette in the summer of 1953 (no 1984 model), neither have been continuous. Also-rans include the Buick Skylark (since 1953) and Cadillac's Eldorado (initially a 1953 1/2 model). Cadillac's Coupe de Ville began production in 1949 and ended in 1993, but the de Ville continues today. Oldsmobile filled the void between its 78 and 98 models with the 88 (or Eighty-Eight) in 1949, and is still in production today. This name, too, is predicted to end soon.

Steven Rossi, director of Product Communications for Chevrolet, dropped a note saying that Chevy's Suburban nameplate has adorned trucks since 1935. According to the *Standard Catalog of American Light-Duty Trucks*, the Suburban has been in constant production since the 1936 model year, making this the sixtieth anniversary of the Chevrolet Suburban, America's longest running truck nameplate. Thanks, also, to *Michael MacSems*.

Last month's question is "What is the least attractive automobile of the post-World War II era?" Who better to ask this question than the members of the Society. Make a statement and tell us which car you think was a design atrocity. (Just a hint, General Motors people had better be ready to defend some of these.) This month's question, "What is the most attractive automobile of the post-World War II era?" Contact the *Journal* by mail, email, phone or fax.



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EDITORIAL COMMENT

Youth is a good thing. Unfortunately, youth becomes a detriment when your job is to perpetuate history.

This is the first issue of the *SAH Journal* not to be edited by Christopher "Kit" Foster since 1988. Kit's involvement in the Society will be in his new post as president of the Society of Automotive Historians. I admire his work for this organization and hope to live up to his expectations as the new editor of the *Journal*.

Allow me introduce myself. My name is Sam Fiorani (#1707) and I am a car nut. I was born in Harrisburg, Pennsylvania in 1967 (only 24 months before the Society of Automotive Historians' *Newsletter* No. 1 was printed). I graduated from the Pennsylvania

State University in 1990 with a degree in Economics.

My automotive knowledge has led me to the publishing field. Chilton Book Company hired me as an Automotive Editor professional repair manuals in 1992. In 1994, I began to write and circulate an automotive newsletter throughout Chilton's many divisions. This experience led me to inquire about a position as editor of this publication. I take this job as my latest challenge.

I have some large shoes to fill. Five men precede myself as the editor of this newsletter. You will notice a few changes in the coming issues. These changes will not be dramatic; Kit and the others have laid an excellent foundation for the *Journal*. My plans include three major goals:

- 1) to tighten the membership of the Society, as a unit, and help each member further his or her corner of automotive history;
- 2) to expand the membership base into new areas so the Society can become a more highly recognized body;
- 3) and to expand the Society's collective knowledge of automotive history both before 1900 and since World War II.

In other words, the goal of the *SAH Journal* is to continue following Mr. Brigham and Mr. Naul's original objective of "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."

As the youngest editor in the twenty-six year history of the *SAH Journal* (including all former titles), I will need your help. All contributions will be greatly appreciated. Submit articles on what you know. Write to the *Journal* to tell about your article, book, video, movie, or quote. The address is:

Sam Fiorani
P.O. Box 7073
St. Davids, PA 19087-7073 USA
or Email: SAHJournal@AOL.COM

Be proud of your work and let the rest of us be proud for you. If you don't want to tell people about your project, send me a copy and I'll do it. All automotive knowledge will be accepted, for this moment is gone and has become history.

- Sam Fiorani

THIS MONTH IN HISTORY

One hundred years ago...

- November 1895 - The first issue of *The Horseless Age*, later to be renamed *Automotive Industries*, was published by E.P. Ingersoll.
- November 1895 - The Automobile Club of France was founded.
- November 2, 1895 - The first automotive association was formed in Chicago, called the American Motor League.
- November 2, 1895 - Originally scheduled for November 1st, the *Chicago Times-Herald* hosted the first motor race in the United States. November 1st was not enough time for competitors to ready their vehicles, so the race was postponed until November 28, Thanksgiving Day. Those competitors who were ready on the first competed in a consolation race on the second. None of the four vehicles finished the race.
- November 28, 1895 - The race scheduled for November 1st, finally took place. The 55 mile race consisted of six vehicles. J. Frank Duryea won the race in his Duryea Motor Wagon, averaging 7 1/2 miles per hour. The only other vehicle to finish the race was a Mueller-Benz. Charles Brady King of Detroit drove the car across the finish line, replacing Oscar Mueller as driver. An hour before the end of the race, Mueller collapsed from exposure.

Ninety-five years ago...

November 3-10, 1900 - The first National Auto Show of the Automobile Club of America was held in New York City. Held at Madison Square Garden, the show featured over 200 vehicles.

Seventy-five years ago...

November 20, 1920 - Pierre duPont became president of General Motors, as well as continuing as chairman.

Seventy years ago...

December 1925 - General Motors bought Vauxhall.

Sixty years ago...

November 2, 1935 - Cord introduced the 810.

November 2, 1935 - Ford Motor Company introduced the Lincoln-Zephyr.

1935 - Pontiac produced its 1,000,000th car.

1935 - The final Stutz rolled off the assembly line.

Fifty-five years ago...

1940 - Cadillac discontinued the LaSalle line.

Fifty years ago...

November 21, 1945 - General Motors was shuttered by a strike.

Forty-five years ago...

December 1950 - Chevrolet produced its 25,000,000th vehicle.

Forty years ago...

November 1955 - Studebaker introduced the Hawk.

Thirty-five years ago...

November 30, 1960 - Chrysler announced the end of DeSoto production.

Thirty years ago...

1965 - Chevrolet Division became the first automaker to build 3,000,000 vehicles in the one year.

Ten years ago...

December 26, 1985 - Ford introduced its first front wheel drive mid-sized cars, the Ford Taurus and Mercury Sable.

PRESIDENT'S PERSPECTIVE

And so we meet again. I've been holding forth in these pages for nearly seven years, so you know my style. I now face the task of converting a journalist's personality to that of a manager, an assignment that would be daunting if my predecessor had not provided for me so well. *Taylor's Vinson's* legacy to me, as he handed over the SAH gavel, was an extremely dedicated and motivated team.

I'm delighted and awed at the faithfulness of last year's committee chairs, the vast majority of whom have been eager to continue their work. *Nick Fintzelberg* retains the Cugnot and Benz Award Committee, *Matt Sonfield* continues with the Brigham Award and Membership Committees, *Jim Wren* accepts another stint with the E.P. Ingersoll and James J. Bradley Awards, as does *Dave Lewis* for the Friend of Automotive History. *Helen Earley* carries on the important work of the Archival Committee with the help of *Sinclair Powell*, and *Pat Chappell* stays on at the helm of the important Publications Committee. *Paul Lashbrook* has agreed to again be our

Hershey host, provided a small team will rally to help him. *Jim Schild* has signed on to chair the 1996 Silent Auction. And the Board has recognized the contributions of associate editor *Sam Fiorani* by naming him editor of SAH Journal effective with this issue.

Those joining the administrative team or moving to other jobs include *Taylor Vinson*, who will be heading Nominations and Elections and was also named by the Board to edit *Automotive History Review*, *Sam Fiorani* taking publicity and public relations, and vice president *Sinclair Powell*, who becomes our parliamentarian and will serve as the focal point for chapter relations. In that respect he will resume a role of previous vice presidents but continue to work closely with directors and officers who are close to or active in the various chapters.

I extend my sincere thanks to all of those who have signed on for what I hope will be another excellent year. There are a few important jobs left to fill, and I am working on having those staffed within the month. I will give you full details in my next missive.

There's plenty of excitement in store for us in the next twelve months. For openers, there will be more history. Taylor's goal is to publish *Automotive History Review* Number 30 in the spring of 1996 (Number 29 will reach you, hopefully, shortly after you read this). He has a number of projects in the works, too, for development of new topics for articles, so I expect you'll be pleased with what you see.

We'll be inviting nominations and selecting recipients for each of our annual automotive history awards. As you reflect on the sort of year this has been, consider what books, articles, magazines, media presentations, libraries, museums, and individuals you might nominate for recognition. It's not too early to nominate now, so consider writing to one or more of the awards chairs listed above with your nominations.

We'll be staging our ninth annual Silent Auction, too. This has turned into our largest source of income, after membership dues. It's not too early to start searching your shelves or attic for books, literature, or items of automotive memorabilia that you no longer need (or should get rid of so as to free up space for holiday gifts). You may ship your contributions to *Jim Schild* now.

Perhaps the greatest excitement will surround our first-ever Automotive History Conference. The conference originally announced for May 1996 in Detroit has been re-sited and rescheduled for logistic reasons. It will now take place in conjunction with the annual Old Car Festival at Henry Ford Museum the weekend after Labor Day. Jointly hosted by the Society and the Museum, the conference will feature a number of keynote speakers, individual sessions on specific topics in the history of the US auto industry, visits to Detroit-area museums and archives, and tours of area automotive points of interest. Mark the dates of September 4th, 5th, and 6th, 1996 on your calendar. A full agenda will appear in the formal announcement in the next *Journal*.

You will have noticed that the title of this column has changed again. Taylor liked the sound of "President's Paragraphs," as this department was known in the Society's earlier years, but I felt that "paragraphs" underplayed his messages, which were erudite, thoughtful, and often witty. While I share his affection for alliteration, I hope that the ideas and expressions I share with you here will likewise have viewpoint, depth, and some new angles, too - hence "President's Perspective" from this issue forward. I hope you'll find it insightful, or at least interesting. And if you regard it as change merely for change's sake then let me call it "president's prerogative."

- Kit Foster

1995 SAH SILENT AUCTION FINAL BIDS

1. \$ 8.10	75. \$ 5.00	149. \$ 51.00	223. \$ 16.00	298. \$ 6.00	372. \$ 55.00	445. \$ 10.60
2. 3.50	76. 17.50	150. 35.00	224. 12.00	299. 6.00	373. 5.10	446. 4.06
3. 6.00	77. 20.00	151. 45.00	225. 10.00	300. 6.00	374. 7.00	447. 10.00
4. 16.00	78. 6.10	152. 15.00	226. 15.50	301. 6.00	375. 5.00	448. 3.06
5. 21.00	79. 35.00	153. 8.60	227. 15.00	302. 3.00	376. 20.00	449. 3.00
6. 15.00	80. 40.00	154. 31.00	228. 1.10	303. 15.00	377. 15.00	450. 1.00
7. 25.50	81. 25.00	155. 50.50	229. 6.00	304. 50.00	378. 7.00	451. \$.11
8. 21.00	82. 25.00	156. 10.00	230. 5.60	305. 50.00	379. 31.00	452. \$.12
9. 27.00	83. 30.00	157. 21.00	231. 3.01	306. 17.50	380. 8.00	453. \$.12
10. 15.00	84. 30.00	158. 16.01	233. 11.50	307. 8.00	381. 31.00	454. 1.00
11. 26.50	85. 30.00	159. 25.50	234. 15.00	308. 22.55	382. 5.60	455. \$.13
12. 8.00	86. 10.60	160. 10.80	235. 18.00	309. 55.00	383. 5.60	456. 3.00
13. 10.00	87. 5.00	161. 7.10	236. 21.00	310. \$.10	384. 9.00	457. 10.12
14. 20.00	88. 20.00	162. 14.49	237. 4.00	311. 15.00	385. 1.00	458. 11.25
15. 11.00	89. 16.00	163. 51.00	238. 2.00	312. 3.10	386. 1.00	459. \$.80
16. 21.00	90. 26.00	164. 30.00	239. 16.25	313. 2.70	387. 1.80	460. 15.00
17. 10.10	91. 5.60	165. 12.00	240. 14.00	314. 17.90	388. 1.90	461. 6.06
18. 6.00	92. 31.00	166. 10.00	241. 15.00	315. 10.50	389. 15.00	462. \$.40
19. 6.10	93. 21.00	167. 3.00	242. 15.00	316. 11.00	390. 10.00	463. 110.00
20. 25.60	94. 20.02	168. 17.00	243. 13.60	317. 30.00	391. 25.50	464. 50.00
21. 20.00	95. 20.00	169. 6.00	244. 16.00	318. \$.18	392. 23.00	465. 10.00
22. 4.00	96. 20.00	170. 8.88	245. \$.10	319. 15.00	393. 25.00	466. 15.00
23. 22.00	97. 26.00	171. 20.00	246. \$.10	320. 3.00	394. 15.00	467. 6.00
24. 25.00	98. 4.10	172. 2.00	247. 10.00	321. \$.18	395. \$.18	468. \$.10
25. 20.00	99. 6.00	173. 2.00	248. \$.80	322. \$.19	396. 10.00	469. 5.10
26. 25.00	100. 46.00	174. 6.00	249. 4.00	323. \$.10	397. 10.00	470. 10.00
27. 5.00	101. 32.00	175. 15.30	250. 17.00	324. 6.00	398. 10.00	471. 10.00
28. 20.00	102. \$.56	176. 45.00	251. 5.01	325. 3.00	399. 11.00	472. 15.00
29. 55.50	103. 8.50	177. 27.50	252. \$.10	326. 5.15	400. 1.00	473. 25.00
30. 30.00	104. 16.00	178. 20.00	253. 11.00	327. 5.15	401. 1.00	474. \$.80
31. 11.00	105. 25.00	179. 10.00	254. 6.00	328. 40.00	402. 1.00	475. 13.00
32. 32.00	106. 25.00	180. 7.60	255. 2.00	329. 50.00	403. 1.00	476. 12.00
33. 25.00	107. 45.00	181. 30.00	256. 2.00	330. 3.00	404. \$.10	477. 22.00
34. 15.50	108. 20.00	182. 25.00	257. 5.00	331. 35.51	405. \$.25	478. 11.00
35. 31.00	109. 30.00	183. 10.50	258. 2.00	332. \$.10	406. \$.25	479. 2.00
36. 60.00	110. 25.00	184. 33.00	259. 1.10	333. 15.00	407. \$.10	480. 46.00
37. 35.00	111. 17.50	185. 2.50	260. 25.00	334. 2.75	408. \$.10	481. 11.00
38. 36.00	112. 1.00	186. \$.14	261. \$.20	335. 20.00	409. \$.10	482. 21.00
39. 16.00	113. 30.00	187. 21.00	262. 10.00	336. 10.00	410. \$.10	483. 11.00
40. 2.60	114. 10.00	188. 5.60	263. 10.00	337. 12.00	411. 1.00	484. 21.00
41. 30.00	115. 5.60	189. 3.50	264. 6.25	338. \$.10	412. \$.18	485. 20.00
42. 15.00	116. 10.00	190. 5.06	265. 30.00	339. \$.80	413. \$.18	486. 25.00
43. 10.00	117. 10.00	191. 2.00	266. 7.00	340. 10.00	414. \$.18	487. 20.00
44. 11.00	118. 26.00	192. 20.00	267. 5.00	341. 7.75	415. 12.50	488. 20.00
45. 6.00	119. 30.00	193. 6.00	268. 13.50	342. 53.75	416. 10.00	489. 15.00
46. 36.50	120. 36.00	194. 20.00	269. 6.25	343. \$.10	417. 10.00	490. 25.00
47. 32.10	121. 27.50	195. 1.06	270. 3.25	344. 19.00	418. 10.00	491. \$.80
48. 75.00	122. 7.00	196. 60.00	271. 6.50	345. 25.00	419. 7.60	492. 25.00
49. 15.00	123. 5.00	197. 60.00	272. 2.50	346. 5.50	420. 15.00	493. 45.00
50. 25.00	124. 19.00	198. 52.00	273. 2.00	347. 3.75	421. 1.14	494. 1.11
51. 20.00	125. 30.42	199. 2.00	274. \$.18	348. 15.00	422. 1.10	495. 12.00
52. 60.00	126. 41.00	200. 7.00	275. 18.00	349. \$.60	423. 101.00	496. 15.00
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57. 45.00	131. 18.00	205. 2.10	280. 1.10	354. 18.50	429. 5.00	501. 3.00
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60. 20.00	134. 42.00	208. 21.00	283. 6.00	357. no lot	432. 7.00	504. 8.00
61. 12.50	135. 21.00	209. 13.50	284. 6.00	358. no lot	433. 11.00	505. \$.10
62. 26.00	136. 11.01	210. 15.60	285. 6.00	359. no lot	434. 5.00	506. 27.00
63. 25.00	137. 5.00	211. 31.50	286. 6.00	360. no lot	435. 5.00	507. 16.00
64. 26.00	138. 35.00	212. 10.00	287. 1.00	361. no lot	436. 5.00	508. 30.00
65. 25.00	139. 52.00	213. \$.56	288. 5.00	362. no lot	437. 81.00	509. 21.00
66. 1.06	140. 15.00	214. \$.56	289. 10.00	363. no lot	438. 1.06	510. 6.00
67. 5.00	141. 15.00	215. 2.60	290. 3.00	364. no lot	439. 1.06	511. 11.00
68. 20.00	142. 26.00	216. 23.00	291. 3.00	365. no lot	440. 1.10	512. 21.00
69. 22.50	143. 25.00	217. 4.00	292. 3.00	366. 15.00	441. 25.00	513. 17.00
70. 20.50	144. 20.00	218. 2.06	293. 5.00	367. 8.00	442. 15.01	514. 15.00
71. 10.50	145. 25.00	219. 6.00	294. 3.00	368. \$.80	443. 12.60	515. 16.00
72. 45.00	146. 15.50	220. \$.56	295. 6.00	369. 15.01	444. 6.60	516. \$ 102.00
73. 20.50	147. 20.00	221. 2.00	296. 6.00	370. 8.35		
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525.10.12	544.16.00	563.60.00
526.10.12	545.11.00	564.60.00
527.10.12	546.no lot	565.2.75
528.10.12	547.10.00	566.6.11
529.26.00	548.3.00	567.5.00
530.1.80	549.26.50	568.21.50
531.16.00	550.5.00	569.26.00
532.5.00	551.3.00	570.4.21
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HISTORY IN THE GLOVE COMPARTMENT:
1950 AND 1993 FORD OWNER'S MANUALS

by Pete Whittier

In somewhat the same sense that soldiers' letters home and diplomats' diaries provide the grist for historians' after-the-events accounts, owner's manuals speak not only for cars' nuts-and-bolts workings, but of the milieu in which they lived.

In 1969, I bought a 1950 Ford Custom DeLuxe Fordor for use as a commuter car. In 1993, my wife acquired a new Crown Victoria LX for the same purpose. Despite some notable similarities in the cars (a 0.4 inch difference in wheelbase, speedometer-plus-four-gauge instrument panels), the differences as reflected in their manuals are striking.

The 1950 manual had 12 subject headings — three of which were covered inside the front cover — and 27 numbered pages. The '93 book had only two more headings plus an index, but the last page is 344. Another book in which the name Ford figured prominently, *Brave New World*, had 33 fewer pages!

"Starting" the '50 Ford took two paragraphs on the manual's page 9; in the 1993 manual, 14 pages. "Duhhh."

Gauges, instrument panel controls and other interior features were deemed to require 95 pages in '93. The 1950 manual used just 7 2/3 pages to cover the same ground, under the amiable heading, "Getting Acquainted."

But for a generation that supposedly reads less than the folks who bought those '50's new, Ford sure gives today's operator much more to absorb. Not just the 1993's lengthy Owner Guide (which includes three pages on the Emission Control System), but an 18 page booklet on the Michelin tires and a 45-page booklet on sound systems.

A most illuminating difference, though, can be found by comparing the treatment of a subject that took up just one page in 1950 but is addressed in a separate 34 page booklet in 1993: the warranty. Not one of history's surprises there. And there's one subject that wasn't mentioned in the 1950 warranty but was covered extensively in 1993, which explains in large measure why I expect the Crown Vic to cruise silently and serenely through 200,000 miles of future history: rust.

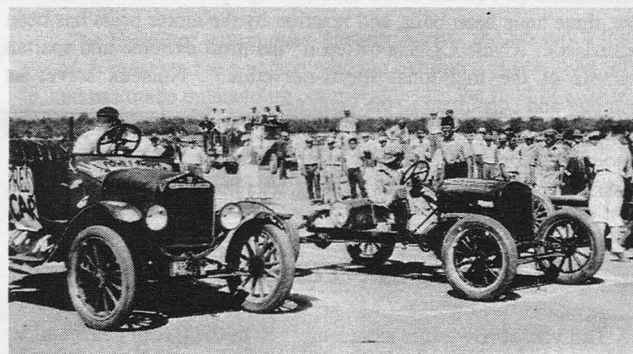
Three years after I bought the '50, I acquired a '50 Studebaker Champion as a daily-driver: Its manual was 21 pages longer than the Ford's.

ABOUT MODEL T FORD RACING

By Don Radbruch

It seems that I have become a historian on track roadster or "hot rod" racing. My book, *Roaring Roadsters*, was published last year and I am now working on a second book on roadster racing history. Research for *Roaring Roadsters II* keeps turning up more and more information on Model T racing even though this is somewhat off of the subject. Especially before World War II there was a tremendous amount of this racing on dirt tracks all over the United States. To the best of my knowledge almost nothing has been written on Model T racing. Here is what little I know about it. Hopefully this will inspire others to come forward with something more about what is really a chunk of Americana.

In the 1930's, the Model T races were an important part of county fair entertainment. It seems every fair had races every year. They called the Ts "Tin Lizzies," "Flivers," "Ash Cans," and half a dozen other names the publicists dreamed up. The countryside was awash with junk or near junk Model Ts that were available for from nothing up to maybe \$20. For racing, a Model T roadster was preferred but any open model would do. To build a "racer" the driver simply removed all unnecessary parts — often just a seat for the driver remained. There may have been rules but these are long gone. It is probable that the engines were supposed to be stock. For some racers it was a one time or once a year event but other T racers ran an informal circuit at a number of county fairs. Most races were on half mile dirt horsetracks and the stripped Ts could be expected to hit near 50 mph.



While literature on the races is rare, it appears that they were billed more as fun events than as real races. Sometimes the drivers would be required to consume a Coke and a hot dog in mid-race or scramble around trying to catch a greased pig. What is forgotten is that the races were very dangerous. Even if the speeds were low, the Ts offered scant protection for the drivers and the deadly wooden horse-type fences provided an additional hazard. It is certain that many Model T "fun" races ended in disaster.

World War II just about put an end to Model T racing and a lot of the Ts wound up in the wartime scrap metal drives. After the war, the more legitimate racing boomed and very few Model T races were held.

As mentioned above, the data on T racing has appeared during track roadster research. Even though the definition of a "track roadster" is sometimes a bit vague, the Ts cannot be included. Unless — maybe somebody was cheating and using a hopped up engine? The humble Model T could then be called a track roadster. I'm going to assume there was some cheating and include a bit of T racing in *Roaring Roadsters II* but I won't come close to properly covering the subject.

The Model T Fords are certainly a part of our history. Model Ts racing on dirt tracks on hot summer days at the county fair — this is about as American as it gets. Most of this was during the depression and the Ts helped America forget its problems. It would be a shame if this era is forgotten. It is a story that needs telling.

25 YEARS AGO AT SAH

Newsletter No. 14 (Nov./Dec. 1970), a 16-page issue, featured an article on the history of the Birmingham Small Arms Company, both before and after its acquisition of Daimler and Lanchester, by the late Maurice A. Harrison.

Contributions by those still members of SAH in 1995 included articles by *Perry Zavitz* on "Canadian Mutations - Part 1", and by *John Conde* titled "The Metropolitan." *Keith Marvin* sought information on the one-off 1926 Masterbuilt Six, a photo of which appeared on page 2. Did anyone respond, Keith?

DOING SOMETHING INTERESTING....

NOISEUX MARKETS T-REX

The world of automaking is sufficiently complex today so that starting one's own car company is a fairly rare occurrence. Entrepreneur *Daniel Noiseux*, of Montréal, is a principal in Campagna Motorsport, Inc. of Plessisville, Québec, and was instrumental in bringing together chassis builder Daniel Campagna and body designer Paul Deutschman. Their product is the T-Rex, billed as a "new trend on the road." A three-wheeled vehicle, the T-Rex is, in design and spirit, almost a descendant of the famed Morgan trike.

Powered by an 1100 cc Suzuki motorcycle engine located amidships, the T-Rex carries two passengers with hair-raising performance (0-100 km in 4.2 seconds, top speed of 225 km/hr). To date, three have been built, and reaction by the motor press has been enthusiastic; Cycle Canada called it "the most extreme and spartan example of the traditional sports-car ethic." Noiseux serves as promoter and consultant to the venture.

For further information on the T-Rex, which is to be sold as a motorcycle, contact Campagna Motorsports Inc., 1877 St-Edouard, Plessisville, Québec G6L 2L1 Canada, telephone (819) 362-7521, fax (819) 362-3490.

KAROSA CENTENNIAL BOOK

Did you ever wonder what happened to the Czech coachbuilder Sodomka? The story is told in a 72-page book published earlier this year called *Karosa Czech Republic, Centennary of Coachworking Production in Vysoke Myto*, written by *Dr. Jan Tulis*.

Beginning with the founding of the town around 1262, the narrative traces the origins of industry there which led to Joseph Sodomka's opening of a carriage, sledge, and wagon making company in 1895. Thirty years later, the company began producing passenger car bodies. Between 1925 and the German takeover of Czechoslovakia in 1939, Sodomka became the pre-eminent carrossier in Central Europe, whose bodies graced the chassis of Studebaker and La Salle, not to mention local manufacturers Walter, Tatra, and Skoda. None of Sodomka's creations were lovelier than several cabriolets on the Aero 50 chassis produced in 1938-39, with fully enclosed teardrop fenders front and rear and a grille reminiscent of the 1939 Hudson.

But there wasn't much demand for custom passenger car bodies in postwar Czechoslovakia, and shortly after the Communists came to power in 1948, Sodomka and about a dozen other coachmakers were nationalized and combined in an enterprise with the name "Karosa." Because Sodomka had also produced bus and utility bodies since 1928, the works were converted to the exclusive manufacture of these vehicles. Karosa buses and coaches continue to be produced today, the company having been privatized in 1993 with Renault's industrial vehicle subsidiary owning a third of the stock. As with many Eastern Bloc companies, Karosa's guaranteed markets disappeared with the

fall of Communism, with the result that annual production has fallen from a high of 3,410 units in 1986 to 997 in 1994.

Liberal illustrated, mostly black and white but with color plates for the period 1989-95, the soft back book was privately published by Karosa. The English-language version is available for \$30.00 from Mrs. Dana Graclikova, Director, Okresni museum, Semberova 125, CZ 566 01 Vysoke Myto, Czech Republic.

- Taylor Vinson

ANOTHER CLASSIC AUTOMAKER RETURNS TO PRODUCTION

After years of rumors, the Italian coachbuilder Isotta Fraschini looks to be making another try at production. According to *Automotive News*, Isotta Fraschini has made a deal with Audi to buy components including many drivetrain pieces. The new IF is planned to compete with SL-class Mercedes-Benz convertibles and may be sold in the United States and Japan as well as Europe. Launch of the new car is planned for next January.

AUTOMOTIVE INDUSTRIES 100th ANNIVERSARY ISSUE AVAILABLE

In addition to the *Horseless Age* reprints, *Automotive Industries* is selling their 100th anniversary issue. The July issue of *AI* and *Horseless Age #1* are available for \$15 each. Contact *Automotive Industries*, One Chilton Way, Radnor, PA 19089, Attn: Barb Skorupski.

THE OLDEST CAR DEALERSHIP (Cont'd)

In *SAH Journal* number 157 (July-August 1995), we noted that the John Smith Co. of Smyrna, Ga., a Chevrolet-Geo dealer, had been in continuous operation since 1869 when it began as a carriage builder.

Robert M. Wilson now tells us of the Swab Wagon Company of Elizabethville, Pa. "which has been operating at the same location, by the same family since 1868. Swab started as a wagon builder and later produced commercial bodies, which they still do today. Over the years they have sold Saxon, Chevrolet, Studebaker, Packard, Mercedes-Benz and Avanti II. They currently sell Chrysler, Plymouth, and Dodge."

That's 127 years, folks. Is there something older?

-Taylor Vinson



SAH Reunion tent, Hershey, Pennsylvania, October 6, 1995

photograph courtesy of Fred Roe

ANNUAL HISTORY AWARDS PRESENTED AT HERSHEY

Presentation of awards for automotive history highlighted the annual dinner of the Society of Automotive Historians (SAH), held on October 6th at the Hershey (PA) Country Club.

TAKING CHARGE AND CHRYSLER RECEIVE CUGNOT CERTIFICATES

The Cugnot Certificates of Distinction for notable books in the field of automotive History published in 1994 were presented to *Taking Charge: The Electric Automobile in America*, written by Michael Brian Schiffer, and published by Smithsonian Institution Press and *Chrysler (Automobile Quarterly: Volume 32, Number 4)*, Jonathan Stein publishing director, published by Automobile Quarterly.

BENZ AWARD GIVEN TO "REVERE'S SHORT RIDE"

The Carl Benz Award for the best periodical article or series of articles in 1994 went to "ReVere's Short Ride" by Spencer Riggs published in *Automobile Quarterly* (see the acceptance speech on page 9). The Carl Benz Certificate of Distinction was awarded to "Not on the Way to Anywhere: Fleetwood's Early Years," by Stuart Wells published in *Automobile Quarterly*.

DRIVING PASSION SELECTED FOR INGERSOLL AWARD

The E.P. Ingersoll Award, which recognizes excellence in presentation of automotive history in other than print media, was presented to the *Driving Passion* (parts 1 & 2) video series, Judith Quain writer/producer, produced by Turner Home Entertainment.

HISPANO-SUIZA SOCIETY NEWSLETTER AND THE CLASSIC CAR SHARE BRIGHAM AWARD

The Richard and Grace Brigham Award is presented to the periodical which exhibits the best overall treatment of automotive history over all issues published in a calendar year. This year two publications were deemed worthy of this award. The co-award winners for 1994 were *Hispano-Suiza Society Newsletter* and *The Classic Car*.

AUBURN-CORD-DUESENBERG MUSEUM AWARDED FOR DISTINGUISHED SERVICE

The James T. Bradley Distinguished Service Award is presented to a deserving library or archive, or to an individual within such an organization, for the preservation of historic materials relating to motor vehicles of the world. This year's award recipient was the Auburn-Cord-Duesenberg Museum in Auburn, Indiana.

CHET KRAUSE NAMED FRIEND OF AUTOMOTIVE HISTORY

The Friend of Automotive History Award, the Society's highest award, is presented to a person who has exhibited outstanding service in, and has made outstanding contributions to, the field of automotive history. This award was presented to Chester L. Krause, founder of Krause Publications. Krause Publications produces *Old Cars Weekly*, *Old Cars Price Guides*, and many books including *The Standard Catalog* series.



Award winners (left to right) "Not on the Way to Anywhere: Fleetwood's Early Years" author Stuart Wells, Automobile Quarterly publishing director Jonathan Stein, Chrysler co-author Jeff Godshall, Friend of Automotive History Chet Krause, Bob Sbarge of the Auburn-Cord-Duesenberg Museum, and The Classic Car editor Beverly Rae Kimes.

Photograph courtesy of Kit Foster.

**THE SOCIETY OF AUTOMOTIVE
HISTORIANS FINANCIAL REPORT
October 1994-September 1995**

INCOME	
Membership dues	\$ 17,170.00
Contributions	636.13
Decals	144.16
Back Issues	397.00
Silent Auction	6,554.44
Hats/Pins	216.00
Advertising	557.80
Checking Account Interest	325.75
Annual Banquet	1,116.00
TOTAL INCOME	\$ 27,117.28

EXPENSES	
Election	\$ 805.23
Hershey '94 (snacks), '95 (tent/chairs/potty)	856.42
Editorial Expenses	448.50
Treasurer Expense (postage)	65.54
Secretarial Expenses (dues renewal/postage)	287.86
Awards Banquet (program & dinner)	2,921.17
Annual Board Meeting	265.68
Silent Auction Catalog (printing & U.S. postage)	1,906.26
Silent Auction Catalog Overseas/Canadian postage	179.15
Insurance (general liability)	578.00
Awards	1,414.68
Advertising	61.03
Banquet Refunds	94.00
New Membership Brouchure	959.11
Corporation filing fee	10.00
Postage for mailing pins	18.00
Reimbursement to Prime Reserve Fund	7,000.00
Back Issue Printing	88.50
SAH Journal printing & U.S. postage	5,548.40
SAH Journal Overseas/Canadian Postage	806.59
TOTAL EXPENSES	\$ 24,314.18

Checkbook balance as of 9/22/95	
SAH - Matamoras, Pennsylvania	\$ 9,498.73
SAH - Plantation, Florida	5,000.00
	<u>\$ 14,498.73</u>
Money Market Accounts as of 9/1/95	
Vanguard Prime Portfolio	31,486.33
Vanguard Federal	7,706.52
TOTAL OF ALL ACCOUNTS	\$ 53,691.58

**PRECIS OF THE
BOARD OF DIRECTORS MEETING
October 5th, 1995**

Following the format adopted in 1993 to precis the minutes of SAH Board Meetings, the following is an account of the major items discussed by the Board at its meeting in Hershey, Pennsylvania, on October 5, 1995. Any Member wishing a full copy of the minutes should send a SASE to the Secretary.

The meeting, held at the Hershey Country Club, began at 7:00 PM and adjourned at 10:40 PM. President *Taylor Vinson* chaired the meeting and Treasurer-elect *Paul Lashbrook* took the minutes. Ten of the 13 officers and directors were present at the roll call, *Jack and Nan Martin*, and *Skip Marketti* being absent. The *Martins* were represented by proxies. Also attending were *Sam Fiorani*, *Dick Chappell* and newly elected directors *Jim Schild* and *Eric Vest*.

Certification of election results

Taylor Vinson read the certification by the secretary, *Nan Martin*, that the following have been elected Officers of the Society for a two-year term beginning at the adjournment of the Annual Meeting on October 6, 1995: *Christopher G. Foster*, President; *Sinclair Powell*, Vice-President; *Nan E. Martin*, Secretary; *Paul Lashbrook*, Treasurer. The following have been elected Directors of the Society for a three-year term beginning at the same time as the Officers' term: *Tom Deptulski*, *Nick Fintzelberg*, and *Jim Schild*. The runners up, in order, were *Jim Hoggatt*, *Eric Vest*, and *Macdonald Leach*.

Appointment of two new directors to fill vacancies

The Chair of the Nominating Committee, *Jack Martin*, had informed the President that *Skip Marketti* had resigned as Director, effective October 5th. Following Board policy to fill Board vacancies with runners up from the most recent election, *Skip's* seat was offered to *Jim Hoggatt*, who declined because of eye problems. The Board then appointed *Eric Vest* who immediately assumed his seat for the remaining two years of *Skip's* term. The election of *Sinclair Powell* as Vice-President leaves a vacancy for the one year remaining of his term, and *Macdonald Leach* was appointed to serve it.

Treasurer's report

The financial statement for Fiscal Year 95 appears elsewhere in the Journal. Income exceeded expenditures by \$2,800. The total of funds in checking accounts and money market accounts is around \$50,000, an all time high. The Treasurer-elect submitted an expense budget to the Board for Fiscal Year 96. After amending to provide for a second issue of the *Automotive History Review* within the fiscal year, upon motion duly made and seconded, the budget was adopted.

Automotive Industry Centennial Conference

At this point in the meeting, *Judy Endelman* and *Bob Casey* of the Henry Ford Museum arrived to join *Tom Deptulski* in presenting the latest information on the Conference. Since the Board met in April, the eight-organization host consortium has proved impracticable. The Conference has been rescheduled from May '96 to September to coincide with the Henry Ford Museum's Old Car Festival. SAH will participate in planning and facilitating the program, and the Board voted to provide \$1,000 to assist the project.

Report of editor: approval of new editors

Kit Foster presented copies of the new September 1995 Membership Directory, which contains the names of 702 Members. He reported that about a dozen people had become members after the Directory had gone to press, and that 5 more had joined that day at the Reunion Tent on the White Field. The membership now is at its highest in SAH's 26-year life. Since the appearance of the last Directory, the Society had gained 213 new members. The membership resides in 42 of the United States and in 22 countries.

With respect to publications, *Kit* had accepted the report of the advertising manager, *Macdonald Leach*, indicating income to date of \$551.80 in the Society's first year of accepting ads.

Kit introduced the Associate Editor of the *Journal*, *Sam Fiorani*, and recommended that the Board appoint him as Editor. The Board so approved.

The Fall 1995 issue of *Automotive History Review* (AHR #29) is in galley form and should be mailed within a month. *Taylor Vinson* served as Associate Editor, and has agreed to assume the editorship of the Review. The Board so approved.

Spring 1996 Board Meeting

The shifting of the Centennial Conference from May to September required the Board to reschedule the time and location of its Spring Board Meeting. The Board will now meet the weekend of April 26-28, and will visit sites in the Flint-Lansing area.

Silent Auction

Silent Auction Chair *Karl Zahm* reported that all lots were bid for, and indications were that the Auction would gross \$9,200, a record high.

Repository for Cugnot/Benz Award Winners

In implementation of the previous approval of the *Auburn-Cord-Duesenberg Museum* as the repository for a collection of Cugnot/Benz winners, the Archival Committee (*Helen Earley* and *Sinclair Powell*) presented a draft of a Loan Agreement between the Museum and SAH. The Cugnot and Benz Award Committee will ensure that copies of future winners are saved for the collection.

Taylor suggested that the time has come for the Archival Committee to address the issue of preserving the Society's own records, and asked it to report to the Board at its next meeting on the types of records that should be saved, and the procedure for obtaining them. It is anticipated that the *A-C-D-Museum* would be willing to store them.

Chapter News

There was not much chapter news. *Taylor* reported on his visit to the Southern California Chapter's Literature Faire last June. According to *Kit*, the UK Chapter will hold a literature swap meet on November 19th. Previously, the Board had approved notifying the Wisconsin Chapter that SAH would be willing to contribute to the cost of publishing the Chapter's forthcoming history of Wisconsin cars, under the guidance of Val Quandt. The project seems to be funded, and Dr. Quandt thanked the Board for its offer, and will write if assistance is needed when the book is completed. His target date is the July 1996 Iola Car Show.

New Business

The Board decided that the Society should become a member of the AACA in order to have its own designated spaces at Hershey and entry in the Directory, rather than depending upon its presidents and former presidents to provide them.

Although nominations for the Friend of Automotive History Award may be made by any person, votes are cast only by the Officers and Directors of SAH. The Board adopted a policy that henceforth it would be appropriate for the list of nominees to exclude any Officer or Director of SAH during his or her term.

The question of a possible new SAH award for the best automotive paper by a student was the subject of recent correspondence between *Taylor* and *Prof. Dave Lewis*. The Board was receptive in principle to the idea, and *Kit* will assign someone to develop the idea more fully for presentation to the Board in the Spring.

Taylor and *Griff Borgeson* have been discussing how SAH might recognize, through its awards, books of merit in languages other than English. *Taylor* will develop a recommended approach for presentation at the Spring Board meeting. It was the consensus of the Board that such books should be eligible for the Cugnot Award itself, and not restricted to an Award of Distinction as *Taylor* had suggested.

SPENCER RIGGS' CARL BENZ AWARD ACCEPTANCE SPEECH

As read by Fred Roe, October 6, 1995

With sincere and utter amazement, I want to thank The Society of Automotive Historians for choosing our story, "ReVere's Short Ride," as the winner of the Carl Benz Award. I say "our story" since it was a somewhat protracted and difficult task to shine the light of day in all the dusty corners containing this story within a story.

First of all, I want to thank Jonathan A. Stein, Michael Pardo, John Heilig, Karla A. Rosenbusch, Nancy J. Smola, Carmen A. Bell and all the staff of *Automobile Quarterly*. Without their patience and confidence in us to get to the bottom of the ReVere riddle, this story would never have made it into print. It is always amazing to me, considering the material we provided them with, how the *AQ* staff always fashions a successful, readable piece. My deepest thanks and admiration to all of them.

I must also thank *Beverly Rae Kimes*, *Fred Roe*, *Jim Hoggatt* and *George Moore* for their generous help and for making their files on ReVere available to us. Another thank you goes to Tom Saal, who introduced us to W.K. Haines, Jr. and his chief restorer Tom Link. Mr. Haines is the owner of Adolph Monsen's personal ReVere. It was Monsen who engineered the marque and founded the firm. In turn, Tom Link introduced us to Tom Monsen, nephew of the great engineer. Without Tom Monsen's assistance, we would have missed out on the fire and determination, which fueled his uncle's desire to produce the finest automobile possible.

Several times, with the help of blind luck, we stumbled on to people and information that had gone untapped for more than 70 years.

A tremendous debt of thanks goes to my family. You see, L. Spencer Riggs is really more than one person. Since my illness precludes most of my physical needs as a writer, my wife Judy, and our daughter Ella, serve as my typists. They also research various libraries and archives which I'm unable to visit. Our son Joe, is our "leg man." He keeps us up on what's happening and runs down leads on who owns that exact vintage or antique car we may be looking for.

I've often said, I'd rather be lucky than good. And that also extends to winning this fabulous award. When I received notification of this prize, a friend of mine told me "well, you'll need a larger hat size from now on." However, I don't feel that way at all. This is a long haul from a lube bay in downtown Indianapolis, where I listened to automotive and racing stories from famous and not so famous cronies from days of yesteryear. And when I think of the Carl Benz Award and the names who have graced it: *Beverly Rae Kimes*, *John Heilig*, *Bob Hall* and *Griff Borgeson*...I consider it to be the "Oscar of automotive writing." And now you have awarded it to the greasy fingered kid. It fills me with sincere humbleness. Thank you one and all.

ADDITIONAL NOMINATIONS

In *SAH Journal* No. 158, two titles were inadvertently omitted from the list of articles nominated for this year's Carl Benz Award. Also nominated were "John R. Davis and the Transcontinental Auto Trip of 1899" by David L. Cole, published in *Automotive History Review* Number 28, and "Planes, Trains, and Automobiles - The Land Yachts of Glenn Curtiss" by Roger B. White, from *Automobile Quarterly* Volume 32 Number 3.



ART OF THE AMERICAN AUTOMOBILE — *The Greatest Stylists and Their Work*, by Nick Georgano, photography by Nicky Wright, 1995. Hardcover, 268 pages 10.6" x 11.25"/27 x 30 cm. Text in English, 405 photos in color. ISBN 1-85375616364. First published by PRION, London.

Neither author nor photographer, both top-class professionals, need to be introduced to most of our readers. Georgano's 30 automotive works include his classic *The Complete Encyclopedia of Motorcars* first published in 1968. His and Wright's *The American Automobile — A Centenary, 1893-1993* won the Society of Automotive Historians' Cugnot Award for outstanding book of 1993. This new volume, splendid in every sense, will be a strong candidate for the same honors in 1995.

Nick Georgano is a Brit who takes his phenomenal research home to the calm of the Isle of Guernsey for conversion into prose. He is a distinguished expert in the automotive history of the entire industrialized world. Thus he is equipped to perceive and interpret given aspects of this special discipline with the benefit of a most sweeping perspective. This contributes to mature objective judgements and to tolerance when it is called for. There is much to be read between its lines, and the high-impact design of the dust jacket is a case in point. From it leaps a low-angle, 3/4 rear closeup of the anatomical excesses of a red 1959 Cadillac. Above it, written across the blue sky are the words *ART OF THE AMERICAN AUTOMOBILE* and, in smaller letters, the sub-title. It is provocative, challenging the reader to adopt a position on whether or not this indeed is art and, if so, of what sort? In his text, Georgano navigates these shoal-strewn waters serenely, an impassionate observer.

This sumptuous tome is very largely a collection of essays on the careers of stylists who have determined the shape of the American automobile from the late Twenties to the present day. What went before is summed up efficiently in a 14-page chapter titled "The Coachbuilt Era." Even here, however, the cars shown in excellent photographs all pertain to the post-'29 or so age of chrome, without a nod to earlier artisanry. But the menu of great personalities which Georgano offers covers those who have made the biggest dents in car cultures USA in the last 60-odd years. Among them are such men as these, but there are many more:

Gordon Buehrig	John Najjar
Frank de Causse	Amos Northup
Howard Darrin	Bill Porter
Ray Dietrich	Ralph Roberts
Harley Earl	Alexis de Sakhnoffsky
Virgil Exner	Frank Spring
Henry and Edsel Ford	Dick Teague

In many instances the author has interviewed his subjects personally, in others he has corresponded with them. The resulting work is as much a fascinating book about people as it is one about landmark car designs. It leads right up to today's so-called Moby Dick school of big V-8 rear-wheel drives. And, it concludes with philosophical reflections by present-day stylists on computer-aided design and the future. Their message is that the artist has everything to gain from cybepower.

Nicky Wright's photographic panorama of historically significant cars is thoroughly up to the top professional standards which characterized every aspect of this book.

- Griffith Borgeson

THE DIRECTORY AND REGISTER OF THE ROLLS-ROYCE PHANTOM III MOTOR CAR. M.N. Estridge, M.D., editor-publisher. Hardcover, 290 pages, 8 1/2" x 11". 604 black-and-white and one color illustration(s). ISBN 0-9638988-4-1. P3TS, 989 West Marshall Blvd., San Bernadino, Cal., 92405. \$100 postpaid surface mail within the United States.

This is the third edition of a rarely encountered book, published by the Phantom III Technical Society, as the press run is strictly limited and copies are a major focus of the society itself. Yet, there is a great deal to be said about the subject as the P-III Rolls-Royce, of which approximately 710 were completed between 1935 and 1940. It was the company's only twelve-cylinder offering, terminated by World War II. The cars have been controversial in many ways. Many feel that the model exemplified the pinnacle of all Rolls-Royce production. Others have encountered difficulties in maintaining some of the complicated mechanism. But that the car was probably one of the finest automobiles ever built is generally conceded by both camps and others including this writer who owned one. Another interesting point about the P-III is that none were ever equipped with left-hand steering.

The format of the book is, to my mind, superb! On each of the pages are four sections describing as many cars with most of them illustrated. The accompanying text lists the serial and motor numbers, coachbuilder, body style with design and body numbers; first registration number (where known); first and present owners, a note on where other pictures of the particular car may be located, and comments where needed, such as other owners or places the car had been in use between its delivery date (also listed) and the present, or last known owner. As many of these cars have been re-bodied at least once, this information is also listed on the various chassis by coachbuilder, body type, etc.

The book is divided into some 33 sections rather than chapters such as engine drawings, how the book was produced and its producers, and its producers, experimental cars and a listing of Phantom III tools. As these cars were very expensive, one may also find a section on "Titled Owners" noting an abundance of royalty, nobility, Indian princes, sheiks of the Near East and the plain affluent who liked the P-III and had the wherewithal to indulge their fancy. No less than three were bought by The Princely House of Baroda State in India for Maharaja, Maharanee and Prince respectively.

If your interest runs to Rolls-Royce, this volume is a real confection.

-Keith Marvin

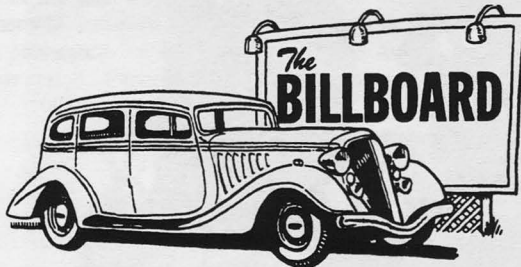


Renault Sans Ami

The photograph shown on page 12 of *SAH Journal* No. 158 is accompanied by an invitation for "Ami Renault" to comment. However as a one-time owner of a Dauphine, I question whether there are any persons whatever in that category.

Granted the Dauphine I had was a used 1959 or 1960 model which I drove primarily for around town trips for about three years. During that period there was not a satisfactory part on the vehicle. Among other faults were injection-molded inside door handles which were improperly designed and which shortly broke off. Valve adjustment was by a single nut on each rocker arm without either lock washer or locking nut, making adjustment an exercise in futility. The three-speed transmission allowed excessive engine speed above 45mph in third. The last disaster I recall was when the rubber engine mounting on one side tore out a part of the frame channel. In other words, the weld which held the mounting was much stronger than the channel. It was necessary to jack up the engine and reweld the channel. This car was traded for a Plymouth and later I learned it was sold to someone who drove it less than five miles before the head gasket let go.

In short, although I have owned a few lemons, the Renault Dauphine was by a factor of at least ten worse than its nearest rival in that category. I am convinced that the reputation built by the Dauphine is the reason that later efforts by Renault have been sales disasters. **G. Marshall Naul, 534 Stubby Road, Granville, OH 43023**



The Billboard welcomes non-commercial advertisements from members. Ads are free, and should concern items of interest to historians: information, books, literature, photographs, illustrations, memorabilia; offered, wanted or to trade. Ads for vehicles or parts are not accepted. To advertise regular sales or services, contact ad manager Don Leach, One Poplar Point Road, Edgewater, Maryland 21037 for display ad rates.

WANTED: Information, photos, sales brochures, manuals of any kind on Packard marine, aero or industrial engines. Also need any picture of the engine of one of the 1923 Packard Indianapolis race cars. Also a copy of the Packard promotional film "Men Bet Their Lives On It". This is for the upcoming book *Packard — Master Motor Builders*. My book *Packards At Speed* is now available. \$65 for the standard and \$95 for the leather limited (500) edition. Add \$5 shipping. **Robert J. Neal, 25403 144th Avenue SE, Kent, WA 98042. (206)631-2912.**

WANTED: A former Chrysler engineer to correspond with. I have a project that has left me with a few questions about Chrysler torsion bar suspension. I wonder if we have a member who worked on that design, say in the late 60's or early 70's. If anyone did and would be willing to correspond with me, my address is **Ron Skala, 3910 Summitview Suite 210, Yakima, WA 98902** or email at 70172.3355@compuserve.com

WANTED: Significant dates in automotive history for publication in the *SAH Journal*. Any year and any month will be accepted. Any questions or submission should be made to **Sam Fiorani, SAH Journal, P.O. Box 7073, St. Davids, PA 19087-7073. (610)275-6866.**

WANTED: Photographs and drawings of eight cylinder engines (1900-1960) for inclusion in *Encyclopedia of Straight Eight and V8s*. Please send list and charges to: **Wm. M. Gardner, 558 Southern Run, Fairhope, AL 36532-1434. Phone or FAX at (334)928-9400.**

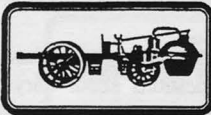
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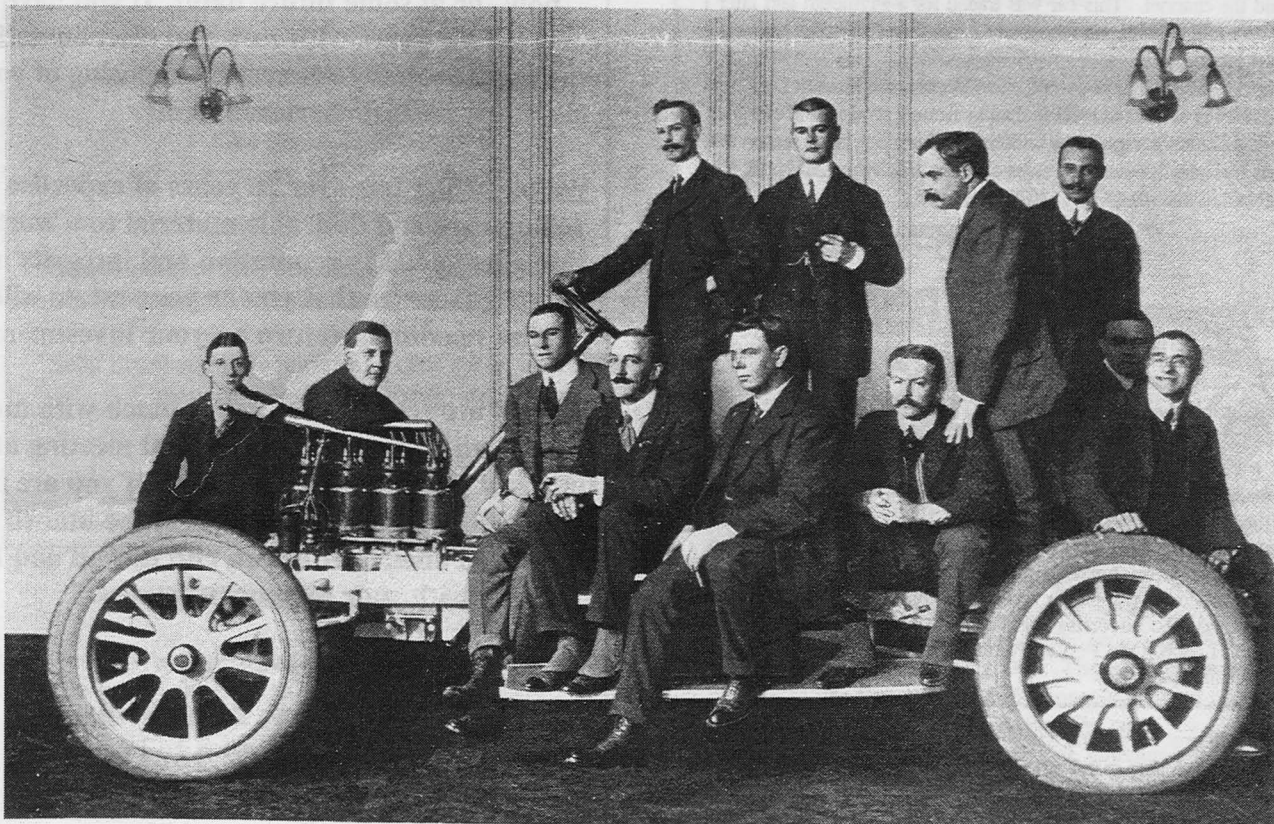
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FIRST CLASS



The caption on this press photograph, dated 1912, reads "A striking test: a four-cylinder Cadillac car, with twelve passengers, being propelled round a room by its self-starter." Photograph from the editor's collection.