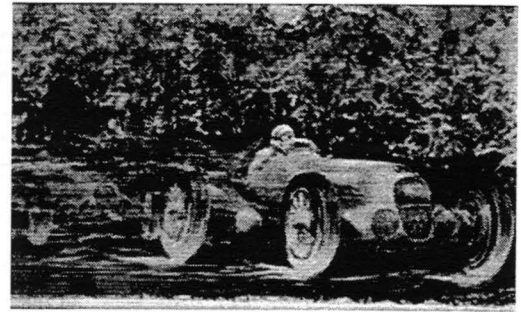


# SAH JOURNAL

The Newsletter of the Society of Automotive Historians

November-December 1996

Issue Number 165



## STUTZ BOOK PUBLISHED

The Stutz Club has announced its publication of *The Splendid Stutz*, described as the first comprehensive history of that legendary marque. It covers not only the various series of Stutz automobiles manufactured between 1911 and 1934, but also other Stutz-built vehicles including Blackhawk, H.C.S., fire trucks, and the Pak-Age-Car van. The history also treats the various corporations that built the vehicles and the prominent personages that were associated with them, such as Fredrick Moskovics, Allan Ryan, Charles Schwab, and, of course, Harry Stutz himself. Specifications and production data for the various vehicles are provided in appendices.

The book's notable roster of contributing authors includes a number of SAH figures: *Charles Betts, Kit Foster, Joseph Freeman, William Greer, Beverly Rae Kimes, Jack Martin, Keith Marvin, James Petrik, and Robert Titlow*, as well as the editor, *Raymond Katzell*.

Pre-publication orders that were placed with Turning Point Press and not refunded will now be filled by The Stutz Club at no additional cost, provided that documentation in the form of a cancelled check or credit card invoice is enclosed with the request. New orders may be placed directly with the Club, at a per copy cost of \$69.95, plus \$5.95 shipping, payable by check only. Address requests to The Stutz Club, Inc., Dept. S, 583 Main St., Wilbraham, MA 01095.

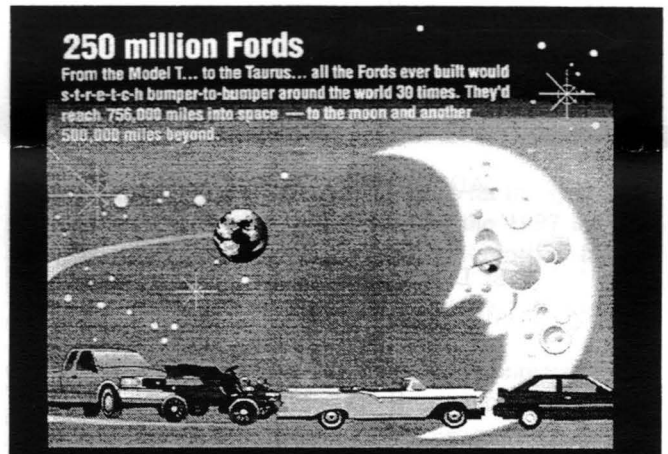
## HORSELESS CARRIAGE GAZETTE PUBLISHED

Paying tribute to the 100th anniversary of the American automobile industry, the Horseless Carriage Club has published a limited-edition commemorative issue of the *Horseless Carriage Gazette*. This 108 page soft-bound magazine with 50 articles leads a "tour discovering America's fascination with the automobile." The story is illustrated with 150 photographs, including many that have never been published previously. Cost for the special edition is \$15, plus \$3.50 for postage and handling. For more information, contact the Horseless Carriage Club at 128 South Cypress Street, Orange, California 92666-1357.

## FORD PRODUCES 250,000,000th

October 8, 1996, Ford Motor Company celebrated the production of the company's quarter billionth vehicle. Since building the first Model A on June 16, 1903, Ford cars and trucks have been built in more than 30 countries on six continents in more than 185 factories.

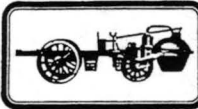
The vehicles produced include more than 9 million Fiestas (and counting), just over 12 million Galaxies, nearly 15.5 million Model Ts, an additional 18 million Escorts (also still in production), and, continuing at nearly 3/4 million per year, more than 25 million F-series trucks. Along with the Ford badged vehicles, Mercurys number more than 18 million and more than 5 million Lincolns have been built.



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Cover Art: "Power Play 1937" by Dennis Hoyt  
Commissioned by Mercedes-Benz of North America



# SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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## HISTORY IN MARKETING

Automobile manufacturers and their marketing companies rarely touch on automotive history. Cars are sold with dreams and glimpses of the future and only rarely reflecting on the past.

It seems that the only times the history of a car company is referred to in advertising, it is when the automaker is in trouble. When that does happen, it makes for great ads.

Ford Motor Company purchased the perennially troubled Jaguar a few years ago, mainly due to its history. When Ford got its first chance to show what it could do with the famous marque, it was with X300 project restyling of the sedans.

The new Jaguar sedans were designed with the past models in mind. From the most angles, the new Jaguars are obviously influenced by the popular Jaguar Series III sedans.

Jaguar followed the sedans with the new XK8 coupe and convertible. The new two-doors reflect the classic styling of the E-type. Even the XK8 name reminds fans of the famous XK-series models (as well as the XKE nickname given to the E-type model).

In press releases and advertising, these influences are highlighted. In television commercial, the camera pans down along the beautiful lines of a new XJ6 sedan. Superimposed into the paint of the Jaguar are images of the 380 sedan and XJ6 Series III. As the new car drives down a winding road, ghosts of XK120 convertibles follow the XJ6.

Jaguar used their history to great benefit. Sales of the new XJ sedans are up over the previous model. But Jaguar just scratched the surface.

Along comes Nissan.

Japan's number two automaker was once the top selling Asian car line in the United States, back when it was known as Datsun. At that time, Yutaka Katayama was the CEO of Nissan Motor Corp, USA. His leadership was strong enough to show in his products. Nissan President Robert Thomas told *Automotive News*, "people loved this guy." If it were not for Katayama, the Datsun 240Z might not have been the popular model that it became.

Katayama was removed from control of the American branch of Nissan in 1975, after seventeen years. He continued to work for Nissan in Japan until retiring in 1988. Twenty-one years after being unceremoniously removed from the company he created, Katayama is getting the tribute he deserves.

Nissan sales have been sagging in the United States for years. While the Datsun car line was sporty (emphasized by the 240/260/280Z and the 510 models), the Nissan brand of cars has had no image.

"Mr. K" is changing all of that. "Mr K" hosts the new set of Nissan brand image television commercials in the States. The perpetually happy Japanese man stars as the spirit of Nissan just as Yutaka Katayama was more than two decades earlier.

One commercial, called "The Garage," shows Mr. K guiding a young boy through a garage full of memorable Nissan cars. Found in this museum is the first small truck imported into the United States, Paul Newman's Nissan race car, and the rugged Nissan Patrol 4x4. Starring in more than one of these commercials is Mr. Katayama's first 240Z.

It's good to know that automotive history can be used by the car companies that made these marks in our past. Hopefully this trend started by Jaguar and Nissan will expand to other automakers (Volkswagen is "reviving" the Beetle in a year). With continued use of this historical information, SAH members can gain recognition (and opportunities) in their specialties. Keep the membership apprised of any corporate connections or openings. I'd like let others know if you've been asked to contribute to any current model advertising or future automotive development.

## PRESIDENT'S PERSPECTIVE

When I addressed the annual meeting in Hershey a few weeks ago, I bade our members "Happy Birthday" because the date, October 11th, coincided with the 27th anniversary of our founding. As I write this "Perspective" I note that the Society's fiscal year and director terms of office also completed their annual model change, so it's appropriate to bid you all "Happy New Year."

A new year is a time for reflection renewal, so permit me to augur a bit on what I see in the looking glass and what I conjure up in the crystal ball.

Looking into the rear view mirror I see a year of growth and learning. Membership surged past 800, and as I write we have just enrolled member number 2037. We have published six increasingly interesting *Journals*, and the newsletter that I expanded to twelve pages a few years ago now rests in your hands as sixteen. *Automotive History Review* is in new, more focused hands, and has just published its first theme issue devoted to Duesenbergs in Europe. I've been hearing raves about it wherever I've been, and full marks go to editor Taylor Vinson, consultant Fred Roe, and all the authors and translators of articles therein.

We established our permanent archive with the formalization of an agreement with the Auburn-Cord-Duesenberg Museum to house a collection of books, magazines, and documents in their library. The first priority is to complete a collection of prior publication award winners, an appeal for which will follow shortly. Credit goes to Archival committee chairs *Helen Earley* and *Sinclair Powell* for seeing through these important negotiations.

We held our first Euro meeting in Paris coincident with *Rétromobile*, this past February. Organized by our ambassador *Taylor Vinson*, the dinner drew a crowd of thirty and is to be repeated in 1997.

We held our first automotive history conference, "The American Automobile Industry - Past, Present, Future," co-sponsored by Henry Ford Museum & Greenfield Village, in September. A full report on the conference appears elsewhere in this issue. In this space I'd like to thank *Tom Deptulski* for conceiving the idea many years ago and for keeping it alive until the right combination of circumstances and partners came along to make it a reality, the National Association of Automobile Museums for scheduling their own conference coincident with ours which gave us valuable counterpoint and made our joint activities more enjoyable, keynote speaker David Cole who both entertained and educated us at Friday's luncheon, and the Friends of the National Automotive History Collection and the staff of the Detroit Historical Museum for hosting the conference receptions and meals at their facilities. My greatest thanks, however, go to conference general chair *Judy Endelman* and event coordinator Faith Kerr of HFM&GV's special events department. Judy, Faith, and their staffers made us welcome and ensured that all was ready for us, on time

and on target. If you were not able to come you should plan now for 1998. If you were there you have probably already marked your calendar.

*Jim Schild* put the finishing touches on our ninth silent auction of automotive books and literature. This was not our largest auction, but it contained some excellent items that will please their new owners at the same time that they benefit the Society. The tally has not been completed as we go to press; a full report will appear in a future issue. Special thanks go to Jim for taking over this vital task.

Finally, we ushered out the old year and welcomed the new at Hershey, a (mostly) dry weekend for a change, though cool. There was excellent attendance at the annual meeting and banquet, which many reported as particularly enjoyable. We presented eleven awards for excellence in automotive history, and I will present two more in the United Kingdom in November, to persons unable to be with us at Hershey. In publishing and service, as with SAH at large, it was an excellent year for automotive history.

What are our goals for next year? In a word: more. More members, more (and larger) publications, a larger auction, more history, and eventually (1998 and beyond) more conferences. Your officers and committees will be working on these items, but you can help, too. Recruit a new member - better yet, two. Write something for the *Journal* or *Review*. Nothing to write?

Begin your own automotive history project so you'll have something to write about. Nominate a book, article, magazine, film, video, audio tape, multimedia event, or person for an SAH award. Scour your shelves for auction items and donate them to the Society. With the space thus acquired you'll be able to bid high in the 1997 auction. And plan to come to the 1998 automotive history conference.

A tall order? You bet, but I'm confident that SAH will achieve all that and more.

- Kit Foster

## RENEWAL TIME

By the time you read this *Journal* you will have received the 1997 membership renewal notice. Please give this your attention and remit promptly so that you don't miss a single issue of our publications. The renewal form gives you a convenient opportunity to order Society lapel pins and decals, and asks you to review, and correct if necessary, the information about yourself in the membership data base. Since the option to remit by credit card was popular last year, particularly with overseas members, we will be continuing that convenience again this year.

Misplaced your form? No problem! Just send your check for \$25.00 (US funds on a US bank) or credit card details to:

Society of Automotive Historians, Inc.  
1102 Long Cove Road  
Gales Ferry, CT 06335-1812 USA

## PRECIS OF THE FALL BOARD OF DIRECTORS MEETING

October 10th, 1996

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 10, 1996. Any member wishing for a full copy of the minutes should send a SASE to the Secretary.

The meeting held at the Hershey Country Club began at 7:30 PM and adjourned at 10:45 PM. President *Kit Foster* chaired the meeting and Secretary *Nan Martin* took the minutes. Twelve of the 13 officers and directors were present at roll call, *Taylor Vinson* represented the absent *Macdonald Leach* by proxy. Also attending were newly elected directors *Patrick Foster* and *Michael Lamm* as well as *SAH Journal* Editor *Sam Fiorani*.

### Treasurer's Report

The financial statement for Fiscal Year 1996 appears on the following page. Income exceeded expenditures by \$4,200. The total of funds in the checking account and money market account has now exceeded \$61,000, surpassing last year's all time high. The budget for Fiscal Year 1997 was proposed and approved.

### Election Results

*Taylor Vinson* reported that 250 valid ballots were received for the most recent election; representing about 1/3 of SAH membership. Newly elected to three-year terms as directors are *Patrick Foster*, *Michael Lamm*, and *Leslie Kendall*. The new board members became effective October 10, 1996.

### Appointment of New Director

*Taylor Vinson* read a letter to the Board from *Eric Vest* advising the Board of his intent to resign due to his outside responsibilities. *Eric* indicated that he would like to return to the Board at a later date. The Board voted to accept *Eric's* resignation with regret. Following Board policy to fill vacancies with runners up from the most recent election, the year remaining on *Eric's* seat was offered to *Charles Roy*.

### Publications

To prevent tattered and torn *Journals*, issues have been mailed in envelopes, causing a small increase in the mailing costs of the publication. The new masthead for the *Journal* has received a favorable review from the membership.

*Taylor Vinson* reported that his first experience at publishing the *Automotive History Review*, Issue No. 30, was an educational and enjoyable experience. A tentative table of contents for Issue No. 31 has been formed.

### Silent Auction

Only 258 items were received for this year's Auction (a total of 253 lots from 20 donors). *Jim Schild* is looking into the source of delays in the mailing process for catalogs.

### Chapter News

Little news has been reported from regional chapter meetings. The Wisconsin and Hoosier Heritage Chapters reported to be the most active.

The Wisconsin Chapter has reported work on a publication of their works regarding Wisconsin-made vehicles. The Hoosier Heritage Chapter are looking forward to a new election of officers and have added three new members.



Award winners (from left to right): Ron Kowalke (Old Cars book editor), Josh Malks (Cugnot Award of Distinction winner), Jonathan Stein (publishing director of Automobile Quarterly), Bob Stockton (Automotive Hall of Fame), Roger Banks (The Automobile), and Scott Jamieson (The Automobile).

### Membership

As of October 8, 1996, membership in the Society of Automotive Historians numbers 809, an all-time high. This includes 785 regular members, 14 founders, 9 honorary and one lifetime.

*Matt Sonnfield* has been contacting delinquent members to re-recruiting. Although some interest has been reported from recent members, former members lost more than two years ago seemed to be most receptive to re-joining SAH.

Recent publicity has been very well received. A press release in *Old Cars Weekly* amounted to more than 20 requests for membership.

### Automotive History Conference

The Society's first history conference took place at the Henry Ford Museum in Dearborn, Michigan, September 4-7, 1996. The event was quite successful and *Kit Foster* confidently reported that the Society will want to repeat the event in the near future. Many young people appear to be involved in writing automotive history and an award is being looked into for the near future.

### The History Tent

*Paul Lashbrook* thanked everyone who helped with this year's tent at Hershey. A special thanks was given to *Kit Foster* for the arrangements and to *Beverly Rae Kimes* and *Jim Cox* for their generosity in providing the spaces for the tent. *Paul* also announced that this would be his last year to head this project. A new activity leader will be announced at a later date.

### European Meeting

*Taylor Vinson* announced that a meeting would take place February 6, 1997 in Europe, but the date and location are awaiting confirmation.



*Frank Stroud of Transport Bookman (left) and Karl Ludvigsen pose for a photo after accepting the Nicolas J. Cugnot award for Ludvigsen's book Mercedes-Benz Quicksilver Century.*

### New Business

*Sinclair Powell* expressed the desire to start a program to advise those interested in getting started in automotive history. Ideas on this topic would be compiled by the next meeting.

The Spring Board Meeting will be held in Springfield, Massachusetts, the weekend of April 5, 1997.

- Sam Fiorani and Nan Martin

## THE SOCIETY OF AUTOMOTIVE HISTORIANS FINANCIAL REPORT October 1995-September 1996

INCOME	
Membership dues	\$ 17,500.60
Advertising	263.70
AHR sales	1,042.50
Auction sales	9,213.68
Banquet	4,668.00
Donations	310.00
Memorials	400.00
Merchandise	826.08
Bank charge reimbursement	5.00
Bank error	2.69
<b>TOTAL INCOME</b>	<b>\$ 33,406.17</b>

EXPENSES	
Auction printing & postage	\$ 1,587.12
Awards	1,002.45
Bank charge	5.00
Banquet	3,589.27
Centennial	1,000.00
Checks	86.82
Insurance	692.00
Directory printing	2,618.57
Brochure printing	658.97
AHR envelopes	95.94
AHR printing	8,841.57
AHR stationery	186.01
AHR postage	924.22
SAH Journal expenses	5,537.70
SAH Journal postage	1,192.65
Miscellaneous AHR/SAH Journal printing	81.67
Other postage	616.19
Other printing	453.21
ACA membership	24.00
<b>TOTAL EXPENSES</b>	<b>\$ 29,193.36</b>

Checkbook balance as of 9/30/96	
Jefferson Bank of Florida	\$ 20,224.25
Money Market Accounts as of 9/30/96	
Vanguard Prime portfolio	33,193.09
Vanguard Federal portfolio	8,125.63
<b>TOTAL OF ALL ACCOUNTS</b>	<b>\$ 61,542.97</b>

## A METHOD FOR CHARACTERIZING AUTOMOBILE RACES

While it seems axiomatic that information generated during auto racing events should be random, even chaotic, it can be shown that there is some order in what seemingly are chance occurrences. An investigation of auto racing reports has resulted in the discovery of a relationship between those who fail to complete a race and the distance travelled.

While much is made of the winners of races, the paucity of data associated with winners makes the information unsuitable for any statistical survey. However, those who failed during each race, DNFs (Did Not Finish), generally are sufficiently numerous to be of statistical interest. The trail of information generated by these DNFs can be used as raw data from which certain conclusions may be drawn.

First, DNFs must be separated into two general categories; (1) those who fail to finish due to mechanical failures ("blown" engines, flat tires, stripped gears, etc.) and (2) those whose end can be blamed on human fault (crash, driver ill, spin, etc. and the current euphemism, "contact"). Examining racing results can place each DNF in one or the other of these categories, along with the lap on which the failure occurred. The latter information along with the length of each lap in miles will yield the distance covered up to each failure in sequential order from DNF 1 through DNF number X.

A table of information can be made showing in one column the order of the DNFs (first, second, etc.) and in a second column, the distance each travelled up to the DNF lap (thus the distance covered cannot be determined closer than the length of one lap). A third column can be calculated giving the cumulative miles, i.e. the miles to the first DNF added to that of the second, etc. The values for the DNF sequence and for the cumulative miles are converted to logarithms.

This method can be followed in the following example:

"Indy Cars", PPG World Series, Round 11, Toronto  
July 14, 1996. Mechanical Failures  
1.8 miles per lap

DNF Order	Laps at Failure	Miles to Failure	Cumulative Miles to Failure	Logarithm of Cumulative Miles	Logarithm of DNF Order
1	10	18.0	18.0	1.255	0.000
2	23	41.4	59.4	1.773	0.301
3	38	68.4	136.8	2.136	0.477
4	50	90.0	226.8	2.356	0.601
5	52	93.6	320.4	2.506	0.699
6	82	147.6	468.0	2.670	0.778

(Of course, the distance to each DNF is determined by whole laps, while the point of failure will be somewhat less than the full lap. However, that is the lone restriction/caveat placed on the available data.)

The above information most easily can be displayed as in the accompanying figure with the abscissa (horizontal axis) the Log Cumulative Miles to DNF and the ordinate (vertical axis) the Log DNF Order. The slope of the resulting line of

regression (dashed line) is a measure of the rate of mechanical attrition for the particular race and is numerically equal to:

$$\text{Log DNF Order/Log Cumulative Miles to DNF}$$

and is merely a ratio of logarithms and a means of comparing one race with another. A high numerical value indicates high rate of mechanical failure.

In the sample shown, the slope is calculated (by computer program) to be 0.548. The program also will generate a coefficient of correlation which is a measure of how closely the data fit the line of regression. In this case, the coefficient is 0.9990. For the line of regression, 1.0 is a mathematically perfect fit, or perfect correlation. Values as high as 0.9990 are uncommon in statistical calculations.

In the above example, the equation for the line of regression is:

$$\text{Log(DNF Order)} = 0.548 \text{ Log(Cumulative miles to DNF)} - 0.684$$

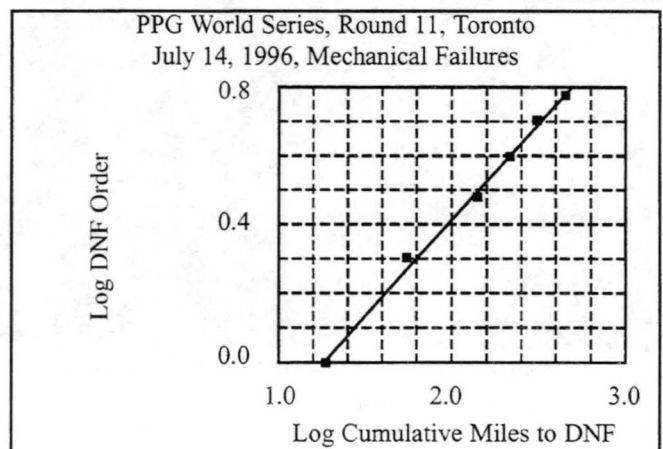
This example is not unusual, merely one picked from the current year of auto races of all types. Other examples show values for correlation both higher and lower. Some of these are (mechanical failures unless otherwise noted):

Race	Slope	Coeff. of Corr.
IRL Round 2, Las Vegas 500K, 9/15/96	0.512	0.992
Formula 1, Round 1, 1996	0.801	0.999
Round 2, 1996	0.571	0.993
Round 3, 1996	0.789	0.997
1996 Indianapolis 500	0.429	0.990
1996 CART Round 3	1.013	0.997
1996 NASCAR Round 4	0.590	0.998
1996 Brazil GP, Formula 1, human fault	0.571	0.993
1996 Argentine GP, Formula 1, human fault	0.833	0.999

Simply stated, the above results showing such high coefficients of correlation are quite puzzling considering the occurrences are entirely random. However, the same operations carried out with random numbers yield similarly high correlations. So this phenomenon is a natural one but still unexpected and surprising.

While there is no immediate use to which this method can be made, it is submitted for general consideration.

- G. Marshall Naul



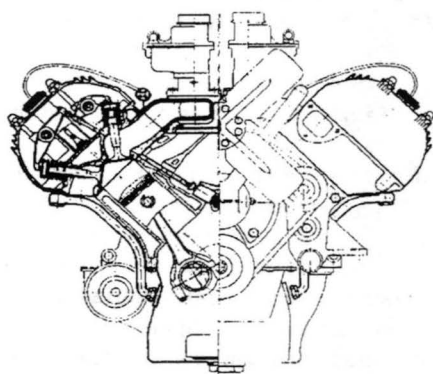
## ZORA ARKUS-DUNTOV REMEMBERED

*Editor's Note: The ever-diligent contributor to the SAH Journal Fred Roe found E. Dean Butler's letter to Vintage Motorsport magazine in the September/October issue. Thanks very much to Fred, Dean, Vintage Motorsport and editor Jay Lamm.*

Zora Arkus-Duntov will be remembered by the vast majority of enthusiasts for his countless contributions to the success of the Corvette. However, his contributions to automotive engineering run far deeper. For example, Zora may well have been the inspiration for the famous Chrysler Hemi, as will be explained later.

In the late 1930's, Zora briefly worked at the French automotive firm Talbot and later owned a Talbot Grand Prix car, with which he tried to qualify at Indianapolis in 1941. The Grand Prix Talbot was powered by a 4.5 liter, 6-cylinder engine with hemispherical combustion chambers and large intake and exhaust valves opening into the same combustion chamber space, just as in a double-overhead-cam engine, but operating with pushrods from a valvetrain required for this valve geometry (two rocker shafts and very long rockers to the exhaust valves) was patented by Talbot in 1934.

In an unrelated facet of his life, Zora was impressed with the bottom-end strength of the flathead Ford V8. Zora personally told me the rumors are true that he smuggled gold between Belgium and France in the 1930's at night, when his parents thought he was in bed, by placing gold coins into the hollowed-out kingpins of a Ford V8 which he drove flat-out, and with which he could manage well over 6000 rpm downhill. Zora later combined his Talbot and Ford experiences into the notion that the Talbot valvetrain system would be great on the flathead Ford V8.



*Cross-section of Ford's V8 engine with the Ardun head*

Zora conceived of all of this for high-performance reasons, but he sold the idea originally as a truck engine ("Aircraft engine efficiency with automotive engine ruggedness," according to the original literature). However, the idea failed because truckers were accustomed to revving engines in the lower gears until they no longer pulled, and this resulted in failures with Zora's engine--because it kept pulling and pulling in the lower gears!

Zora's engine, called the Ardun for ARKUS-DUNTOV, soon became highly popular among American hotrodders and drag racers. The original foundry work had been done in the United Kingdom, where it attracted the attention of Sydney Allard--who, because of postwar import restrictions, was stuck with the Ford V8 for his cars sold in Britain, while Americans were making their Allards far faster with Cadillac and other OHV engines.

Sydney Allard had problems with his first Ardun engines and asked Zora to come to London to help--which Zora did, and then he stayed on for a while as engineering advisor at Allard. Zora's experience with Allards (the world's first serious production of lightweight sport cars powered by big V8s) was the main source of inspiration for his work on the Corvette. Zora told me personally that he tried to talk Sydney Allard into modernization of the Allard sports and racing cars--independent front suspensions, etc.--but that Sydney never had the money for development and thus forced everyone at Allard to make the best of what was readily available. Zora eventually gave up in dismay and left.

Elfi, Zora's lovely wife, once told me that when they returned to the USA from England, they were driving in Detroit when Zora spotted a billboard featuring the Chrysler Hemi. Zora told Elfi, "That's my engine."

Although Zora never did push the point, he always felt his Ardun engine was the true inspiration for Chrysler's world beater. Circumstantial evidence would support this: The earliest technical article I have seen on the Hemi (*Motor Trend*, December 1951) was written by James C. Zeder, then Director of Research at Chrysler, and this includes pictures and a description of the valve layout of the Ardun.

In this article, Zeder says, "Ardun inclined overhead valves...have demonstrated to American and British lovers of high-performance machinery the overwhelming advantage of building engines the right, but costly, way." Zeder also (correctly) said that "Chrysler is the first manufacturer to make the high output, high economy, hemispherical combustion chamber available to the...public in true mass production. (Emphasis mine.)"

Zora's next chance to develop the car he always wanted was, of course, the underpowered early Corvette, which he turned into the car he had wanted to develop for Allard. The Corvette benefited from Zora's experience at Allard beyond the basic concept. For example, the suspension of the late-1950's Sebring Corvettes was inspired by the Allard J2's de Dion layout, so Zora once told me.

Zora even played a role, albeit very indirectly, in the development of the Cobra! One day a friend of Carroll Shelby's came by in an Allard J2. Carroll took it for a ride and told his friend he could build a much better sports car with a V8--and eventually did so!

Those of us who had the privilege of knowing Zora personally--and not just his engineering brilliance, but his wit, his genuine love of machinery, and his love of life--already miss him greatly. However, his memory will live on with the roar of not just Corvettes, but Allards, dragsters, hotrods--and even Chryslers and Cobras.

- E. Dean Butler

## MORE ON DRIVING LEFT OR RIGHT

In his 1989 book *When Do Fish Sleep?*, David Feldman discusses the work of Richard H. Hopper, a retired geologist who studied the question. The ancient Romans and others passed on the left for ready defense against oncomers, as *Charles Falco* noted in No. 164, but Hopper claims that no nation mandated traffic flow until Pope Boniface VIII decreed in 1300 A.D. that pilgrims to Rome stay left. According to Hopper, "This edict had something of the force of law in much of western Europe for over 500 years." The French switched for the reasons *Jan Norbye* and *Mr. Falco* gave.

Hopper says that British remained on the left because of the construction of their freight wagons. They had a driver's seat on the right side so that drivers could wield their whips without striking the load or wagon, which naturally led to staying left when faced with oncoming traffic to be able to avoid side swipes.

However, in his 1992 book *When Did Wild Poodles Roam the Earth?*, Feldman quotes a response from Stanley Ralph Ross, who wrote the script for the sound and light show at London Bridge at its original location in Britain and then after its move to Arizona. Ross's research showed that the bridge had many buildings erected on it during the 17th Century, narrowing its right-of-way from 42 feet to as little as 12 feet and causing traffic jams as people tried to push across pell-mell. After one particularly bad jam caused by a dead horse in 1625, the Lord Mayor of London, John Conyers, decreed that traffic entering the city stay on the upstream (left) side of the bridge; traffic leaving was to stay on the down stream side. This rule gradually extended to the rest of Britain, Ross claims. Concerning why Japan also drives on the left, Cecil Adams comments in his 1994 book *Return of the Straight Dope* (without giving a source), "The English minister to Japan achieved the coup of his career in 1859 when he persuaded his hosts to make keep-left the law in the future home of Toyota and Mitsubishi."

The keep-right rule in the US, according to these sources, derives from our differing practice with freight wagons. Apparently drivers actually rode the left-rear horse instead of sitting in a separate seat, which made passing on the right advantageous to avoid hitting oncoming traffic. Pennsylvania mandated keep-right as early as 1792 on the Lancaster-Philadelphia turnpike, and other states followed over the next 20 years or so.

All of this reminds me: didn't some well-known person in Britain remark several years ago that Britain would switch to driving on the right when the rest of the world switches to the left? **Edwin Krampitz, Jr., P.O. Box 69, Drewryville, VA 23844-0069.**

With respect to Japan, I recall once having discussed this matter there with a reasonably erudite soul who provided a variation on the theme indicated in *SAH Journal* No. 164, and it is a bit more intriguing. Again, apparently

the "rule of the left" would lie with the sword-bearing samurai caste, or more precisely the relation of the masses to them. The spirit of the traditional samurai was embodied in his sword and the uninvited touching of it, even if that were accidental and of the most slight, was a form of extreme offense, inviting a response in the extreme, this hardly too surprising in a country where prisons were virtually unknown...except for those awaiting (and not for long) execution. By circulation on the left, the risk of accidental (possibly fatal) contact with the point-ends of the scabbards of the samurai swords was minimized, and this would be the reason for left-side driving having evolved. Of course, being on the "strong side" must have contributed as well, as many samurai were rivals and, presumably, frequently blood rivals at that, bearing in mind that they could be in the services of rival masters in a (very) high-stakes game: say, the pursuit of a shogunate. **H.C. Hopkins, Apartado 97, 03725 Teulada, Alicante, Spain.**

The article in September-October of the *SAH Journal* was most interesting. It happens that a chapter on road origins is being prepared for a book dealing with mechanical road transportation. Thus far no reference has been seen that explains the national preferences one way or the other for a left or right hand right of way. However a clue may exist in the Roman roads which became the standard from 300 B.C. for the next 2000 years. The Appian Way was probably the most developed of the Roman road system measuring 40 feet wide from the outer edge of the left ditch to the outer edge or the right ditch. The paved and cambered traffic surface was 185" permitting seven Legionnaires to march abreast. Between the ditches and the roadway were parallel side lanes, where pedestrians were expected to walk. It is not known if there was an up side and a down side.

The road surface was made of stone blocks; if newly laid these were very hard on the soldiers feet hence the massive sandals issued to all legionnaires. A secondary purpose of the sandal was as close combat weapon.

The rate of travel on such roads was about 15 miles per day for a person on foot but a post horse and driver might manage 75 miles in the day.

Just like everyone else the traffic planners have perfect hindsight. Although most of the world have their vehicles driving on the left, Britain and their former empire countries plus some other odd places elected to remain with the rights of way set by the horsedrawn traffic during the past century.

Sweden converted to the right before there was any massive road modernization but Britain displayed their conservatism by going ahead with new motorways, approaches and exits, bridges, and all those civil works that are alterable without incurring the cost of new structures.

It may be said that the failures of any country to convert to the right will be about as disastrous as the German failure to allow for the differing Russian rail gauge in 1941!

The above may not progress the basic question but may jog one or another members thoughts or knowledge. **Clive T. Jones, 52150 Range Road 221, Sherwood Park, Alberta T8E 1C8 Canada.**



Perhaps as a corollary to Erwin Schwab's question of the English driving on the left and the French driving on the right, does anyone know why oval races are run counter-clockwise and road races are run clockwise?

I would guess it is related to left and right side driving traditions, but I would enjoy hearing from other SAH members about this. Thanks. **Rob Etherington, 1416 Platte Street, Denver, CO 80202.**

Not only do the US and England differ on what side of the road to drive on, but also in races, including horse and auto races, on oval tracks. For example, in the Kentucky Derby and Indianapolis, the turns are to the left; in England the opposite, Why?

Now in trying to find the earliest example of this, I found a quotation in the *Iliad* (Homer, c.800 B.C.; the Trojan War took place c. 1100 B.C.). Here it is, from W.H.D Rouse's translation, describing a chariot race that the Greeks held during a lull in the fighting. It involved racing away from the sea, then turning back on an improvised pylon (Book XXIII).

Nestor gives advice to his son, Antilochos. "I don't think there is much need to teach you anything, for you know well to wheel around the post...Drive your car close almost grazing the post, and yourself in the basket lean gently to the left: give the goad to the off horse with a call and let him have rein. Let the near horse almost graze the post, so that the nave of the wheel seems almost to touch the surface of the stone, but do not let it touch or you may wreck the car and damage the horses." In a footnote it says, "the best place was on the left hand." This implies that chariot races were common back in Greece. Research into early Olympic Games would be useful.

Before the automobile age, the US was driving on the right, but at first used right-hand-drive cars. Why? Perhaps because of the gate gearshift outside operated by the right hand. When Ford pioneered left-hand-drive in 1908, the Model T had foot-pedal gear change. The rest changed about 1913-14 (except notably Stutz and Pierce-Arrow), when outside gate gearshifts were passé.

I think the two questions are related because to turn left at a pylon or taking the inside (shorter) lane on oval tracks requires a driver to sit on the left side. This also affects being close to opposing traffic, near the center of the road. (One exception is delivering mail to RFD boxes; I once saw a mail carrier with a 1929 Moon RHD phaeton.)

The rule of the road probably came first before the driver's position, but the two are closely connected. This interesting subject is not yet exhausted! **Donald L. Franson, 6543 Babcock Avenue, North Hollywood, CA 91606-2308.**

## A FEW WORDS FROM . . . ROBERT LUTZ

*Editor's Note: Since I became the editor of the Journal, I have tried to find ways to preserve modern automotive history in addition to our continuing focus of old and rare information. With this in mind, I would like to present the inaugural column entitled "A Few Words From..." In this forum, living historically significant figures will be allowed to voice their thoughts on the automotive industry: past, present or future. By request of Beverly Rae Kimes, Chrysler President and COO Robert Lutz has been gracious enough to contribute his thoughts. Mr. Lutz was among the leaders of Chrysler's rebirth in the 1990's and was named Automotive Industries' Man of the Year in 1994.*

The American auto industry enters its second century with as much enthusiasm about the future as it began the first.

Under a government-industry compact called the Partnership for a New Generation of Vehicles (PNGV), Chrysler, Ford, and General Motors are working to develop a production prototype vehicle by 2004 capable of carrying five to six passengers up to three times today's fuel efficiency, 0-60 mph in 12 seconds or less, and up to 380 miles--all for no more cost than today's mid-sized sedans, adjusted for economics.

At the same time, hybrid propulsion systems for automobiles, electric-powered vehicles and vehicle recycling are among the many technological initiatives being worked on today that will find applications in the future.

Globalization will increasingly force major automotive companies to compete fiercely for growing overseas markets. Don't be surprised to see mergers and consolidations within the industry, and the disappearance of smaller, weaker companies.

Most interesting to me, however, are the new product possibilities. Chrysler created an entirely new vehicle segment with the introduction of our minivans back in 1984, and the segment has become one of the most competitive and profitable in the industry. Somewhere on the horizon is an innovative vehicle with the potential to have the same impact. We don't know what it is yet, but the race to discover that new vehicle will be exciting.



## ANNUAL AWARDS PRESENTED

Presentation of the automotive history awards highlighted the annual SAH dinner, held on October 11th at the Hershey (PA) Country Club.

The E.P. Ingersoll Award, for excellence in presentation of automotive history in other than print media, was awarded to *The Rare, Racy, and Beautiful*. The nine-part video series was produced, directed and written by Scott Forsman for Lounge Lizard Films.

The Richard and Grace Brigham Award, presented to the periodical which exhibits the best overall treatment of automotive history over all issues published in a calendar year, was posthumously given to *The Road Back*. Published by Jenna Publishing, Ltd. and edited by Nigel Trevena, the magazine lasted four quarterly issues before ceasing production.

The Nicholas-Joseph Cugnot Award, for notable books in the field of automobile history published in 1995, was presented to Karl Ludvigsen's *Mercedes-Benz Quicksilver Century* published by Transport Bookman Publications, while *Cord 810/812: The Timeless Classic*, by Josh B. Malks and published by Krause Publications, received the Cugnot Certificate of Distinction. Karl Ludvigsen, Transport Bookman's Frank Stroud, Josh Malks, and Krause's Ron Kowalke accepted their awards in person.

The Carl Benz Award, for the best periodical article or series of articles in 1995, went to *Automobile Quarterly's* article "Burning the Midnight Oil - Cummins Diesel" by L. Spencer Riggs. The Benz Certificate of Distinction was given to *The Automobile's* article "The Steam Automobiles of James Herbert Bullard" by Scott Jamieson. *AQ's* Jonathan Stein accepted the award on behalf of Spencer Riggs. Scott Jamieson and Roger Banks (of *The Automobile*) accepted the certificate.

The James J. Bradley Distinguished Service Award, presented to a deserving library or archive for the preservation of materials relating to motor vehicles history, was given to the Automotive Hall of Fame. Bob Stockton accepted the award for the Hall of Fame.

The Society's highest award, the Friend of Automotive History Award, is presented to a person who has exhibited outstanding service in and has made outstanding contributions to the field of automotive history. This year's recipient was L. Scott Bailey. Mr. Bailey was presented the award in the United Kingdom.

## BREEDLOVE LAND SPEED RECORD ATTEMPTED FAILED

Craig Breedlove attempted to recapture the land speed record in October. Although the car had enough power to break the sound barrier, Breedlove's goal, strong crosswinds ended the try.

Travelling across the Black Rock Desert in Nevada at about 675 miles per hour, Breedlove's car was blown over. Breedlove was not hurt, but the vehicle will not be able to approach mach 1 this year. The car will be taken back to England and rebuilt for a later try.

## DE DION BOUTON FAN SOUGHT

The Amicale De Dion Bouton in France would like to have as a member an American knowledgeable about the marque, and has asked SAH for assistance. If you are interested in knowing more about this, contact:

Griffith Borgeson  
Campagne Mirail  
84140 La Motte d'Aigues  
France

FAX from US: 011-33-4-90-07-72-96

## LOTUS CHANGES HANDS

Controlling interest of Group Lotus Ltd. of Hethel, England has sold to Perusahaan Otomobil Nasional BHD (Proton). The Malaysian automaker bought the engineering firm in October. Proton acquired 6.375 million shares (63.75%) of Lotus stock while Yahaya purchased 1.625 million shares (16.25%). Total cost of the purchase of 80% of Lotus was listed at \$82.88 million.

Lotus has had a turbulent recent history. Colin Chapman's car company was purchased by General Motors in 1986. In 1993, Romano Artioli's Bugatti International relieved GM of the Lotus burden to help engineer the comeback of the Bugatti marque. Since the bankruptcy of Bugatti, Artioli has shopped for a proper suitor for Lotus. Italian investment firm 21 Invest was named in 1995 as the potential buyer. After the 21 Invest deal fell through, Korean automaker Daewoo was the leading candidate.

Now that Proton has surfaced as the new owner, Lotus's future begins to look brighter. The introduction of the new Lotus Esprit V8 displays the company's first all-new engine in nearly two decades. The new Lotus Elise shows the firm's engineering capability with aluminum. Most importantly, Proton can reduce its dependency on Mitsubishi for product development and become a true world player.

## GM ENDS AN ERA

General Motors has moved the executives to their new digs ending an era. No longer will the decisions for the world's largest automaker come from the "14th floor." The ivory tower has been exchanged for the offices in the Renaissance Center on Detroit's waterfront.

Since the 1920's, the 14th floor of the General Motors Building has been the center of control of GM. Paneled suites, a private dining room, and sleeping quarters were among the perks found in this inner sanctum.

John Delorean exposed the lifestyles of the GM executives in his book *On a Clear Day You Can See General Motors*. Delorean explained that anyone who dared to seal themselves into the 14th floor, "wasn't interested in the work or contributing to the job."

If you are ever invited to meet with the top brass of GM, ring for the 38th floor of 100 Renaissance Center. You have to walk up an additional floor to get to the chairman's office.

## SAH IN FRANCE FEBRUARY 1997

Two events are planned for SAH members who will be in France for the annual Rétromobile. Next year's old car show and flea market will be held February 7-16, 1997 in Hall 7/1, a different location, at the Exposition Grounds at the Porte de Versailles.

Last year, SAH held its first ever reception on the continent at the Automobile Club de France, with 30 members and guests attending. Once again, the Club's Salon Bugatti overlooking the Place de la Concorde, has been reserved for SAH for Thursday evening, February 6, 1997. The address of the ACF is 6 Place de la Concorde, above the Concorde metro stop. Cocktails will begin at 7:30 with dinner at 8:15.

Please make reservations as soon as feasible, enclosing a check to *Laurent Friry* as payee for 150 FF per person. ACF has asked for a preliminary head count by January 22 with the final number by February 3. Send your check, in French Francs only, and reservation to: *Laurent Friry*, 2 rue de la Guerinière, F-91390 Morsang sur Orge, France. Fax at (from US) 011-33 1 64 47 53 67.

Thanks to the interest of *Paul Berliet*, the second event, planned for Monday, February 10, 1997, is a visit to the collection of the Foundation de l'Automobile Marius Berliet at Le Montellier (Ain), about 20 miles northeast of Lyon. The vast facility (3600 square meters) contains primarily French commercial vehicles such as trucks and buses, and some cars that were manufactured in the Lyon area. Of special interest are a Dodge ambulance from World War I and a tank from the same period that the Berliet firm manufactured under license from Renault.

The facility is open only to groups and by prior appointment. The Foundation will provide transportation from the Part-Dieu station in Lyon to and from Le Montellier. Those coming from Paris should plan to take the 8:00 a.m. TGV or otherwise arrange to be at the station at 10:00 a.m. as the buss will leave shortly thereafter.

Please inform the Foundation no later than Friday, January 24, 1997, if you plan to attend. Your family and friends are welcome. You should contact *Paul Berliet*, President, Foundation de l'Automobile Marius Berliet, 39 av. Esquirol, 69003 Lyon. Fax at (from the US) 011-33-4-72 33 20 25.

## 25 YEARS AGO AT SAH

From *SAH Newsletter* No. 22, November/December 1971:

President John Peckham informed members interested in writing monographs which might be too long for the *Newsletter* that several organizations had expressed interest in furnishing SAH with financial assistance in printing and distributing them. SAH would make some additional money by selling copies to members and the public. We don't know that this ever came about. Could it be that this is an idea whose time should come 'round again?

Mr. Peckham also complained about the high price of automotive books, saying that "It seems silly that a book, good in all respects (writing illustration, layout, printing, etc.) should exceed \$15."

- Taylor Vinson

## IT HAPPENED YEARS AGO

*One hundred years ago...*

November 14, 1896 - The "Red Flag Law" is abolished in England. This law demanded that a person must lead a motor vehicle waving a red flag.

November 14, 1896 - Two Duryea cars debuted in England for the Emancipation Day run from London to Brighton.

*Eighty-five years ago...*

November 1, 1911 - Chevrolet Motor Company was formed.

*Seventy-five years ago...*

December 9, 1921 - Dr. Thomas Midgley, Jr. introduced the effectiveness of tetraethyl lead in gasoline.

*Sixty years ago...*

December 30, 1936 - General Motors was shut down by strikes.

*Fifty years ago...*

November 9, 1946 - The United States government lifted price and wage controls of the automotive industry.

*Forty-five years ago...*

December 1951 - The 100,000,000th American passenger car was produced.

December 18, 1951 - The Allstate, a version of the Henry J, was offered for sale by Sears, Roebuck and Company.

*Thirty-five years ago...*

1961 - The Jaguar E-type was first displayed at the Geneva Motor Show.

November 16, 1961 - Ford built its first intermediate car, the Fairlane.

*Fifteen years ago...*

December 8, 1981 - Mitsubishi entered the American market under its own name.

Is your automobile literature collection for sale now...or at some future date? If you have collected for years with care and discrimination why not be equally discreet in disposing of your most cherished items.

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## FIRST HISTORY CONFERENCE A SUCCESS

The Society's first automotive history conference, "The American Automobile Industry: Past, Present, Future," was held September 4th through 7th in Dearborn, Michigan. The conference, which had a centennial theme, was co-sponsored by the Henry Ford Museum and Greenfield Village, and was headquartered at the Museum.

About 130 people participated in the conference, most of whom were not SAH members. Twenty five presenters gave papers on topics related to the industry, from advertising to wartime activities, and business management to wiring diagrams. A panel discussion on the future of automotive history, featuring some of the nation's eminent scholars, closed the event.

Popular author, professor, and speaker *Richard Scharchburg* opened the conference with a talk about the automobile in America prior to the industry, and keynote commentator David Cole from the University of Michigan enlightened the Friday lunch crowd with his insight into the future of the auto business. Ford scholar and commentator *David Lewis* spoke on "Henry Ford and the Twentieth Century; other members presenting included *Craig Pascoe, Harry Carpenter, Kevin Borg, Frank Gump, Paul Sable, Sinclair Powell, George Hanley, Gerald Bloomfield, Tom Brownell, Bob Ebert, Doug Leighton, and Scott Mathews*. Receptions were held at the Ford Museum halls, the Detroit Public Library, and at the Detroit Historical Museum, all with viewings of current exhibits. On Thursday, participants took part in their choice of three bus tours, visiting historic Motown, the Rouge Steel plant and Fair Lane, or the Chrysler Tech Center and Meadowbrook Hall. For those with "hardware genes," the conference led directly to Old Car Festival in Greenfield Village on Saturday and Sunday.

There was genuine enthusiasm for making this a periodic event, so planning has been started for the next conference, probably in September 1998. Information will be forthcoming in the *Journal* as plans take shape.

## DUESENBERG AHR AVAILABLE

Additional copies of *Automotive History Review* #30 are available for sale. The big Duesenberg issue is an amazing collection of each model of the famous marque originally sold on the Continent. Only \$6 for this special issue.

Make sure that every Duesenberg fan you know has their own copy. This issue of *AHR* impressively displays what SAH can do when their resources have been harnessed. It is an issue that everyone involved can be very proud.

To get additional copies, send your six dollars to:

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There are only a limited number of these issues. Once their gone, that's it. Let everyone you know in on our little secret that we call *Automotive History Review*.

- Sam Fiorani



***THE SPLENDID STUTZ: The Cars, Companies, People and Races***, by Raymond A. Katzell (editor) and 16 additional contributors, 1996. Hardcover (also, leather-bound collector's edition), 392 pages, 10 1/2 x 8 1/2 ins, 500+ illustrations with 8 color pages. ISBN 0-9654709-C-3. Published and sold by The Stutz Club, Inc, Dept. S, 583 Main Street, Wilbraham, Massachusetts 01095. Priced at \$69.95 plus \$5.95 shipping (limited leather-bound edition: \$79.95).

Here it is! The first comprehensive history of the Stutz. Although Stutz Club president Dale Wells states in the Foreward "we do not pretend to have said it all," there isn't much that *The Splendid Stutz* hasn't touched upon.

A brief history of Harry C. Stutz opens the book. From his immediate family to his Pennsylvania Dutch heritage, *Charlie Betts* covers the upbringing of the young automaker. Rare family photos and period advertisements of past employers illustrate his background.

From his first car, the 1898 "Old Hickory," through the American Underslung of 1907 to the 1909 Marion Flyer and the 1910 Empire, they're all here.

William Greer takes over the book to concentrate on "Harry Stutz's Companies & Cars" in Chapter Two. The Stutz Auto Parts Company and Ideal Motor Car Company led to the production of the Stutz automobile shortly after a Stutz car completed the initial running of the Indianapolis 500.

Advertisements and more rare photos document every step of the way to becoming the legend of the Stutz automobile. All of the important people whose name could be associated with Stutz are given their due. Nearly every model produced is illustrated in photographs, drawings, and statistics. Engineering sketches illuminate advances the Stutz was known for.

Automobiles were only part of the Stutz story. The Stutz High Duty Fire Engine Company built fire trucks for many years. Commercial vehicles like the Pak-Age-Car remain part of the Stutz history.

Beyond the production successes, Stutz was well known for its racing prowess. The racing cars, mechanics and drivers that made the marque famous are well represented.

As with all famous names that failed to survive the depression, people have tried to keep the Stutz name alive. Clubs continue to keep a registry of Stutz and Stutz-related vehicles. Around 1970, the Stutz name was revived on a new automobile.

Even memorabilia is present in this volume. Miniatures issued by the Franklin Mint, Danbury Mint, and Matchbox are outlined. Also, lapel pins and United States Postal Service stamps show up.

With all of this history to be uncovered, it's hard to believe that this book wasn't published years ago. Thanks to the hard work and dedication of the Stutz Club, *The Splendid Stutz* captures the legacy of the Stutz automobile for many generations to come.

- Sam Fiorani

**AUTOMOBILLA: A History of the Automobile in 52 Weeks**, by Joseph Louis Troise, 1996. Softcover calendar with easel stand, 54 pages, 5 3/4 x 10 ins. ISBN 0-87654-935-0. Published and sold by Pomegranate Calendars & Books, Box 6099, Rohnert Park, California 94927. Priced at \$9.95 in USA, \$11.95 in Canada, \$15.95 in Australia.

I love trivia. I love cars. So why not put automotive trivia in a calendar. Joe Troise has done just this.

Designed with a handy easel stand, this wire-bound calendar displays a week at a time. On nearly every day of the year, an automotive fact from that day (or month) in history is outlined. Birthdays, model debuts, famous developments, announcements and deaths are listed; about 300 in all.

Each week features a trivia question, historical tidbit, and a continuing automotive history timeline. Each page has enough information to keep interest for an entire week.

No story here. No earth-shaking revelations. Just a great desktop calendar. *Automobilia* is the perfect Christmas gift for yourself or your friends who love old cars.

- Sam Fiorani



### Dick Stout

I was shocked and saddened to read Taylor Vinson's obituary of Dick Stout in the September-October issue of the *SAH Journal*.

Not too long ago, Dick sent me an inscribed copy of his "Product Philosophy Report" which he prepared for Jim Nance, Vice President of Marketing of the Ford Motor Company and which Taylor mentioned in his obit. It was while I was reading this 396-page analysis that the issue of the *SAH Journal* arrived. The report is one of my prized possessions as an example of what a thorough analysis could be and, in this case, was. Dick was 37 when he wrote it, but it could be used as a beau ideal in judging the shape of things to come and at the time, of course, it was.

I shall miss Dick Stout and I'm proud to have been a member of the Cugnot Committee when he was awarded the Society's Certificate of Distinction in 1989 for his book, "Make 'Em Shout Hooray!"

He will be greatly missed by his many friends, especially those with whom he worked in the automotive industry. **Keith Marvin, Apartment A13, The Village One Apartments, 567 Broadway, Menands, NY 12204.**

## Kelly-Springfield Trucks Sought

I was interested in the July-August issue concerning the demolition of the Kelly-Springfield plant at Cumberland. It seems that interest in our industrial heritage is at the same level in the USA as it is here in the UK. Numerous historic factories have been demolished or are threatened here, particularly in Coventry.

Whilst the Society of Industrial Archaeology's feature was quite detailed, no mention was made of the fact that Kelly-Springfield also manufactured trucks. Quite a few came to the UK during the Great War and were sold as Government surplus following the Armistice.

Did Kelly-Springfield actually make the trucks themselves? I had always thought so, even down to their own engines initially. I realize that the trucks were made at Springfield, Ohio, but what connection was there between the tyre company and the trucks? **Mike Worthington-Williams, Glaspant Manor, Capel Iwan, Newcastle Emlyn, Dyfed SA38 9LS United Kingdom.**

## Montagu Trophy

I'm not sure *Nick Georgano* would want me to set the record straight over the Montagu Trophy win reported in Jan/Feb 96 *Journal*. *The First Hundred Years* referred to was written by three historians quite well known on our side of the pond in addition to *Nick Georgano* (who was the overall editor paid for by the Centenary Trust and Michael Sedgwick Trust). They were namely Anders Clausager of the British Motor Industry Heritage Trust and two freelancers, Jonathan Wood and myself. Hopefully, some of these names will be familiar to you, and mine may become more so to tractor buffs as Andrew Morland and I are about to embark on *Classic Tractors of the World* for Voyager Press of Stillwater, MN. I'm currently battling on an A-Z of world wide tractor producers for *Tractor and Machinery* magazine and sixty pages and hundreds of makes later, have only reached D! Every motor firm seems to have had a go and I seek material and loan photos. **Nick Baldwin, Budds Farm, Barrington, Ilminster, Somerset TA19 0JN England.**

## Correcting "Years Ago"

Under "It Happened Years Ago," it is reported that on September 14, 1956, George Romney announced that American Motors would drop the Nash and Hudson names after the 1957 model year.

Since I was there and an active participant in planning such announcements, I can tell you that the public announcement (actually a confirmation of rumors) was not made until sometime in April 1957, and then it was more an upbeat announcement on the compact Rambler. It may be that you confused the reference in *Pat Foster's* book on AMC that the dealers were told in 1956 that Nash and Hudson models would be offered in 1958 (I don't recall such a promise by Romney but it may well have been promised). **John A. Conde, 1340 Fieldway Drive, Bloomfield Hills, MI 48302.**

*The statement Romney made was "American Motors is wedded to the program of supplying its dealers with cars for each major segment of the future market...In 1958 Nash dealers will have an all new big car with the Nash name to sell and the Hudson dealers will have an all new big car with the Hudson name to sell." This appears on page 17 of a speech he delivered to Nash and Hudson dealers during October 1956. It was sometime after this talk that Mr. Romney decided to drop the Hudson and Nash nameplates.* - Pat Foster

## In Search of Harry Lawson

I am a Senior Lecturer at De Montfort University here at Leicester in England and I am involved in Ph.D. research into the subject of Harry Lawson and am investigating the part he played in the beginnings of our motor industry.

This is naturally a large subject, but one particular area is proving hard to cover. This is the early American connection that I now need to investigate in greater depth and which I am finding difficult from over here. The subjects in question are:

- Edward Joel Pennington (anything on practical trials of his 2, 3, & 4 wheeled vehicles in the States before he came to the UK, together with information regarding any surviving Pennington vehicles or power units)
- Lawson's visit to the USA in the early 1900's
- The Tri-Moto three-wheeler vehicle made by the Wester Wheel Works of Chicago (and sold by Colonel Pope's American Bicycle Company)
- The Anglo-American Rapid Vehicle Company

I am hoping that anyone who has any knowledge of these subjects and who is prepared to assist me to contact me directly. With thanks. **Nigel Mills, Mansion Court, High Street, Earl Shilton, Leicester LE9 7LR England.**

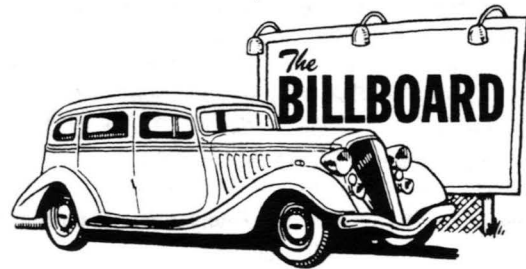
## Historical Links with the Auto

From an American perspective, the work of the Society of Automotive Historians is priceless. As a new member of SAH, I am very much impressed by the dedication of the members in preserving and uncovering the wealth of history of the automotive industry in the United States. It is a constant learning experience.

The automobile has probably done more to define modern America than any other single item in existence. Throughout the 20th Century, the automobile has changed American Culture. At the dawning of this century, Americans primarily resided and socialized in rural farming areas or in large towns or cities where mills dominated the economy. One's travel was dependent on how far the subway or trolley lines went. Henry Ford's mass production of the auto and changing it from a prize of the wealthy to affordability for all forever changed America. The suburbs we live in or the stores we shop in were created as a result of the automobile.

The American automotive history could even claim credit for winning World War II. GM, Ford and Chrysler plants gave the Allies the tools to defeat the Axis both in the Pacific and in Europe. Labor organizing in the auto industry in the 1930's and 1940's gave rise to the United Auto Workers who for years have set the pace for pay and working conditions within American industry.

The great improvements in American automotive quality in the 1990's have paved the way for the resurgence of the U.S. economy. Yes, automobiles are fascinating and fun, but their existence runs deep into the life blood of America. Being members of SAH is not only interesting and a cornerstone to our interest in cars, it is an important aspect of bringing to light a major influence in American history. SAH is more than a club, it is an ever growing classroom for all to enjoy. **Kevin P. Murphy, 41 Olson Street, Abington, MA 02351-2329 USA.**



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 Sam Fiorani, P.O. Box 7073, St. Davids, Pennsylvania 19087-7073 for display ad rates.

**FOR SALE:** Volkswagen publications, over 90 items dating from 1939 through 1978, sold as a lot for \$140 postpaid. These items consist of sales literature (38); 26 "Small World" and 8 other magazines; 5 books (3 VW cartoon collections); ads, owner's manuals, other I.D. papers (colors, serial numbers, etc.). For a 3-page listing of items send SASE. **Grace Brigham, 1616 Park Lane NE, Marietta, GA 30066 USA.**

**FOR SALE:** About 119 different editions of the 164 *Journals* are still available. The price for a single issue is \$1.50. Quantities from 2 to 20 are \$1.25 each. More than 20 are \$1.00 each. Out of print issues are numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 20, 23, 25, 27, 28, 31, 33, 34, 39, 41, 43, 47, 48, 62, 63, 65, 68, 94, 96, 97, 99, 100, 101, 115, 118, 124, 125, 126, 129, 131, 138, 148, and 160. Orders and/or inquiries to **Fred Roe, 837 Winter St., Holliston, MA 01746-1159.** Make check or money order payable to **SAH.**

**WANTED:** Information on the Sigma automobile. I have a dirt-track racer with an engine labeled "Sigma Automobili." Can anyone add to what's in the Geogano encyclopedia? **David DuBrul, 1001 Dorset St., So. Burlington, VT 05403 (802) 658-1056.**

**WANTED:** Information (photos, memos, drawings and the like) on the Ford X-Cars from the sixties: Mustang II, Cougar II and the Allegro. Additionally, desire all available information on the Ford *Custom Car Caravan* and the Lincoln-Mercury *Caravan of Cars* which were the auto show presentations that Ford and Lincoln-Mercury promoted across the United States. Need lists of vehicles, memoranda, notes, copies of letters and all other data concerning the creation, promotion and other efforts related to the two *Caravans* which commenced in the 1963-64 show season and ended in the 1966-67 show season. Information needed for a major article in a quarterly automotive publication. Credit gratefully given to contributors. All letters answered. Thanks! **Mark S. Gustavson, 1348 Longdale, Sandy, Utah 84092. Fax: (801)553-8908. Email: MSGSL@AOL.COM**

**WANTED:** Anyone in the Southeastern PA/Western NJ/Northern DE area interested in reviving the Oliver Evans chapter of SAH. Contact **Sam Fiorani, P.O. Box 7073, St. Davids, PA 19073-7073. Phone: (610)275-6866. Fax: (610)277-2505. Email: SAHJournal@AOL.COM.**

WANTED: *A Missionary on Wheels: Eva Hasell and the Sunday School Caravan Missions* by Vera Fast, published by The Anglican Book Centre, Toronto, 1979. Also, anything about the "Tin Can Tourists of the World" and house cars/motorized caravans pre-1940. **Chris Burlace, 6, Rockies Close, Letchworth, Herts. SG6 2SN, England.**

WANTED: Sales Figures. I'd like to know where to find sales figures for Mopar back in the 50's. Seems like those ought to be out there by state somewhere. Perhaps one of the members could give me a lead. I'd be interested in all the numbers I could get, trucks and industrial, in addition to auto. **Ron Skala, 3910 Summitview Suite 210, Yakima WA 98902.**

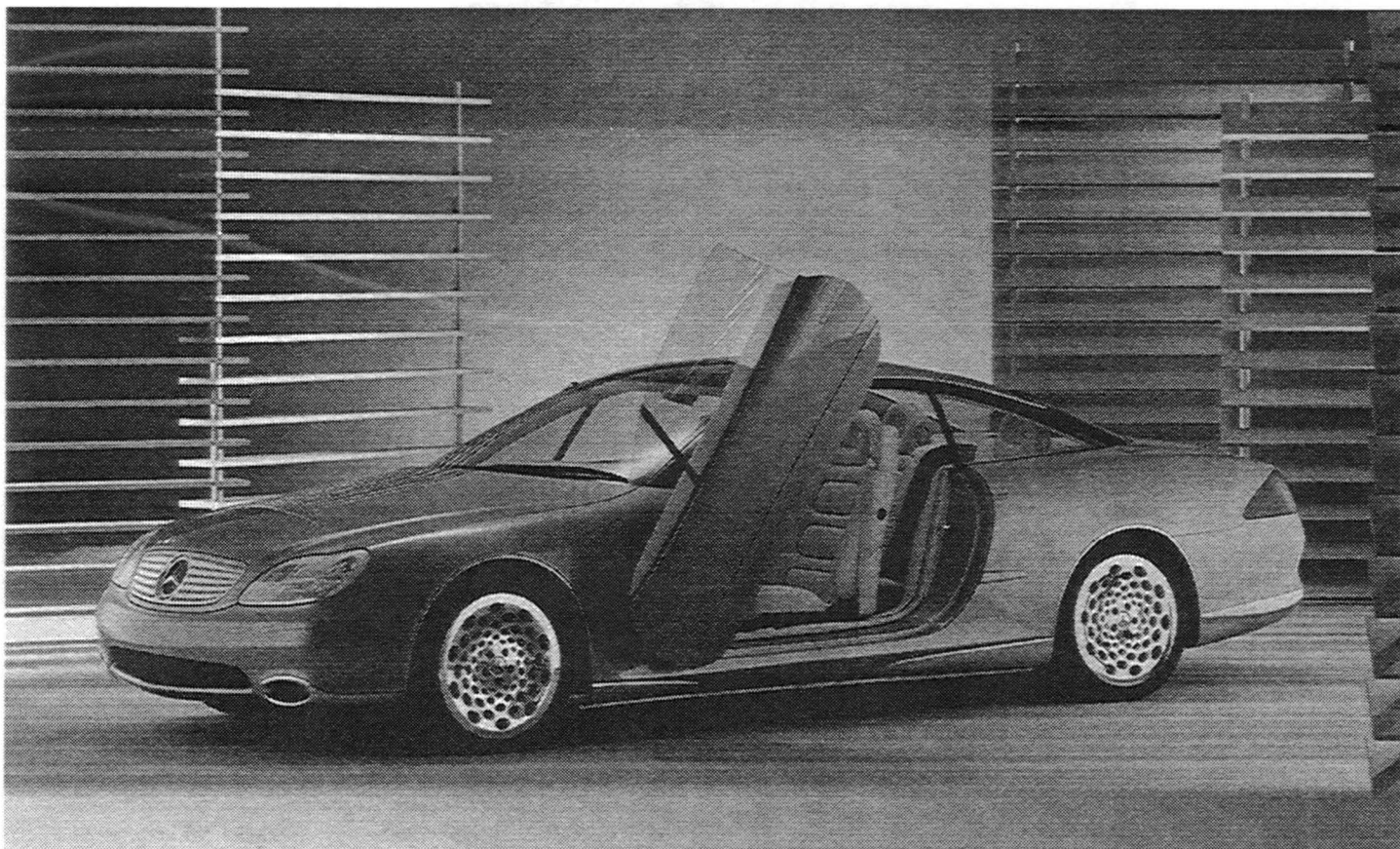
WANTED: 356 Porsche memorabilia, literature, posters, photos, signs, models, dealer and advertising items, etc...anything 356 or Spyder. Thank you! **E.A. Singer, R.F.D. 1682, Laurel Hollow, NY 11791-9644. Phone: (516)234-1400. Fax: (516)367-3260.**

WANTED: Republic Truck literature, information, photos, copies of old magazine ads and articles. **Errol Beutel, 12 Whitehead Road, The Gap, Queensland 4061 Australia.**

## ANSWERS TO CROSSWORD PUZZLE FROM NUMBER 162

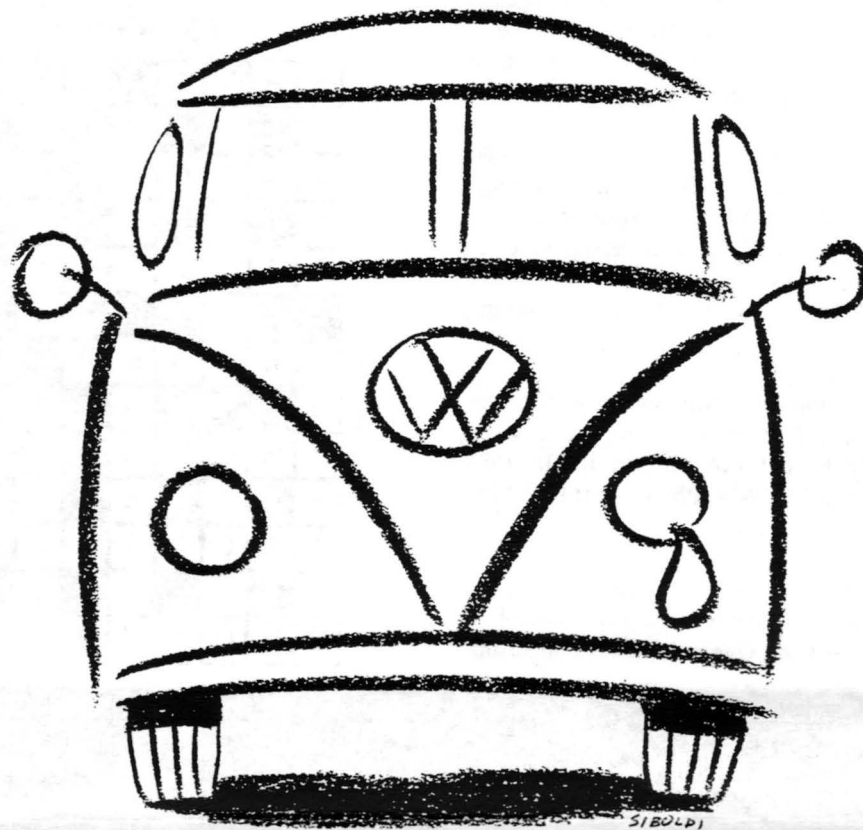
by Bryan K. Goodman

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*Introduced at this year's Paris Auto Show, the Mercedes-Benz F200 design study shows many features that the Stuttgart company anticipates blending into future production models. Among the modern touches are "scissor-like" doors and a drive-by-wire joystick drive control, allowing right and left hand drive editions without any mechanical differences.*

*photo courtesy of Mercedes-Benz of North America, Inc.*



### **Jerry Garcia. 1942-1995.**

*During the late 1960's through the 1990's, the musical band the Grateful Dead were followed by a dedicated group of fans. These "Deadheads" gravitated toward the utilitarian Volkswagen Bus for transportation. Although the Type 2 was out of production nearly a 15 years at the time, Volkswagen made this touching tribute to the 'Dead's leader after he died in August of 1995.*

*- courtesy of Volkswagen of America*