

SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

September-October 1997

Issue Number 170

IN MEMORIAM: GRIFFITH BORGESON 1918-1997

Internationally-recognized automotive writer, researcher and historian Griffith Borgeson died on June 29 in Provence, France, where he and his wife Jasmine had lived since 1965.

Born in Berkley, California on December 21, 1918, he literally grew up on the University of California, Berkley campus where he began auditing courses at the age of 13. His journalism career commenced in high school by writing music and theater columns for the school paper.

During World War II, he held responsible engineering positions in shipbuilding at the Kaiser Shipyard in Richmond, California. His first foray into automotive writing was with Vol. 1, number 1 of *Motor Trend*. He eventually became editor-in-chief of the pioneer postwar U.S. car magazine. He turned to freelancing in mid-1952 and in 1955 wrote his first article for *Road & Track*, becoming a steady contributor right through recent years. Along with Eugene Jaderquist, he wrote *Classic and Sports Cars* in 1954. After moving from California to the island of Jamaica in 1962, he and Jasmine then moved to Turin, Italy for two years and then to the south of France. He wrote his epic tome, *The Golden Age of the American Racing Car* in 1965 and was in the process of updating a new edition at the time of his death.

While writing *Golden Age*, he became friends with Roland Bugatti, which sixteen years later resulted in Griff's iconoclastic and controversial *Bugatti by Borgeson*.

Less known, perhaps, are his books on hot rods including *Best Hot Rods* (with Jaderquist), *Best Hot Rods II*, *Hot Rods and Building and Racing Hot Rods*, Griff also wrote *Challenger*, about Mickey Thompson, the authoritative *The Classic Twin-Cam Engine* and erudite articles in *Automotive Quarterly* as well as the limited edition AQ book *Errett Lobban Cord—The Man and His Motorcars*. His groundbreaking work on Harry A. Miller and his discovery in the Bugatti factory and subsequent restoration of one of the legendary Miller 91 racing cars is well known throughout the historic automobile world.

His honors through the years were plentiful and well deserved. He was the American Delegate and Membre Titulaire of the Commission Historique Internationale of the FIA, Paris; member and judge of the book award committee Associazione Italiana per la Storia dell'Automobile; winner of numerous awards for the best

book or article of the year and friend chronicler of many automotive legends such as Leo Goossen, Battista Pininfarina, Nuccio Bertone, Franco Scaglione, Enzo Ferrari and Vittorio Jano.

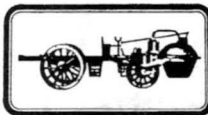
For over 40 years now, I have had a case of hero worship when it came to Griff Borgeson. One of the great privileges of my life was to become friends with him and publish some of his work in *Special Interest Autos*. Ever since receiving a copy of *Classic and Sports Cars* as a Christmas present in 1954, I had been in awe of his knowledge and his elegant way with words. When we finally met, during the Miller conclave at Laguna Seca a few years ago, it was like seeing an old friend and our mutual regard was obvious and immediate. On visits to that great French show, Rétromobile, walking the aisles with Griff was like a slow procession with a revered personage. He knew everyone and everyone knew and admired him. To sit down and have lunch or dinner with him and his charming wife, Jahs, was to embark on an adventure in learning—not just about cars, but about life.

Fluent in French, Italian and Spanish, Griff was a true renaissance man, equally comfortable discussing the philology of the French language or some technical innovation on the Berliet truck. How many people have ever said that they adored Bonneville with or without cars? Griff did, and that's an indication of his world view. He had an unceasing curiosity about the world around him which made him a superior journalist and communicator. Most of all, he was an individual, and that is one of the reasons I think he was most comfortable in France, where *individualite* should be joined to *liberte, egalite et fraternite*. He loved wearing wildly patterned shirts and Southwestern style string ties. His white hair was worn in a hipster ponytail and his white beard was almost as much of a trademark as that of Hemmingway's. Griff was passionate about getting things exactly right, whether it was trying, unsuccessfully, to improve my ghastly French accent or checking the precise specifications of a car. This made him an editor's dream. You could trust his work to be spot-on when the final manuscript was received. All of us who knew him or learned from his works will rejoice in his long, creative, productive life and revere the memory of a singular man who set a standard for all of us who would call ourselves historians.

What he wrote about himself in some notes seven years ago is perhaps the most revealing glimpse of all into this remarkable person: "Physical age 72; spiritually 27." And he still was the rest of his life.

Au revoir, mon cher ami...

- David Brownell



SAH JOURNAL

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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

SAMUEL V. FIORANI, EDITOR
P.O. Box 432
Bedford, MA 01730-0432 USA
Email: SAHJournal@AOL.COM

OFFICERS

Christopher G. Foster
President

Nan E. Martin <i>Secretary</i>	Sinclair Powell <i>Vice President</i>	Paul Lashbrook <i>Treasurer</i>
-----------------------------------	--	------------------------------------

BOARD OF DIRECTORS

<i>Through Oct. 1997</i>	<i>Through Oct. 1998</i>	<i>Through Oct. 1999</i>
Helen J. Earley	Nicholas Fintzelberg	Patrick R. Foster
Matthew C. Sonfield	Thomas Deptulski	Leslie M. Kendall
Charles Roy	James J. Schild	Michael Lamm

PUBLICATIONS COMMITTEE

Patrick R. Foster, Chair
Paul Lashbrook Samuel V. Fiorani
Michael Lamm Taylor Vinson

ADVERTISING MANAGER

Sam Fiorani
P.O. Box 432
Bedford, MA 01730-0432 USA
(978)562-1090

Subscription to *SAH Journal* is by membership in the Society of Automotive Historians. Dues \$25.00 US per year.

Send membership inquiries and changes of address to:
Society of Automotive Historians, Inc.
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA

©1997, The Society of Automotive Historians, Inc.

EDITORIAL COMMENT:

FEW WILL MISS THEM, BUT I WILL

Well, it's about to happen again. Just as *Kevin Murphy* writes of the 40th Anniversary of the production of the first Edsel in Somerville, Mass., the final model of another American brand is preparing to roll down the assembly line half a continent away. In thirty years, I doubt there will be enough people who care to have a reunion for this brand.

Since World War II, the three major American automobile manufacturers have narrowed the field of brands down to a tidy sum. Although some people say that there are still too many, I feel that it is sad when any brand ceases production.

Ford took the brave step in 1957 to add Edsel to their "Family of Fine Cars." We all know how that turned out and there are the fans of the Edsel who proudly drive their interestingly styled cars to shows and gatherings.

Chrysler folded the DeSoto brand after thirty-four years. Fewer young people have heard of this brand, much less seen one, so it's difficult to imagine that the DeSoto lived longer than the more memorable Edsel by more than three decades!

After the 1950s took Kaiser-Frazer and Packard and the 1960s took the long-lived Studebaker, few were bold enough to try to launch a new brand. Sure, Bricklin sold a few thousand and Delorean a couple thousand more, but nobody attempted for real volume production...until...

In the Spring of 1987, Chrysler went to "the last of the independents" (please pardon me, Pat Foster) and purchased the little automaker for their very profitable Jeep Corporation. Along with the deal came more than 1,000 loyal dealers, a seventeen-year old wagon with four-wheel drive, and a stylish sedan engineered with the help of Renault and designed by Giugiaro.

At the beginning of the 1988 model year, the AMC red, white and blue signs came down and up went the traditional Chrysler sign with Jeep and a new name: Eagle.

For 1988, Eagle offered the Canadian-built Premier sedan and the Renault-built Medallion. Later models included the Summit (based on the Mitsubishi models) and the Talon (produced jointly by Chrysler and Mitsubishi). Eagle became a full-fledged member of the Chrysler family in 1992 with the introduction of the sporty Vision family sedan. Engineering for this model (and the rest of Chrysler's life-saving LH sedans) could be traced back to the AMC/Eagle Premier.

In the car's first full calendar year (1993), just over 25,000 were registered in the United States. Not bad except for the fact that the Chrysler version sold more than 54,000 that same year and Dodge sold nearly 85,000. Things only got worse from there for the Eagle while the other two models got better.

Every month, *Automotive News* ranks the ten brands with the greatest change in sales from the previous year. This year, almost every month, Eagle has been the worst performing brand. In August, Eagle lost another 43.5% of sales compared to 1996's poor sales.

Chrysler Corporation has been telling dealers for months that a new Vision was coming in January. Spy photos have appeared. Well, I have it on good authority that the Eagle brand is just waiting for the proverbial fat lady to sing.

The final Eagle, a Talon, will roll off of the Normal, Illinois assembly line of Mitsubishi Motors in the next few months. Few will miss Eagle...but I will.

Please take note of the new address for myself and the *Journal*. To reach me during regular business hours (9am to 6pm, Eastern Time), my new email address at work is SFiorani@DRI.McGraw-Hill.com, my work phone number is (781)860-6655 and my home phone number is (978)562-1090. Please contact me this way before sending a fax.

- Sam Fiorani, Editor

PRESIDENT'S PERSPECTIVE

"It was a quick two years, wasn't it?" Thus my predecessor, *Taylor Vinson*, closed a recent note to me, and it caused me to reflect in a way I hadn't before. Yes, it *has* been a quick two years and I can't recall a minute when being your president seemed like a chore. At times the responsibilities seemed weighty, but never daunting, mostly because I always had help from officers, directors, and committee chairs when I needed it. Together we managed to do quite a lot. The first task facing any incoming president is making sure that everything that already works keeps working. For me that meant handing off the publications I had been editing into the hands of others. Fortunately I had willing workers, and the new editors not only took over what I had been doing, seamlessly, but quickly improved the publications as well. *Sam Fiorani* gave *SAH Journal* a makeover, added pages, kept the rigid schedule, and lowered the cost by taking on more of the production himself. *Taylor Vinson* brought new life to *Automotive History Review*, giving it a regularity I had never been able to manage, enlisted new contributors, and gave us our first-ever single-theme issue: Duesenberg in Europe.

Jim Schild took on the silent auction, adding automation and maintaining the level of income needed to balance the Society budget. Treasurer *Paul Lashbrook* brought us into the plastic age, with a credit card arrangement that greatly simplifies payment for members, particularly those overseas. He also continued to make our Hershey headquarters an oasis in the sea of dust (or mud). Membership chair *Matt Sonfield* continued a recruiting campaign that begun during Taylor's administration, which doubled our rate of membership growth and re-introduced a large number of former members to our rolls. *Helen Earley* and *Sinclair Powell* made great strides on the very daunting task of assembling an archive of Society records and award-winning works at the library of the Auburn-Cord-Duesenberg Museum; Sinclair, as my vice-president, also improved relations with our chapters and re-lit the candle under a number of back-burner projects.

Pat Chappell kept a firm grip on our publications committee, and her successor *Pat Foster* pushed forward with another of our neglected missions, the publication of worthy but not commercially viable auto history. SAH Press has taking form this summer, and shortly we'll see the fruits of those labors. *Nick Fintzelberg* kept our prestigious Cugnot and Benz Awards on track, relinquishing the latter to *Don Keefe* this year, and I'm indebted to *Jim Wren*, *Dave Lewis*, and *Matt Sonfield* for continuing to shepherd the Bradley/Ingersoll, Friend of Automotive History, and Brigham Awards, respectively. Through it all, *Nan Martin* carried out the myriad duties of the secretarial office, always there when I needed her.

We delved into automotive history where it happened. *Richard Scharchburg* showed us the past when the board met at Flint, Michigan, visiting the treasures of the Sloan Museum and the priceless archives at the GMI Alumni Foundation collection. *Richard Stevens* took us in the footsteps and tire tracks of Frank Duryea when we met at Springfield, Massachusetts, the cradle of the American auto industry.

We did some new things, too. *Tom Deptulski* renewed the challenge of an automotive history conference, a goal of his since his first election to the board back in 1989. With the capable management of *Judy Endelman* and staff at Henry Ford Museum and the assistance of *Nick Fintzelberg* and other members we finally met that challenge with "The Automobile Industry - Past, Present, Future," a centennial conference in September 1996. A reprise on an expanded theme is planned for next year at that same time. We recognized that any organization entering the 21st century should have a presence on the internet, so we're in the early stages of probing our way into cyberspace to build a web site. Along the way I was privileged to meet many of you, at Hershey, at the board meetings, and in your own locations. I very much enjoyed meeting with the UK Chapter in London last autumn, participated in a very interesting publishing seminar at Beaulieu the following week, and lived the dream of a lifetime as a passenger in *Layton Roberts'* mighty Mors on the centenary observance of the London-to-Brighton run.

They've been very quick indeed, these last two years. I'm glad to be leaving the helm in the hands of someone as seasoned and capable as *Sinclair Powell*, but I'm not going far. You'll be hearing from me soon, at renewal time, in my new job.

-Kit Foster

25 YEARS AGO AT SAH

Thanks to *Bernard Weis* we know that undated Newsletter Issue No. 26 arrived in September 1972. It contained two articles of exceptional interest. The first, "The Automobile in India," covered horseless carriages in that country from the arrival of the first, in 1901, until World War II. It was written by Maurice A. Harrison whose own memories included the Delhi Motor Show of 1921. The second was *Jan P. Norbye's* background of the Opel, "Friedrich Lutzmann and His Cars."

This early effort took place in the 1890s.

The death of SAH Charter Member Ken Purdy, 59, was noted. New members included *Michael J. Worthington-Williams* (#168)

- Taylor Vinson

Inside the Journal...

Editorial Comment	2
President's Perspective	3
25 Years Ago at SAH	3
Obituary: J. Richard Wager	4
Additional News	4
Griffith Borgeson: An Appreciation	8
Vehicles Built at Auschwitz	9
Cars and Trucks in Japan	10
It Happened Years Ago	11
SAH Members On The Move	11
Book Reviews	
<i>HISPANO-SUIZA/PEGASO</i>	11
<i>HOLSMAN HISTORY: 1901-1910</i>	12
<i>FAMOUS BUT FORGOTTEN</i>	13
Letters	13
Classified	15

OBITUARY

J. RICHARD WAGER (1920-1997)

J. Richard Wager, a member of the Society of Automotive Historians and a recipient of the Society's Cugnot Award of Distinction, died July 10 at the University of North Carolina Hospital in Chapel Hill, North Carolina.

He was the author of *Golden Wheels*, first published in 1975, with a second edition published 1986. The book is considered the definitive history of the automobile industry in Cleveland and Northeast Ohio from 1892 to 1932. In 1987, he was honored by the SAH with its Award of Distinction.

Wager had been a writer and editor for *The Plain Dealer*, 35 years. He was a general assignment reporter from 1947 until 1951 when he was named religion editor. From 1963 until his retirement in 1982, he served as the newspaper's travel editor.

It was in the late '40s, as a reporter, that he developed his interest in antique cars. *The Plain Dealer*, a morning newspaper, required a skeleton staff to be on hand from the printing of the last edition until about 2 a.m. each morning. Some of the reporters bided their time by playing poker; one fellow taught himself Russian and others studied their family trees.

Having been born on the same street in Wauseon, Ohio, as Barney Oldfield, Wager occupied his early morning hours by sifting through the paper's library to learn what he could about the legendary race car driver. Oldfield's association with the Cleveland-made Winton automobile piqued Wager's interest in that and the other Cleveland-made cars. Nearly thirty years and countless hours of research later, he published *Golden Wheels*.

J. Richard Wager died of complications associated with leukemia. He was 77. He and my mother, Gladys, who survives him, moved from Cleveland to Chapel Hill in 1986.

- C. Edwin Wager (J. Richard's son)

ADDITIONAL NEWS

SEE YOU AT THE HISTORY TENT WAY 11-12, HELP US WITH HOSPITALITY

The History Tent, the Society's Hershey headquarters, will again be located in the White Field, at spaces **WAY 11-12**. This is the same location as last year. Come to visit, to talk with old friends, meet new ones, or just to escape the sun (or rain). We'll be enrolling new members, and Society publications and merchandise will be on sale. Light refreshments will be on hand for all visitors.

Paul Lashbrook is again our head host at The History Tent. He will need help, however, to staff the tent throughout the weekend. Please leave some time in your schedule to help with this most important function. Call Paul now at (954) 587-5785 to let him know when you'll be able to help.

POWELL, SCHILD, FINTZELBERG, FOSTER NAMED SAH OFFICERS ROE, SCHARCHBURG, FIORANI ELECTED TO BOARD

In the recent SAH elections, the candidates for officers ran unopposed, and were elected for a two-year term beginning at the close of the 1997 annual meeting of members. The term ends in October 1999. *Sinclair Powell*, currently SAH vice president, was elected president of the Society. Board Members *Jim Schild* and *Nick Fintzelberg* were chosen vice-president and secretary respectively. Outgoing president *Kit Foster* will be the Society's treasurer.

For the three-year Board of Directors term ending October 2000, SAH members have voted in Cugnot Award winners *Fred Roe* and *Richard P. Scharchburg*, and *SAH Journal* editor *Sam Fiorani*.

The election of Messrs. Schild and Fintzelberg to offices leaves two vacancies on the Board, and in accordance with SAH policy they will be filled by director candidates *Charles Roy* and *Paul Lashbrook*. All the officers-elect will take office at the conclusion of the annual meeting on October 10th.

There were 205 votes cast this year from a total of 808 ballots mailed. The 1996 election was for Board positions only. In that election, 250 votes were cast from a membership base of approximately 750. Thus, in 1996, one-third of the membership voted, while this year, only one-quarter did so.

- Taylor Vinson

AUTOCLASSIC LAUNCHED IN HUNGARY

Pal Negyesi, SAH's only member in Hungary, is the editor of the new magazine, *AutoClassic*, published by Initium Bt in Budapest. A 64-page glossy full-color quarterly, *AutoClassic* includes feature articles and news of historic vehicles, clubs, and museums. Each issue has a particular focus: the first issue contained articles on coachbuilding, the second on exotic sportscars. The magazine is written in Hungarian, with English summaries of the articles. Contributors to the inaugural issue, in addition to Pal himself, include Laszlo Tarkanyi and *Dr. Jan Tulis*; an article on Kurtis by *Paul Sable* is in the second issue.

Cover price of *AutoClassic* is 364 Forints, and local subscriptions are available. Pal advises that overseas subscriptions and distribution are not available at this time, but sample copies may be obtained by writing to him at P.O. Box 503, H-1462 Budapest, Hungary, or email to npaul@mail.elender.hu.

AutoClassic may also be accessed on line at www.hungary.com/autoclassic. Members interested in cars of Hungary and eastern Europe should also check Pal's own web page at www.team.net/www/ktud/.

PUBLICATION AWARD NOMINATIONS ANNOUNCED

Eleven books published during 1996 have been nominated for this year's Nicholas-Joseph Cugnot Award, according to award chair *Nicholas Fintzelberg*. The Cugnot Award, presented annually, recognizes the best book in the field of automotive history. Nominated books are:

A Century of Automotive Style: 100 Years of American Car Design, by *Michael Lamm* and *Dave Holls*, Lamm-Morada Publishing Company.

Hispano-Suiza by *Ernest Schmid d'Andres*, Editions d'Art J.P. Berthelemy.

Offenhauser: The Legendary Racing Engine, by *Gordon Eliot White*, Motorbooks International.

The Metropolitan Story, by *Patrick R. Foster*, Krause Publications.

Phil Hill: Yankee Champion, by *William F. Nolan*, Brown Fox.

Setting the Pace: Oldsmobile 100 Years, by *Helen Jones Earley* and *James R. Walkinshaw*; Publications International, Ltd.

Steamy Dreamer: The Saga of Dr. Hartley O. Baker and the Baker Steamer Motor Car, by *Barbara Baker*, Centennial Publications.

The Splendid Stutz, edited by *Raymond Katzell*, The Stutz Club, Inc.

Quarter Ton, by *Pat Ware*, Warehouse Publications.

Military Scammel Illustrated, by *Pat Ware*, Warehouse Publications.

The GM Motorama - Dream Cars of the Fifties, by *Bruce Berghoff*, Motorbooks International.

Don Keefe, chair of the Carl Benz Award committee has announced the sixteen nominations for best periodical article on automotive history. Articles nominated are:

"Suited to a T," by *Menno Duerksen*, published in *Cars & Parts*.

"The Finest Car in the World," by *Karl Zahm*, *The Bulb Horn*.

"Strange Bedfellows: The Studebaker/Mercedes Connection," by *Ken Gross*, published in *Automobile Quarterly* and *The Star* (both versions nominated).

"1914 M-B GP Car," by *George Wingard*, *The Star*.

"Henry Ford: A Fresh Perspective," by *David Lewis*, *Michigan History*.

"Sunken Showcar: Chrysler's Lost Norseman," by *Charles McEwen*, *Special Interest Autos*.

"SGV - Reading's Refined Roadster," by *Stuart W. Wells*, *Automobile Quarterly*.

"George Romney - On the Path of Persistence," by *Patrick Foster*, *Automobile Quarterly*.

"The Squatter's Joy - Henry's Lizzie Down Under," by *Gavin Farmer*, *Automobile Quarterly*.

"Jomar - The British Sports Car From New Hampshire," by *Jonathan A. Stein*, *Automobile Quarterly*.

"Fulford by the Sea - The Very Short Life of Miami's Board

Track Speedway," by *Joseph S. Freeman*, *Automobile Quarterly*.

"Climbing His Own Ladder - The Elevation of Charles Nash," by *Karla A. Rosenbusch*, *Automobile Quarterly*.

"Driving In - Life Without Leaving Your Car," by *Jim Hočkenhull*, *Automobile Quarterly*.

"Pope-Hartford - Too Good to Fail," by *Tom Saal*, *Automobile Quarterly*.

"The Racing Schneiders," by *Marc Douezy*, *The Automobile*.

Awards will be presented to the winning authors and publishers at the annual banquet to be held October 10th at Hershey. Awards of Distinction will be presented to runners-up in each category.

EDSEL'S BIRTHDAY REMEMBERED

On Sunday September 7, 1997, the birthday of the Ford Edsel was remembered in a big way in Somerville, Mass. on the grounds of the Ford plant where the Edsel Corsair and Citation were built.

Dozens of 1958-1960 Edsels gathered at the Somerville site which is a few miles outside of downtown Boston. The "E-Day" birthday celebration was produced by the New England Chapter of the Edsel owners club. Edsel Corsairs and Citations which were built right in Somerville were proudly displayed at the event. Many Rangers and Villager station wagons also were on display. A larger crowd gathered to look at one of America's most unique and famous cars ever built. Onlookers had a chance to vote on the best looking Edsel for the awards ceremony. A large birthday cake was even one of the highlights of the day.

The Somerville Ford Plant operated from 1926-1958. It produced more than one million Ford products in its history. It won a War Department Award for Excellence during World War II. Nearly 2,000 people worked at the Somerville plant and it served Ford and Mercury dealers of the Northeast for many years. After its closing, the plant became a warehouse for First National Supermarkets until 1977. Presently, it is a large shopping mall called Assembly Square. Some former workers who actually built Edsels were present at the event.

On a warm late summer day, the echoes of the once thriving Ford plant were alive and well in Somerville and a whole new generation could learn of its glorious past.

- Kevin P. Murphy

CUGNOT AUTHORS TO SIGN AT HERSHEY

The authors of this year's winner of the Nicholas-Joseph Cugnot Award will be at The History Tent at Hershey spaces WAY 11-12 to sign copies of the book. The signing will be from 10:00 AM to noon on Saturday, October 11th, and copies of the book will also be available for sale.

Announcement and presentation of the award will take place the previous evening at the SAH banquet and awards ceremony at the Country Club of Hershey.

SAH HISTORY CONFERENCE RETURNS SEPTEMBER 1998 PROPOSALS SOUGHT FOR PAPERS

The Society's second automotive history conference will be held in September 1998. Jointly sponsored by the National Association of Automobile Museums, it will be conducted in conjunction with Henry Ford Museum & Greenfield Village, as was the very successful inaugural conference in September 1996. That conference brought together academic researchers and lay historians; the aim of the 1998 event is to extend that continuum, through the partnership with NAAM, to museum professionals, and thus more effectively approach the general public.

The sponsors are seeking proposals for papers to be presented at the conference, to be held September 9th, 10th, 11th, and 12th 1998 at Henry Ford Museum in Dearborn, Michigan. Entitled "Interpreting the Automobile," the conference will be a symposium exploring the impact and meaning of the automobile in America. Proposals are invited on topics pertaining to the interpretation of the automobile, its industry, and the culture surrounding it. Potential topics of interest might be automobile manufacturing, the cultural impact of the automobile, the roadside economy, the growth of cities, or interpretive issues in presenting automotive history to the public.

Proposals should include the title of the submission, names and affiliations of presenters, chairs, participants etc., together with addresses, phone/fax numbers, e-mail addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a one-page abstract describing the content of the presentation. The deadline for proposals is January 15th, 1998; notification of preliminary acceptance will be made by April 1st, 1998. Proposals should be submitted to:

Judy Endelman
Henry Ford Museum & Greenfield Village
P.O. Box 1970
Dearborn, MI 48121-1970 USA
telephone (313) 982-6071
fax (313) 982-6244
email: endelman@hfmv.org

BID HIGH, BID OFTEN IN SILENT AUCTION

Catalogs for the Society's annual silent auction of automotive books, literature, and memorabilia will soon be mailed to all members. Auction chair Jim Schild has announced that bid forms must be returned to him by the posted closing date. Following tabulation of the bids, winning bidders will be notified and merchandise will be shipped upon receipt of payment.

The Silent Auction is the SAH's major fund raiser, and the single most important source of income after membership dues. Your high bid will enhance your library and benefit the Society's programs.

COME TO THE ANNUAL BANQUET OCTOBER 10TH AT COUNTRY CLUB OF HERSHEY

The Society's annual meeting and awards banquet will be held Friday evening, October 10th, 1997, at the Country Club of Hershey in Hershey, Pennsylvania. The event will convene with a cash bar at 6:30 PM; dinner will be served at 7:15 in the Candlelight Dining Room. Highlight of the evening will be the presentation of the Cugnot, Benz, and Brigham publication awards, the E.P. Ingersoll Award for non-print media, the James J. Bradley Distinguished Service Award and the naming of this year's Friend of Automotive History.

The Country Club is located at 1000 East Derry Road in Hershey. From the flea market fields, take Hersheypark Drive east to the end, and turn right. At the next stop sign, turn left on East Derry Road; the Country Club is the first driveway on the right. Use the upper entrance and go straight in to the SAH reception table.

Cost of the dinner is \$28.00. If you have not made your reservations yet, call Kit Foster at (860)464-6466 immediately.

AHF OPENS IN DEARBORN

The Automotive Hall of Fame, winner of SAH's 1997 James J. Bradley Distinguished Service Award, has opened its all-new facility in Dearborn, Michigan. Described by president *Gene McKinney* as "the only visitor attraction in the world that represents the global motor vehicle industry," the Hall of Fame interprets the stories of the people behind the industry.

"The People Place," as it is known, features interactive exhibits linking to the people behind names like Ford, Chevrolet, Benz, Mack and Honda. Founded in 1939 by Charles Brady King, Eddie Rickenbacker, M.J. Duryea, Miller Reese Hutchinson, and Albert Reeves, the AHF has each year inducted individuals who have made a significant, dramatic impact on the development of cars or trucks, or on the products, processes, or concepts involved in producing them. For many years, located in Midland, Michigan, the AHF has relocated to become accessible to a greater number of visitors. The grand opening of the new facility took place on August 16th.

The Automotive Hall of Fame is located at 21400 Oakwood Boulevard in Dearborn, next to Henry Ford Museum & Greenfield Village. It is open daily from Memorial Day to the end of October, and closed on Mondays the rest of the year. It is also closed on Thanksgiving, Christmas, and New Year's Days. Admission is \$6.00 for adults (13-61 years), \$5.50 for seniors and \$3.00 for youths 5-12. Admission is free for children age 4 and younger. For further information, call (888)298-4748, (313)240-4000 from outside the USA or within area 313.

SAH JOURNAL GETS A GOLDEN QUILL

Taylor Vinson said, "it's about time someone gives us an award." *Old Cars Weekly* gives credit to outstanding publications from automotive organizations. The certificate given to the Society read, "The editors of *Old Cars* honor *SAH Journal* as a 1996 recipient in the category of Publications By Museums and Associations."

As the current editor of the *Journal*, I would like to take this chance to honor those people who have earned this award for the Society of Automotive Historians.

In 1996, those people who put their mark on the six issues of the *SAH Journal* were Nancy Adams, Nick Baldwin, A.J. Ball III, Errol Beutel, Griffith Borgeson, Joseph Bortz, Robert Braunschweig, Grace Brigham, G.H. Brooks, Lawrence Brough, Dick Browne, Chris Burlace, E. Dean Butler, Peter Card, John Chevedden, John Conde, Z.B. Conley, Bill Cuthbert, Dennis David, David DuBrul, Rob Etherington, Kit Foster, Pat Foster, Donald L. Franson, Verne Frantz, Bryan K. Goodman, Walt Gosden, Max Gregory, Mark S. Gustavson, George P. Hanley P.E., Ferdy, Hediger, Jules Heumann, Gerron Hite, H.C. Hopkins, Vic Johnson, Clive T. Jones, Elliott Kahn, D.J. Kava, Edwin Krampitz, Thomas Krill, Macdonald Leach, Dean Lehrke, Darwyn Lumley, Loren Lundberg, David O. Lyon, David Manson, J. Marshall, Nan Martin, Keith Marvin, Curt McConnell, Rob & Sharon McLellan, Nigel Mills, Bob Montgomery, Kevin P. Murphy, G. Marshall Naul, Jan P. Norbye, John Perala, Jack Perkis, Duane A. Perrin, Jim Pinkerton, Val V. Quandt, Peter Richley, Fred Roe, Andy Saunders, Yann Saunders, Erwin L. Schaub, David Shank, Richard P. Sills, E.A. Singer, Ron Skala, George Spruce, Richard Stout, Ales J. Szecsody, Dr. Jan Tulis, J.H. Valentine, Taylor Vinson, Mike Worthington-Williams, Pete Whittier, Anthony J. Yanik, and Bob Youngberg. Although this list looks long, it represents only eighty-one of the Society's approximately 900 people who were members of SAH during 1996. Everyone is invited and encouraged to contribute. The more the merrier. Let's go for two years in a row.

OPINIONS ON EUROPEAN MEETING SOUGHT

Laurent Friry coordinator of our annual European meeting, is planning another event for next February, and would like to know members' opinions of the past two events. The European meeting has been held in conjunction with the Rétromobile show in Paris; Rétromobile takes place in February and the dinner has been planned for Thursday, February 5, 1998.

Laurent would like to know how members feel about the prices, facilities, and service at the Automobile Club de France, location of the past meetings. Is the price of the dinner satisfactory? The cost has been around 500FF (about \$US 82.50; this is at the lower end of the ACF scale). Would members prefer a sit-down dinner, a buffet, or perhaps just a

cocktail event? Past events have been simply a meeting of members and friends. Would members like to have some sort of program as part of the event, or perhaps a symposium? The previous meetings have been on a Thursday evening, on the eve of the Rétromobile opening. Would anyone prefer to meet on the Friday or Saturday instead? The ACF serves dinner no later than 8:00 PM, in order to clear up by 11:00. Previous events have started at 7:30; would anyone prefer an earlier time?

Laurent would like to hear from all who have attended the Paris meeting, and from those who have not attended but are interested in doing so. Contact him at:

2 rue de la Guerinere
F-91390 Morsang sur Orge
France
Telephone (33) 1 69 51 12 05
Fax (33) 1 64 47 53 67
Email: metlfy@met.fr

BEAULIEU, BOURNEMOUTH SCHEDULE SECOND HISTORY SYMPOSIUM

Britain's National Motor Museum and Bournemouth University have announced their second conference on the history of motoring. The conference will take place at the Museum, Beaulieu, Hampshire, UK on Saturday, October 11th, 1997. Twin themes of this year's conference are "The Motor Vehicle and Leisure" and "Motor Vehicle Design and Manufacturing."

At least seven papers will be presented. Topics announced at press time include:

Vehicle Repair as a Male Leisure-time Activity
Living with Death on the Roads
The Motor Car and the Tourist Experience
The Impact of Pressed Steel on the Appearance of Cars
Pneumatic Tyres 1900-1925
Why Did the Early Electric Fail?
The Birth of British Streamlining

Cost of the conference will be £25, which includes lunch, coffee, tea, and entrance to the Museum exhibits. Reservations should be sent to Katherine Barker at the School of Conservation Sciences, Bournemouth University, Poole, BH12 5BB UK.

The proceedings of the first motoring history conference, held last October, will be published as a volume *Explorations in Motoring History*. This work, a 128-page paperbound, illustrated volume edited by Professor Bryan Brown, will be available at the conference. It will be priced in the range of £16-18, but a pre-publication price of £12 is offered to those who submit payment now. Shipping will be postpaid in UK, £2.00 additional for overseas orders. Order from Oxbow Books, Park End Place, Oxford OX1 1HN UK.

MasterCard, Visa, Access, Amex, and Switch orders will be accepted; be sure to include card number and expiration date.

GRIFFITH BORGESON: AN APPRECIATION

There are three aspects of Griff Borgeson's life that come to mind with the news of his death.

The first concerns him professionally. He was always there. It is hard to believe in this day of newstands awash with automobile magazines that, once upon a time, there were none in the car-crazy USA. Fifty years ago, if you wanted to read about cars, you were limited to Tom McCahill's tests of the new ones and Floyd Clymer's *Scrapbooks* on the old ones. Then came *Motor Trend*, the first U.S. auto magazine of general circulation, and, with its fourth issue of December 1949, Griff's byline. He was still at it over 47 years later with several articles in the *SAH Journal* for July/August 1997. Griff was truly the Dean of American automotive writers, a welcome and needed presence in our homes for almost half a century.

The second concerns his relationship to the Society. He was one of the best friends SAH ever had. Griff was an early member and, as readers of the *Journal* well know, contributed generously of his time and enthusiasm for the enlightenment of us all. After we met for the first time at *Rétromobile* in 1994, he became the best advisor I had as SAH president, and we exchanged faxes on almost a weekly basis until two weeks before he died. He wanted SAH to be known in European automotive history circles and wished us to know of them as well. Grateful to those who had helped him, he believed that there should be some way to honor unsung heroes such as the people in the stacks who help with the research; the result is the new SAH Directors Award, which will be an occasional tribute in line with his thinking. He felt that much was left to be done: the true history of Hispano-Suiza had yet to be written; Spanish automobile history deserved to be translated and promoted; Siegfried Marcus had been unjustly overshadowed by Benz (he was working to rectify that when he died, collaborating

with Ferdy Hediger on a review of a German book which he felt would give proper credit to Marcus). He had his prejudices, too; this most gentle of men would turn feisty on the subject of publishers, particularly his own, and, more recently, the Dutch "Car of the Century" competition.

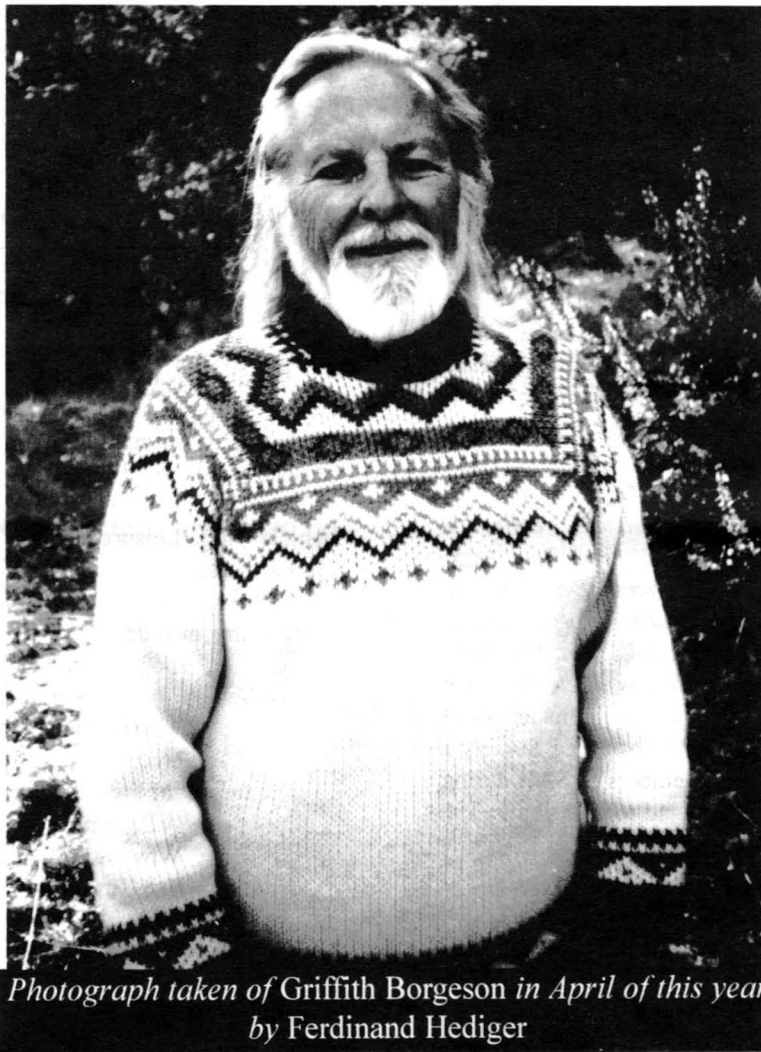
The third aspect of Griff that comes to mind is his life in the world outside of cars. He had a passion for things that were not automotive, things concerning the life of man and nature. As a young Californian, he had explored the dried lake beds of Death Valley and thought of becoming a naturalist. After 30 years in Provence, he had grown to be

part of its *terroir*, a white-bearded figure known by name in the local markets though no figs there were as grand as those that grew in front of his farmhouse. He lived in Eden and thought the French silly to complain. Time and study had made Griff a meteorologist of sorts; he could judge by the amount of dew on the lawn whether it would be taken by the sun during the day and return as rain in the evening. His house had a cellar built by the Romans, and he believed the local legend that Julius Caesar had pitched camp several hundred yards away. Although he knew well the history of his valley and its religious wars, Griff's true interest was in the neolithic era of the place. A companion interest was a fascination with troglodytes, cave dwellers in France's South both ancient and modern. I learned all this last September when we set out on a rainy day to explore the rock houses

(*bories*) near Gordes, he shielded by E.L. Cord's own western hat. Aside from the occasional visitor, his social life had little to do with cars; his wife, Jasmine, is the proprietor of the local cinema and he was content in her (their) circle of friends and films. What one first noticed on entering his study, in fact, was a movie poster of Denzel Washington.

In May, just before Bev Kimes' kidney transplant, he prayed "May God's grace rain on" her. I think he meant to share what had fallen on him for a lifetime.

- Taylor Vinson



VEHICLES BUILT AT AUSCHWITZ

by Albert Mroz

Most people associate the name Auschwitz with the Nazi concentration camp of World War II where three million Jews and also three million non-Jews were put to death simply for their ethnic or national background. But Auschwitz was actually the name given by the German government at the time to a town in southwestern Poland by the name of Oswiecim (roughly translated to mean "blessed" and pronounced osh-vee-yen-cheem). Before World War II, Oswiecim, population approximately 25,000, was known for its coal industry and light manufacturing.

At the beginning of World War II, the invading German military turned a small section of the town of Oswiecim into a concentration camp. Using slave labor, a second death camp was built about one kilometer away called Birkenau. This is where most of the "vernichtungs" (destruction) took place. The two camps were called Auschwitz Ein and Auschwitz Zwei in German.

In the town of Oswiecim, the German military built one of the largest synthetic gasoline factories in the world under the auspices of I.G. Farben Industrie. Germany did not have large oil reserves. The gasoline refinery, called Leunawerke, used the large nearby coal reserves to make so-called "synthetic" gasoline.

Between World War I and World War II when the Polish motor vehicle industry was in a state of free enterprise, a number of collaborations took place; one of them between the businessmen of Oswiecim and that of the capital of Czechoslovakia. Praga, known as Prague in English, was the location of a well-established motor vehicle factory which used the city's name for its cars and trucks.

The company began building vehicles in 1907 under the name Prazska Tovarna na Automobily in conjunction with the Frantisek Ringhoffer company. By the following year, the cooperation with Ringhoffer was terminated. The first Pragas were built under the Charron and Renault licenses and appeared in 1909. Trucks were produced under license from Dykomen, and Praga had thirty workers at the time. The first Praga was powered by a 10hp 2-cylinder motor. Four-cylinder cars followed. There was the 1,000cc Alfa, 2,300cc Mignon and 3,800cc Grand.

Praga's passenger car production was shut down during World War I. The company produced a hydrostatic transmission at that time as well as the "N" model truck. Also, due to the high cost of gasoline, Praga invented distillate fuel that was half the cost. Passenger car as well as truck production resumed after World War I. The 1,250cc Piccolo appeared in the early 1920s along with the early named models.

By 1928, a contract was put together between Praga and an agricultural factory in Oswiecim called Potega in order to produce vehicles under the name Oswiecim-Praga. The joint-venture was called Zjednoczone Fabryki Maszyn i Samochodow (United Car and Machine Factory). The collaboration was similar to the licensing agreement with Fiat and later with GAZ. General Motors also had an assembly plant in Poland during the 1930s, building Buicks and Chevrolets under free trade deals that Ford had also set up in Germany, England and elsewhere. One might say that during the 1930s,

the motor vehicle industry was as international in character as it is today. World War II and the Cold War changed all that until recently.

A factory for the purpose of assembling Oswiecim-Praga was opened in December of 1929. The joint-venture was between Czeckomoravska Kolben-Danek, which owned 55% of the stock, and Roger Kaczynski and his partner Artur Potocki who owned 45% of the stock. Capitalization was at 2 million Zlote representing 4,000 shares at 500 Zlote per share. The supervisory board was composed of Artur Potocki, Emil Kolben, Waclaw Kaula, Franciszek Hoffman, Jaroslaw Ruziczka and Boleslaw Rychlewski.

The idea was to bring in complete Praga chassis from the factory in Czechoslovakia, as it was called then, and the bodies would be built in Oswiecim. Pressed steel panels were also brought in from Praga, but all wood, upholstery, hinges, batteries and tires and many small components were supplied in Oswiecim. In 1930, sixty bodies were built and sold as Praga-Oswiecim vehicles, including an 8-cylinder model. Passenger cars, trucks and some 12- to 50-seat buses were assembled using 4-, 6- and 8-cylinder engines. Trucks were from 1.5- to 6-ton capacity. Tractors and motorcycles were also offered. Advertising of the time depicted then-famous Polish artist Wojciech Kossak and singer Jan Kiepura standing in front of their newly acquired Oswiecim-Praga motor cars.

By 1932, Ottomar Kohout joined the ownership in Oswiecim and continued as managing director of the small factory. Administration was moved to Warsaw that year. Kohout wanted to expand manufacturing of certain metal components in the Oswiecim foundry, but politics got in the way. By 1933, new custom regulations were introduced severely limiting the expansion of the Oswiecim factory. By the following year, a total of only about 250 vehicles had been built at Oswiecim. This was also the year the 8-cylinder engines were entirely discontinued for passenger cars.

In 1936, Praga introduced its largest passenger car, the 4,600cc 6-cylinder Golden. By this time, the body designs incorporated a modern streamline appearance. The Golden was not assembled in Poland, but the new 1,000cc Baby model was, according to advertisements of the era. It sold for 6,500 Zlote in Poland under the name Oswiecim-Praga. Under this name, the Piccolo and Alfa continued to be offered in Poland as late as 1937. But, according to historian *Robert Przybylski*, Oswiecim-Praga was barely operating at this time. A combination of hard economic times, competition and tariffs made it impossible to continue the small operation in Oswiecim.

The Praga factory in Prague was 90% destroyed by allied bombing during 1945. A few Praga passenger cars were built until 1948 in Czechoslovakia when manufacturing turned entirely to trucks and buses.

As a make, Oswiecim-Praga died out before World War II began. It is unknown if any of such vehicles with this emblem have been left extant. A number of Pragas from Czechoslovakia, where production was in the tens of thousands, have survived. Praga continues to build trucks and major truck components in Prague. And now Oswiecim, better known as Auschwitz, is remembered for much more horrific reasons than for the production of a rare and obscure marque over sixty years ago.

CARS AND TRUCKS IN JAPAN

presented by Brooks Bierley

In the 1920s, the Bureau of Foreign and Domestic Commerce of the United States Department of Commerce recorded foreign automobile sales by marque and country and published these findings on a regular basis (sometimes yearly, sometimes monthly) in a printed fact sheet called *Special Circular*. At the end of the 1920s, these were replaced by reports and statistical tables compiled by commercial attaches in various embassies called "Economic and Trade Notes." Most appear to have been purged from files as they were prepared for archival storage (often a

transmittal letter remains without the data originally attached). Together with statistics by marque, never available for some countries such as Italy and Belgium, many questions are permanently unanswered. But there remains sufficient data, say from France or Japan, for example, to understand what was happening. This information is at the National Archives in College Park, Maryland, disbursed in various entries in text record group 151 FC.

I have included two examples of this data. The 1924 *Special Circular* of Japan shows what the market looked like before Japan manufactured automobiles. Others will follow in future issues. I hope this is of interest.

DEPARTMENT OF COMMERCE
Bureau of Foreign and Domestic Commerce
WASHINGTON

SPECIAL CIRCULAR NO. 587-AUTOMOTIVE DIVISION

NUMBER OF PASSENGER CARS AND TRUCKS IN OPERATION IN JAPAN - NOVEMBER 30, 1924

The following figures showing the number of different makes of passenger cars and trucks in operation in Japan on November 30, 1924, were submitted by Acting Commercial Attache Frand Rhen at Tokyo in a letter dated May 27, 1925: (These figures were obtained from one of the American oil companies by Consul E.R. Dickover at Kobe and are based on a census taken by dealers. They show more accurately the number of cars in use than do the official registration statistics.)

Ford8,141	Columbia79	B.S.A.28	Panhard-Levassor .13	Rugby8
Buick1,938	Paugoot [sic]66	American26	Rolls-Royce13	Lexington8
Hudson904	Trojan57	Cleveland26	Sunbeam12	Aga8
Chevrolet675	Franklin56	King23	Crossley12	Interstate8
Overland567	Willys-Knight . . .55	Republic20	Delage12	Bugatti8
Dodge560	Daimler53	Templar22	White12	Durant7
Star439	Chrysler51	Scripps-Booth . . .19	Armstrong-Siddeley 11	Monroe7
Citroën415	Wolseley44	Premier19	Jewett11	Roamer6
Chalmers292	Protos42	Mercer19	Reo11	Mack6
Fiat263	Nash41	Allen18	Grant11	Auburn6
Essex262	Moon40	Mitchell17	Haynes10	Saxon6
Chandler210	Case39	Davis16	Humber10	Standard6
Hupmobile186	Gray38	Minerva15	Nippon10	Stutz6
Paige157	National36	Gardner15	Pierce-Arrow . . .10	Federal-Knight . . .6
Cadillac152	Renault33	Elgin15	Rover10	Gorham6
Maxwell124	Oldsmobile32	Berliet14	Pullman9	Vim6
Studebaker115	Sizaire-Berwick . .32	Garford13	Rollin9	Bianchi6
Packard115	Austin31	Bean13	Stewart9	Calthorpe6
Velie96	Liberty29	Morris-Oxford . .13	Salmson9	Briscoe6
		Mathis13		

5 each of the following: Mercedes, Jordan, Regal, Wanderer, Isotta-Franchini and G.M.C.

4 each of the following: Itala, Opel, Wichita, Delahaye and Clydesdale

3 each of the following: Dixie-Flyer, Vauxhall, Winton, F.N., Hispano-Suiza, Kissel, Cole, Marathon, Anderson, Lincoln, Singer, Armstrong-Whitworth, Marmon and Benz

2 each of the following: Austro-Daimler, Cunningham, D.F.P., International, Laurin & Klement, Jackson, Locomobile, Ansaldo, Commerce, De Dion Bouton, Hanover, Lloyd,

Moreland, Madison, Stearns-Knight, Phoenix, Westcott, Yellow Cab, Rambler, Porter and Rochet Schneider

1 each of the following: Argyll, Arrol-Johnston, Commonwealth, Elcar, Kelly-Springfield, Napier, Rex, Talbot, Vermorel, Denby, Hackett, Lozier, Menominee, Sigma, Siddeley-Deasy, Apperson, Belsize, Brockway, Duplex, Hotchkiss and Metallurgique, and

469 of other makes

Total.....17,783 [cars]

IT HAPPENED YEARS AGO...

One hundred years ago...

October 21, 1897 - Louis S. Clarke and William Morgan founded the Pittsburgh Motor Vehicle Company, in Pittsburgh, Pennsylvania.

Ninety-five years ago...

October 17, 1902 - Cadillac built its first car.

October 25, 1902 - Barney Oldfield drove Henry Ford's "999" racing car to win the Diamond Trophy at Grosse Pointe Track.

Eighty-five years ago...

September 18, 1912 - The United States Motor Company fails. Surviving from the collapse was Maxwell, which would eventually form the Chrysler Corporation.

Seventy-five years ago...

September 1922 - Sir William Lyons founded Swallow Sidecars, also known as SS, later to become Jaguar.

October 1922 - Ford reduced the price of its models \$50.

Sixty years ago...

September 11, 1937 - The United Parcel Service built its own truck. The truck was designed to be built and repaired quickly.

Forty years ago...

1957 - The 10,000,000th Plymouth was produced.

Fifteen years ago...

October 17, 1982 - The British government closed the Delorean plant after 7409 cars were produced.

Ten years ago...

September 1987 - Henry Ford II died.

Five years ago...

September 30, 1992 - BMW broke ground on its first North American assembly plant in Spartanburg, South Carolina.

October 25, 1992 - Mazda Motors of Japan announced that it would not introduce an upscale luxury division in the United States due to the poor economic conditions.

FORD THUNDERBIRD, COUGAR, PROBE AND AEROSTAR ARE GONE

After more than 4 million were built, the Ford Thunderbird is out of production. The first Thunderbird debuted in 1954 as a two-seat roadster. Sales were slow until the four-seat model arrived three years later. In production from 1955 to 1997, the Thunderbird ranks as one of the longest-running names in continuous production in automotive history. While production stopped on September 4, 1997, Ford promises to revive the name on a future model. The last T-Bird was donated to a 55-57 Thunderbird club in New Mexico.

The Mercury Cougar joined the Ford lineup in 1966 as a sibling to the Mustang. The final Cougar rolled off of the same Lorain, Ohio assembly line as the final Thunderbird on the 4th of September.

While less historical, two other significant models ended their runs with Ford. The Ford Probe marked the introduction of a joint-venture with Mazda in 1987. The final Probe emerged from the Flat Rock, Michigan plant this Spring.

Ford's answer to the Caravan, the final Aerostar was built at the St. Louis assembly plant, August 23. The 2,029,577th and final Aerostar, a white XLT extended-length, was donated to the Hazelwood Police Department.

MEMBERS ON THE MOVE

SAM FIORANI (#1707)

While only with *Commercial Carrier Journal* for the June, July, August and September issues, the *SAH Journal* editor has moved from his life-long home of Pennsylvania to take up residence in Massachusetts. Sam, and his young bride Crissy, moved to New England in late August.

More than five years with the Chilton Company and a lifetime of following the automotive industry have prepared Sam for his new position with DRI/McGraw-Hill in Lexington, Mass., where the *SAH Journal* has been introduced to rave reviews.

Sam has promised to continue as editor, but this move has changed the mailing address for *Journal*. Check the masthead on page two for the new destination for all things related to the *Journal*. And please call before faxing.



HISPANO-SUIZA/PEGASO, UN SIGLO DE CAMIONES Y AUTOBUSES (3rd Edition, 1995), by Manuel Lage, with the collaboration of Christian Manz, 264 pages, liberally illustrated with black and white, and color, photographs, posters, and drawings. Hardbound. 9 3/4 x 12 1/2 in. With companion volume "A Century of Trucks and Buses," providing English translation, 48 pages, softbound. ISBN 84-7782-370-70. Published by Lunwerg Editores. Available from Libromotor, General Moscardo, 8 28020 Madrid.

To the casual observer, Hispano-Suiza is a confusing make, best known for products that were neither Spanish nor Swiss: its custom-bodied cars made in France between the World Wars. But there was more than one branch on the family tree, and it sprouted trucks and buses as well. Manuel Lage, the Truck Commercial Director for IVECO-Pegaso, S.A., the successor to Hispano, now tells their story.

"Hispano" refers to the marque's country of origin and "Suiza" to the nationality of Marc Birkigt, a young (21) watchmaker who arrived in Barcelona in 1899 to aid a company struggling to produce electric trucks and buses. In 1904, the company reconstituted itself as La Hispano-Suiza Fabrica de Automoviles, S.A., to produce an automobile of Birkigt's design. Trucks (1906) and buses (1908) soon followed. Labor conflicts made it advisable to move some of its production to France, and a branch was established there in

1911. However, because of excessive taxes imposed by the French after World War I, the branch became independent of its parent in 1923, as the "Société Francaise Hispano-Suiza." With 71% of its shares, the Barcelona firm was the majority shareholder of the new French company.

Production of trucks and buses remained exclusively the province of the Spanish, though a modest production of automobiles continued until the 1940s and development of other models until the 1950s which were never manufactured.

Meanwhile, in the aftermath of the Spanish Civil War, the government established the Instituto Nacional de Industria (INI) to set up joint industrial ventures with capital provided mostly by the state. In October 1946, INI acquired Hispano's Barcelona plant and its projects and licenses. That same month, the Empresa Nacional de Autocamiones, S.A. (ENASA) was set up by the state. Its aim was to produce vehicles under the Hispano licenses in the old Hispano plants. As Hispano had retained its name and trademarks, ENASA settled on Pegaso (the flying horse, Pegasus) as the name for its trucks and buses. Its one automotive venture, covering a six-year period in the '50s, was not successful, though the 86 Z-102 and Z-103 sports cars were and are noted for their design and performance. INI remained the *éminence grise* (I don't know the Spanish term for that), and in 1990 pushed Pegaso into the IVECO group of companies though the company seems to have been prosperous all along.

The work comes in two volumes, one comprising the Spanish text and illustrations, and its companion, an unillustrated English translation. The main volume is handsomely produced, with even the oldest black and white

photographs clear and crisp and the color registers in place. Of great interest to me in the English text was the underlying background of the history of Spain in the first half of the 20th Century and how it affected Hispano of Barcelona, from the labor troubles early on, to the military governments that led to the Civil War in 1936 and its aftermath. Unlike so many translations, this one is grammatically and idiomatically perfect.

IVECO-Pegaso appears to have sponsored the work, and for that all of us must be grateful. It should be noted that Don Manuel was the 1996 winner of the Spanish equivalent of our Cugnot Award, the annual prize presented by the national automotive history foundation, R.A.C.E. (See Journal #169).

I must close by noting that this book was sent to me by Don Manuel at the suggestion of Griff Borgeson. Griff thought the world knew too little of the automotive history of Spain and he wanted SAH to do something about it. Perhaps the review will stimulate some interest. Ironically, I came to my office on a day off to write this review and found there a FAX with the news of Griff's passing.

- Taylor Vinson

HOLSMAN HISTORY 1901 - 1910, by Franklin B. Tucker, 1994. Hardcover, 78 pages (22 pages of text, 54 pages of photographs and drawings), 8 3/4 x 11 in, Library of Congress Catalog Card Number 93-061183. Limited edition of 100 copies. Privately published. Available from the author, 2055 Seven Lakes South, Seven Lakes, NC 27376. \$25 plus postage.

In October 1994, Franklin B. Tucker, a long-time member of the Society (#119), dropped by the SAH Hershey tent with his book on the history of the Holsman high wheel automobile. As the price was right and the author willing to autograph it, I bought Copy No. 51 of a limited edition of 100.

The Holsman and its brothers, such as the Sears, were the "sport utility" vehicles of their day, at least to the extent of having higher than average ground clearance to facilitate their use. The dirt roads at the turn of the century became muddy due to rain, and cars tended to mire causing the engine to stall. Dissatisfied with the performance of his cars, H. K. Holsman, a Chicago architect, decided he could do better and set out to prove it. Thus was born the Holsman Automobile Works in 1901. Production of the high-wheeler began in 1903 and ended in 1910. According to Tucker, who had access to family records, an estimated 2,440 Holsmans were built. It is to be noted that this differs significantly from the 6,348 reported in *The Standard Catalog of American Cars 1805-1942* (3rd ed.). Just how high were the wheels? The 1903 Holsman used 44" tires in the front and 48" tires in the rear; these were later reduced to 40" and 42" respectively.

Upon the failure of his company in 1910, H.K. Holsman turned over his patents to the Independent Harvester Company who had agreed to manufacture cars to the Holsman design. He continued to practice architecture and died in 1963, shortly before his 97th birthday.

The book is divided into two sections. The first 22 pages tell what little is known of the company, describe its advertising, and reprint some financial records, providing an

The Stutz Club is proud that its book

THE SPLENDID STUTZ: Its Cars, Companies, People, and Races

has been nominated for the

1997 Cugnot Award

as the best automotive history book in the past year

- "monumental in scope and impact" (*Old Cars Weekly*)
- "essential to anyone's automotive library" (*Bulb Horn*)
- "highly recommended" (*AutoWeek*)
- "one of the most thorough, well written books available" (*CCCA Bulletin*)

Hardbound; 392 pages 10½ x 8½ pages;
over 500 illustrations.

To order, send check for \$69.95 plus \$5.95 S&H per copy
to: The Stutz Club, 583 Main Street, Wilbraham, MA 01095

Please send _____ copies of *The Splendid Stutz* to:

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

interesting analysis as well. The remainder of the book is devoted to photographs of cars, ads, stock certificates, and patent applications/drawings.

I think the founders of SAH must have had people like Mr. Tucker in mind when they established the Society—the amateur historian who cares enough about a little known make to find out everything about it, write it up, and, at his own expense, put it together between covers to educate us all.

- Taylor Vinson

FAMOUS BUT FORGOTTEN: The Study of Alexander Winton, Automotive Pioneer and Industrialist, by Thomas F. Saal and Bernard J. Golias, 1997. Softcover, 143 pages with two pages of pullouts, 152 black and white illustrations, 6 x 9 in. ISBN 0-653785-1-9. Published by Golias Publishing, Inc., P.O. Box 392, Twinsburg, Ohio 44087. \$29.95.

This is an in-depth study of one of this country's first cars to be marketed, the first 22 being sold to presumably satisfied buyers in 1898. Its authors, *Thomas F. Saal*, until this year editor of *The Bulb Horn*, publication of the Veteran Motor Car Club of America, and Winton authority *Bernard J. Golias*, an SAH member as well as a member of four other automobile clubs, have left virtually no stone unturned in their compilation of what Winton was all about in its 27 years of existence. But even here, the company survives...as a part of General Motors' Diesel Engine Department. Winton was a part of the automobile market nearly one hundred years ago when others were just building prototypes. The Winton was noted for its quality over the years, its production peaking at 2,100 cars in 1916, after which Winton figures gradually diminished, dropping from 1,800 to 331 in 1922, the result of the sharp recession of 1921. Even so, it managed to struggle into 1924 when, after completing five cars, it left the automobile industry.

Famous But Forgotten includes, besides an introduction, dedication, and prologue, 18 chapters which cover its history from every angle—marketing, exploits in racing and hill-climbing as well as tours, and advertising—but it doesn't end there, as nine appendices fill in additional data, so frequently missing in other similar studies, among them Winton's articles of incorporation, patents, its first 51 buyers dating from April 1, 1898 to June 8, 1899 (its purchasers hailing from 15 states plus the Canadian provinces of New Brunswick and Quebec); specifications, race results, machine-shop machinery and various addresses of the company over the years.

What makes the book exceptional in this writer's opinion is its accuracy, high level in the quality of its paper—which enhances the clarity of the illustrations—and the year-by-year specifications, each year including a photo of one of the cars. Beyond that, the book is written in such a way that its attraction and style tell the story simply but thoroughly, thus making it a joy to read by anyone not otherwise inclined toward automotive history.

The book is an exception in its field, its story interesting and its contribution of existing automotive history great. And the price is right. The buyer gets a great deal for little in this one.

- Keith Marvin



EARLY MONOBLOC ENGINES

Regarding *Jan Norbye's* report on monobloc engines in *SAH Journal* No. 169, I believe that there is a prior example, although it was not reproduced. The first vehicle driven on the streets of Detroit (before Ford's) in 1896 by Charles Brady King was powered by a four-cylinder monobloc engine of his own design. **Fred Roe, 837 Winter Street, Holliston, MA 01746.**

INFORMATION SOUGHT FOR ESTONIA

I am the editor-in-chief of Estonia's leading automotive monthly, *AutoPlus*, and also publish a number of annual publications and automotive newsletters. I am hoping that some SAH members might be able to help our efforts in this low-income country where most of our undertakings are non-profitable.

We can use any automotive publications, one-off or regular, which you might be able to spare. We welcome your contributions of articles and/or photos on automotive or non-automotive

WHICH ISSUES OF THE SAH Journal ARE YOU MISSING?

MISSING ANY ISSUES OF Automotive History Review IN YOUR COLLECTION?

Most back-issues of the Society of Automotive Historians' newsletter, including the *SAH Newsletter* and the *SAH Journal*, and the *Automotive History Review* magazine are available for sale.

For complete availability contact:

**Fred Roe
837 Winter
Holliston, MA 01746**

technical themes for the rather low fee we can offer. We are anxious to learn of information about and particularly addresses of PR offices or automotive and non-automotive manufacturers, associations, unions, museums, sporting venues, and events. We would also be grateful for any duplicate copies, leftovers, etc., of books, booklets, written press material and illustrations. We cannot attend auto shows or sporting events, nor subscribe to much-needed publications.

No nation stepping soon into the 21st Century can do without technical information in its native language. We will be grateful for any help you can give us in providing it. **Margus H. Kuuse, P.O. Box 483, Tallinn EE0090 Estonia, telephone 372 6 325 521, fax 372 6 313 662.**



One of only 25 Marmon-Herrington over-the-road trucks ever built. Owned by Don Chew.

MARMON HISTORY CORRECTED

(“Marmon Production Comes to an End”) Well, all was fine until you got to World War II and 1963. Here’s the real story.

In 1963, Art Herrington decided to retire and close the Indianapolis factory (old Duesenberg factory building) down due to a lack of bus and truck sales. He moved the conversion business up to Lebanon, Ind. He sold Mr. Adrian Roop the rights to the Marmon name in North America only, all over-the-road trucks unfinished on the assembly line, tooling, parts, engineering, etc. All this was moved to Denton, Texas and production resumed in 1964. Out of capital, Mr. Roop sold out to Space Corp. and it moved everything to Garland, Texas.

Marmon-Herrington, Inc. was purchased by the Pritzker family in Chicago. The resulting company became “The Marmon Group” with Marmon-Herrington still in business as one of the divisions of the “The Marmon Group.” It exists to this day, growing every year, based in Louisville, Kentucky. As far as dropping the “Herrington” name, that was never sold to Mr. Roop and is still alive and well. I own the only existing Marmon-Herrington “over-the-road” truck, #17 of less than 25 made.

We are the historians, we must keep it straight. **Don Chew, 15201 Havana Street, Brighton, Colorado 80601.**

PORSCHE THE NAZI

Forget about the grandfatherly image of Ferdinand Porsche posing as an engineer and being compelled to work for those bad guys. He was one of them. A party member of deep devotion, he also became a spy recruiter for Abwehr—the German intelligence secret service. He induced an American of German heritage, Carl Edmond Heine, working for Ford Motor Company as the general manager of Ford Germany, to quit his job and train as a spy for Germany. Porsche and Dr. Wirtz, manager of the aviation department of Volkswagen Werk, convinced Heine by appealing to his “patriotism.” Heine was commissioned a captain in the Luftwaffe reserves while secretly keeping his passport and American citizenship. In Detroit he became a valuable agent by using his professional contacts and renewing old friendships he previously made at Chrysler and Ford as Foreign Sales Manager. He obtained aeronautical secrets by advertising in “Popular Aviation” for developments in aeronautics. It worked well enough that in 1940 Admiral Canaris, Abwehr chief, sent a memo to General Franz Halder, the Army’s chief of staff: “Through his American spies the high cost of research and development would be saved through the acquisition of detailed blueprints of important devices.”

New metals, designs of aircraft, fabrication techniques, bombsights, gunnery systems and other secrets flowed in a steady stream to Germany—speeding the almost instant rebirth of the new Luftwaffe.

After the war the French put Porsche in prison. They knew exactly what they were doing. He was lucky. **Mark Wallach, 25 New Street, Nyack-On-Hudson, NY 10960.**

RESEARCH ISN'T GETTING EASIER

I first gained access to General Motors—and Chevrolet—archives in 1975. L. Scott Bailey, the founder of *Automobile Quarterly*, asked me to write two Corvette restoration books; one was published in 1980, the 2nd in 1988.

Back in the Seventies, information was easier to obtain. I was provided copies of photographs and all sorts of prototype and production documentation on 1953 to 1967 Corvettes.

WANTED:

AUTOMOBILE LITERATURE

1900-1975

WALTER MILLER

6710 Brooklawn Parkway
Syracuse, NY 13211 U.S.A.

PHONE: 315-432-8282

FAX: 315-432-8256

I buy sales brochures, repair & owner’s manuals, showroom items, artwork, models & toys, posters or any items pertaining to automobiles, trucks or motorcycles...I travel to purchase collections.

Here in the Nineties, access to the information is quite restricted. This is good from the point of protecting what is left. But much is gone, forever I expect. In the Seventies, I made a file of photos in GM photographic files. Those files are now managed by GM Media Archives.

I am now writing a Corvette history series, which requires different photos than the restoration books. Much of the time, my requests are unfilled, for the negatives that existed then have since disappeared.

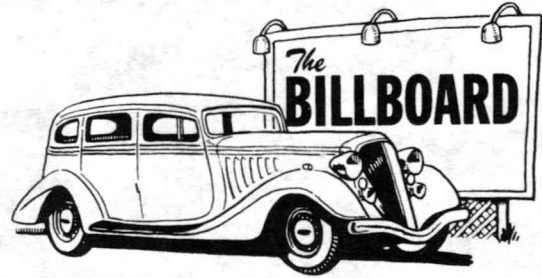
The current management at GM Media Archives is protecting what's left, so nothing more is being "lost." However, much information (via photos) is gone.

Current management restrictions require substantial fees—first, there is a research fee, up to \$80.00/hour. Next, a negative pull fee, up to \$3.00 per negative. Black and white 8x10 prints are \$10 to \$12 each. Then the photos are licensed for a single purpose, period. In addition, the prints must be returned to the source.

And GM is not the only photo source with fees and usage restrictions. Early Corvettes were influenced by the start of Thunderbird production in 1954. With the help of the Ford library, I located the photos I wanted. But they have fees and restrictions too, which are quite different than GM's. Chrysler and individual photographers around the country have similar fees and restrictions.

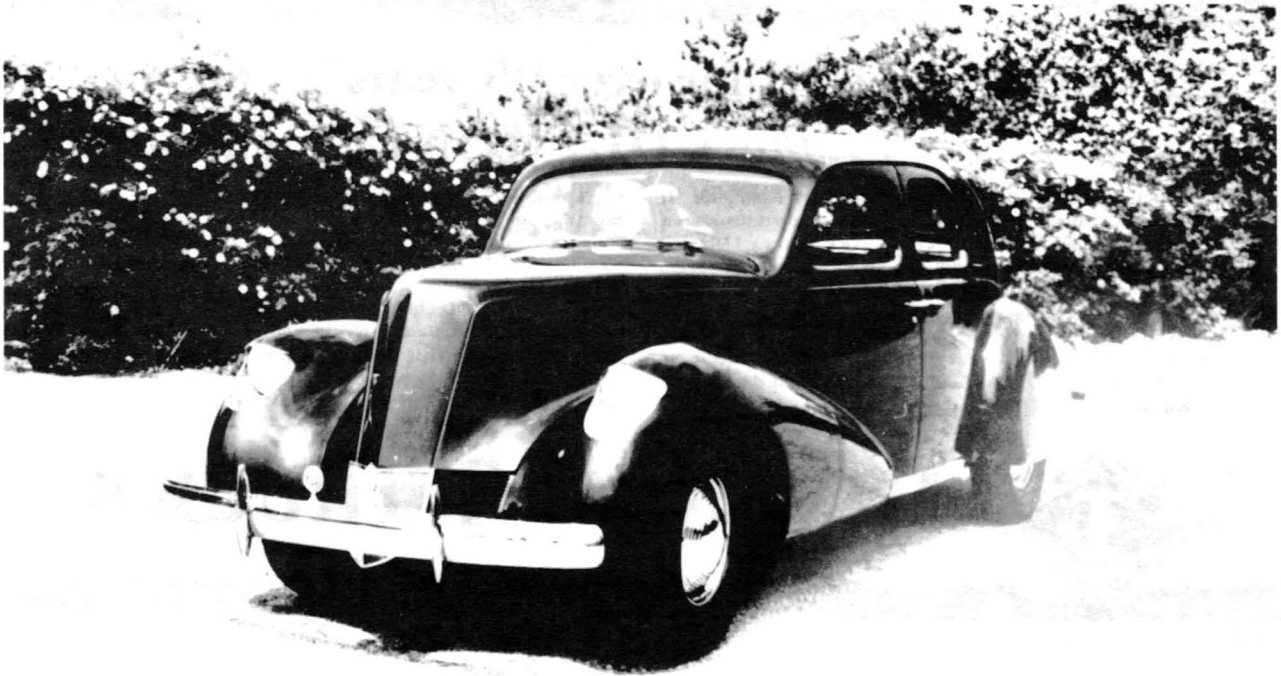
Of course, those folks own the photos or negatives, and they have a right to charge the appropriate fees. I just wanted SAH members to know some of the obstacles in bringing history to light.

Personally, I have been fortunate. Chevrolet still recognizes my writings, and most of the photos are provided to me as a courtesy. But a new author could get in debt quickly, especially when writing a book with lots of photos. **Nolan Adams, P.O. Box 1134, El Dorado, Calif. 95623-1134.**



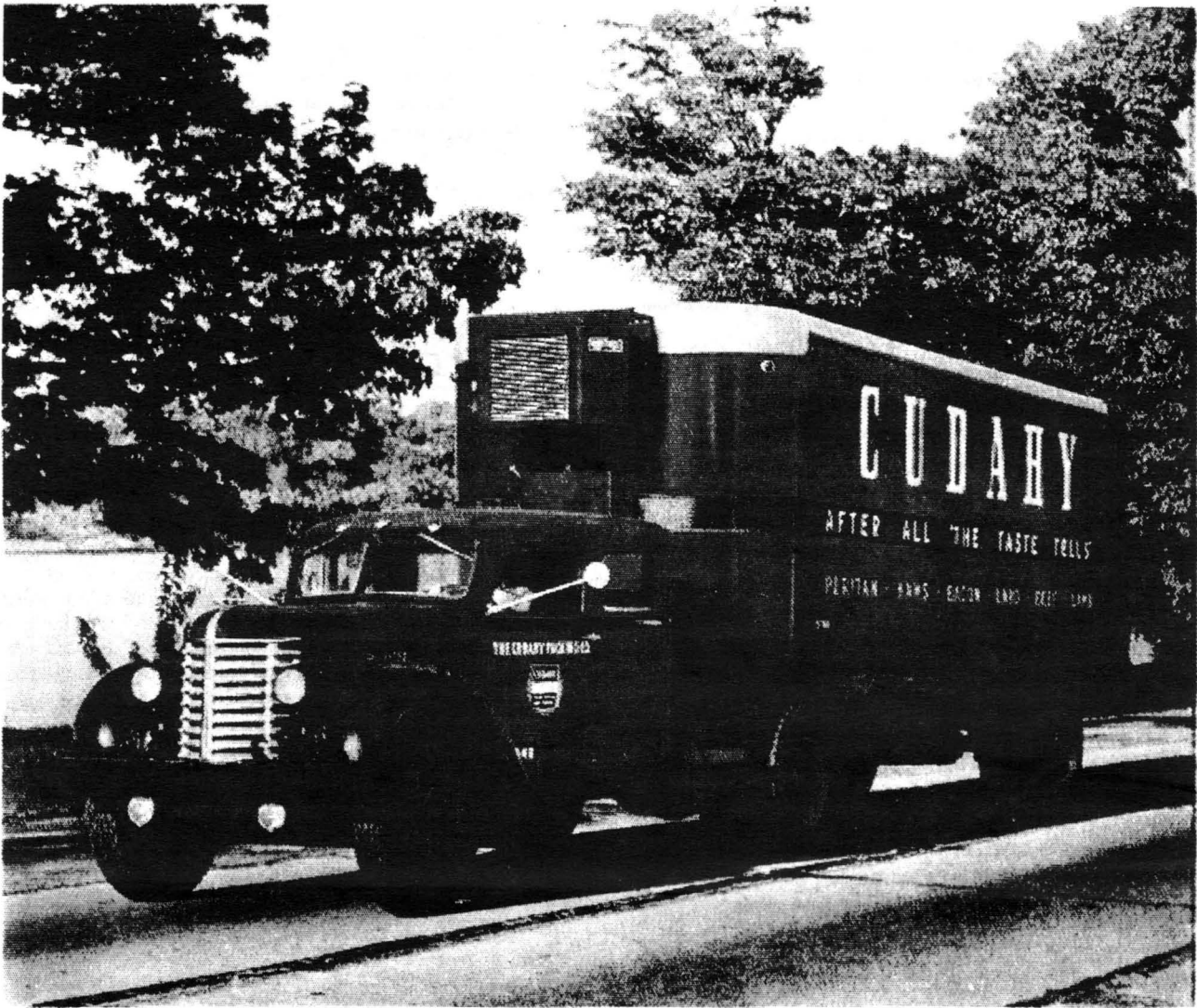
The Billboard welcomes non-commercial advertisements from members. Ads are free, and should concern items of interest to historians: information, books, literature, photographs, illustrations, memorabilia; offered, wanted or to trade. Ads for vehicles or parts are not accepted. To advertise regular sales or services, contact ad manager Sam Fiorani, P.O. Box 432, Bedford, MA 01730 for display ad rates.

For Sale: 760+ issues of *Automotive Industries* 1966-1995, *Automotive Engineering* (SAE Journal) 1977-1995, *Ward's Auto World* 1970-1995, *Automotive Design & Development* 1979-1980, and *Chilton's Truck & Off-Highway* 1978-1981. \$150 for the whole lot, FOB Mansfield, Ohio. **George Svede, 543 W. Straub Road, Mansfield, OH 44904.**



The body of this car, circa 1939, has the lines similar to that of a Ford or Lincoln. The nose is blank except for a "bottom-feeder" grille with a chrome insert in the center. Can anyone identify the car?

- photograph courtesy of Walter Miller



"An enviable record for over 25 years"

... that's DIAMOND T reliability

THIS latest Diamond T 614 is well worth a second look. It is really something rather special. The 2 1/2-ton tractor has a new 339 cubic-inch heavy-duty Super-Service engine—130 truck horsepower. It handles 40,000 lbs. gross weight with speed, ease and safety beyond all former standards.

But, as in every Diamond T, this outstanding performance involves no sacrifice of reliability. Cudahy Packing Company has operated Diamond T's for more than 25 years. They have more than a hundred in service now. Here's what they say:

"For over 25 years the Cudahy fleet of Diamond T trucks has

run up an enviable record for reliability. Our Diamond T's came through last summer, one of the hottest on record, without losing a single pound of meat by spoiling. It's the same in any weather. Cudahy meats are delivered fresh... on schedule... with Diamond T."

See your dealer. Let him show you the evidence of top-quality construction and top-efficiency in performance. Check with Diamond T owners that you know. Then remember—the new 1948 models are the finest Diamond T's we have ever built.

DIAMOND T MOTOR CAR COMPANY CHICAGO
Established 1905



DIAMOND T TRUCKS

This advertisement from 1948 shows a 2 1/2 ton Diamond T 614 tractor with an integral sleeper cab. With its 130 horsepower, 339 cubic-inch "heavy-duty Super-Service engine" this truck could pull 40,000 lbs. gross weight "with speed, ease and safety beyond all former standards."

- from the editor's collection