

SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

March-April 1998

Issue Number 173

STROTHER MacMINN (1918-1998)

Strother MacMinn taught all the top design leaders at GM, Ford, Chrysler, BMW, Mazda and, quite literally, hundreds of other stylists around the world. Mac, as he was known, to his friends and students, has touched the design of nearly every car that has hit the road in the past 30 years.

As the son of a Cal Tech English professor, Mac grew up near the Murphy coachbuilding shop in Pasadena. A 13-year old MacMinn rode his bicycle over with his styling sketches and gained an apprenticeship with chief designer Frank Hershey. Mac attended the Art Center School and, following graduation from Pasadena High, landed a job with GM Art and Colour where he continued to work with Hershey on Buicks. During a layoff at GM, Mac went to Hudson in 1938 only to return to GM a year later.

After spending time in the Air Force during World War II, he worked with industrial designer Henry Dreyfuss in Pasadena while teaching part-time at the Art Center. He taught at the Design Center until his death.

Among his accomplishments while with the school, Mac consulted for Toyota for nearly a decade before helping to found its California styling studio in 1972. He also assisted in the design of the 1980 Celica and Supra.

His published works covered wide ground. He wrote and illustrated a number of historical articles for *Road & Track* as well as illustrating J.L. Elbert's Duesenberg book. While unfinished in its entirety, portions of Mac's history of the Walter M. Murphy Company were published in *Automobile Quarterly*.

In recent years, Strother suffered at least two mild strokes. In December of 1997, he broke his hip in an automobile accident, but had been recovering nicely. Strother MacMinn passed away in his sleep after apparently suffering a massive stroke.

A generous man, Mac served as honorary chief judge at the Pebble Beach Concours for twenty-five years. He regularly invited large groups of friends and former students to join him for lavish dinners in Carmel where Mac always insisted on paying. He was just as generous with his time, counsel and research material.

Strother MacMinn was a friend and mentor to many and will be missed greatly. Those who would like to honor his memory are encouraged to contribute to the Strother MacMinn Student Endowment Fund at the Art Center College of Design.

He was a teacher, historian, writer, photographer, concours judge, raconteur and valued friend. Mac was one of the most influential people in the field of international automobile design. On April 29, he would have celebrated his 80th birthday, but unfortunately he passed away on January 19 of this year.

- Mike Lamm

BREAKING NEWS ON PAGE 4!!!

MEMBERSHIP MATTERS

As this issue goes to press, membership in SAH stands at an all-time high of 870. The official renewal period closed on March 1st, by which time 569 active members had sent their dues for 1998. Their 1998 membership cards are enclosed with this issue. Of more immediate concern are the 282 who had not yet renewed, and they will find a reminder herewith. Please return your payment promptly so that you do not miss a single issue. Payment of \$25.00 dues (check/money order in US funds or MasterCard/Visa) should be sent to:

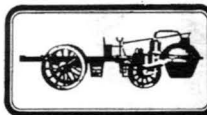
Society of Automotive Historians, Inc.
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA

The new Membership Directory has been delayed a bit so that it may include all updates received with the membership renewal, and all new members to date. It also embodies a massive update of telephone area codes, part of the information explosion that has been sweeping this country (and many others). Look for it in your mailbox soon.

Other Membership news on page 2.

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EDITORIAL COMMENT

HISTORICAL MENTORING

This letter came in the mail from *Mike Lamm*. You can read the entire piece in the "Letters" section of this Journal. One part struck me as funny as well as poignant. "We're a bunch of old codgers," Mike writes.

There are two angles from which to view this. From my first editorial, I commented that youth is not the best thing when it comes to perpetuating history. Look into your past and remember who started you on the path that led you to SAH. Chances are it was someone older than you.

This person probably showed you something they were interested in or told you some story that was told to them or in which they experienced firsthand.

I was seven years old when my neighbor, Dr. James Gordon, took me into his garage to show me his collection of cars. Hidden in his two-car garage were seven classic pre-war cars, including a Rickenbacker, Packard and 1915 Model T. Just this collection was enough for me. He introduced me to a magazine called *Automobile Quarterly* of which he had a nearly complete collection (remember, *AQ* was only about ten years old at this time).

About five years ago, he brought his cars to the annual antique car parade in my home town of Bedford, Pennsylvania. Next to his red Rickenbacker sedan was a blue Rickenbacker that I had never seen before. I pointed this out to Doc Gordon and he explained that he owned the blue car and used it for parts while restoring his red one. When he was done, a friend of his asked Doc what he was going to do with the parts car. He offered to give it to the friend if he restored the car. This was the car's first showing since a ground up restoration.

Two decades ago, I met the editor of *Motor Age* magazine. My uncle introduced me to his friend, Stanley Stephenson, and I had finally found a person who could converse with me in automobile...the language that, until then, I thought only I spoke. He pointed me to great men of automobiles like Ettore Bugatti and the Maserati brothers. This was the direction that no one else could give me.

I had this yearning to know about cars. My parents, like any good parents, they tried to encourage my interests. They just could not understand my desire to work with cars. I did, however, find mentors outside of my immediate family to help fuel my drive to know about cars.

Mr. Stephenson is still a guiding force in my career choices. But, Dr. Gordon passed away a few years ago and I miss him. I believe that part of Doc Gordon's love for cars lives on through me.

Couldn't we encourage the continuation of automotive history, and in turn the next generation of SAH, by beginning a mentoring program? Find a young person with the love of cars and instill your love and knowledge. If everyone found one young person to pass their interest in cars, SAH and automotive history will live on.

- Sam Fiorani

The travels of your president continued during the months of February and March, 1998. My wife and I flew to France in early February, primarily to attend the SAH European dinner held at the attractive building of the Automobile Club of France on the evening of Friday, February 6. Featuring the award of Friend of Automotive History to Lord Montagu of Beaulieu, the dinner proved to be a splendid event. It is described in detail in the next issue of the *Journal*, thus I will only note the entire evening was a most congenial one, with the guests from various nations mixing extremely well. I am sure that everyone who attended is looking forward to a repeat in 1999.

Spending some additional days in Paris proved to be very worthwhile. The various exhibits at Rétromobile were of interest, with at least one of them demonstrating that technological development in the automobile industry dates back along time. At the Berliet exhibit, SAH member *Paul Berliet* from Lyon, France, showed me a vehicle from his collection built in the late 1890s, which featured front-wheel-drive! Other aspects of Paris life also were interesting, particularly the opportunity to visit various bookstores in the Left Bank area plus bookstalls along the Seine, many of which carried collections of automotive advertisements from the first half of the twentieth century.

The next leg of the overseas trip involved taking the crack Eurostar train (top speed, 186 miles per hour) through the new tunnel underneath the English Channel to London. In that city, the 1997 SAH Brigham award was presented to *The Automobile* magazine and its editor, Brian Heath, at an informal ceremony in the library of the Gore Hotel. Before returning to America, I also had an opportunity to meet with SAH member *Peter Card* of Brooks Auctioneers, who brought me up-to-date on activities of the United Kingdom Chapter of SAH. A good part of another day was spent conducting research at the Library of the Royal Automobile Club, where an extremely helpful staff assisted in expediting my work.

Not long after my return, I was invited to attend a meeting of the History Committee of the Society of Automotive Engineers, held at the time of SAE's huge annual conference in Detroit. The History Committee, whose membership includes a number of SAH people, discussed a variety of potential projects. It appears that our Society will be invited to join in carrying out one of these.

The Hoosier Heritage Chapter of SAH held a meeting in Kokomo, Indiana, on Saturday, March 7, to which I was invited by chapter president *Robert Barnard*. It was a nice event, featuring a tour of the new Elwood Haynes Automotive Museum in Kokomo. En route to this activity, I stopped briefly at the Auburn-Cord-Duesenberg Museum to receive an update from SAH member *Gregg Buttermore* on the state of the Society of Automotive Historians Library and Archives. It is good to know that our collection is enjoying steady expansion.

At the October 1997, SAH board meeting at Hershey, the possibility of the Society moving ahead with a student

writing award was discussed. I subsequently went into this matter further with former SAH president *David Lewis* and current board member *Richard Scharchberg*. Both David and Richard felt that establishing a small committee to study such a proposed award would be worthwhile. Consequently, I asked David and Richard to serve on such a committee, together with long-time SAH member *Charles Blackman*, of Okemos, Michigan. This committee will evaluate the potential merit of SAH sponsoring such an award, determine how the award might best be publicized in order to secure strong participation, and examine possible sources of financing. An initial report from the committee is anticipated by late summer.

Finally, a number of you have been good enough to give me your views on what programs SAH might best move ahead with in the months and years to come. These communications have been of value in my efforts to establish goals and objectives for our Society. By all means, continue to call or write—your thoughts are of importance! All best wishes.

- Sinclair Powell

NOMINATIONS OPEN FOR DIRECTOR POSITIONS

Three positions on the SAH Board of Directors become open annually. Directors are elected from a slate presented via ballot mailed to all members in late summer, with the results presented at the Annual Meeting at Hershey in October.

Any member wishing to become more involved in the Society's affairs and operations is welcome to submit his or her name to the chairman of the nominations committee as soon as possible. Suggestions for possible nominees from other members will also be welcomed. Call us; do not wait for us to call you! Having a chance to vote for fresh new faces on the board is the way by which the Society responds to the needs and desires of its membership and remains a vigorous force in the field of automotive history. The only requirements are that you be able to attend the two board meetings held each year, one at Hershey in October, and one in the Spring at another location, usually one with an automotive connection, and to serve on one or more of various committees or other assignments requested by the President. Present incumbents whose terms are expiring can also run for re-election.

Fred Roe is chairman of the nominating committee. Call him at (508)429-4360 or write him at 837 Winter Street, Holliston, MA 01746-1159 to submit your own name or to suggest other possible candidates. Soon!

25 YEARS AGO AT SAH

Between *Newsletter* No. 29 and July 1973, there were no issues of the SAH publication. For this reason, "25 Years Ago..." will not return until *SAH Journal* No. 175 (July-August 1998).

ROLLS-ROYCE GETS GERMAN POWER (AND OWNER?)

Rolls-Royce previously announced that Germany's BMW would begin supplying engines to the 94 year-old British car maker, but the first cars are now being introduced to the public. The Rolls-Royce Silver Seraph, introduced at the Geneva auto show March 3, and Bentley Arnage, to be introduced to the public at LeMans on April 26, will use be the first completely new cars to emerge from the Crewe-based automaker in nearly two decades.

Replacing the Silver Spur, the Silver Seraph is powered by a 322hp version of BMW's 5379cc SOHC V12, the first V12 in a R-R automobile since 1939. To take the place in the lineup vacated by the Turbo RT is the new Arnage propelled by a twin-turbocharged version of the BMW 4399cc V8. For the first time ever, Rolls-Royce will not build engines for its cars, but has for the first time since World War II, begun building its own bodies. An era has come to an end.

As we go to print, BMW had won the bidding to own the famous marque. Final price was around \$500 million.

1998 CHICAGO AUTO SHOW

The 90th Chicago Auto Show was held at McCormick Place South between February 7 and 15, 1998. Almost 1,000 vehicles, including 80 vehicles never before seen, were on display in the 840,000 square foot complex. Over 1,000,000 people viewed the future of the automobile.

Automakers were igniting the flames of consumer passion with the concept and prototype vehicles. Names like Signia, Libre, Thunder, Pronto Spyder, Chronos, Sportage, Shelby Series I, and Prius were on display for public scrutiny. The new water-cooled Volkswagen Beetle received positive acceptance from the press and public. Electric, natural gas, and a gas/hybrid vehicle from Toyota provided alternative methods of fuel for consideration into the 21st century.

The Volo Auto Museum provided treasures from the past to show the evolution of the automobile. Included were a 1912 Little Roadster, a 1948 Cadillac Series 62 Convertible, a 1957 Ford Retractable Hardtop, and a 1969 Chevrolet Camaro SS396 Convertible.

Computer technology has enabled the automakers to provide design and functionality through simulation. Will future historians write about these concepts that may become reality in the next century is a question that only time will tell.

- Ken Yerama

HISTORICAL NOTE

The first sign of the end of the Eagle brand was the lack of a replacement for the Eagle Vision sedan. And now the end has truly come. On Thursday, February 5, 1998, the final Eagle Talon sports coupe rolled off the assembly line at Normal, Illinois. From June 1989 to the end, 216,743 Talons have been built.

LINCOLN-MERCURY HEADS WEST

Just as General Motors moves in Renaissance Center in downtown Detroit, Ford's Lincoln-Mercury division relocates to California in search of a direction. The "hot rod Lincoln" image has been long gone and replaced by the "old man's car" ideal of the Town Car. Mercury has long-suffered from being nothing more than a plush Ford. Ford Motor Company's "other" division looks now to the Sunshine State for a new more youthful image.

Irvine, California is the new home of L-M which, incidentally, is also the American home of Ford's Japanese kin, Mazda. The combination of these two divisions has been rumored but Ford has denied all reports of the combination.

Every major carmaker has had design studios on the West Coast for a number of years to take advantage of the trend-setting lifestyle of the California environment. Lincoln-Mercury just becomes the first American brand to move its headquarters from the adopted home of this country's car industry of Michigan and the Mid-West.

SILENT AUCTION INFORMATION

The annual Silent Auction of books, literature and automobilia is the Society's major fundraising event, and next to membership dues, our largest source of income.

Chairman Jim Schild is looking for donations of automotive books, sales literature, small items of automobilia and automotive art to be sold to the highest bidder through a silent, postal auction. Past experience has shown that shop manuals are not good sellers, but all types of books and quality literature and art are in great demand. Since the Society is recognized by the Internal Revenue Service as a 501 (c) (3) exempt organization, donors may take tax credit for their contributions to the extent allowed by law. Please send your auction items to:

James J. Schild, Chair
SAH Silent Auction
#5 Rowan Oak Lane
Columbia, IL 62236 USA

FERRY PORSCHE DIES

Ferdinand Porsche Jr., founder of the car company that bears his name and son of the creator of the Volkswagen, died Friday March 21, at the Porsche family vacation home in Zell am See.

Porsche was born in 1909 in Vienna. He, reportedly, drove his own (little) car when he was 10. Later, Ferry, as he was called, helped his father build the car that would become the Volkswagen. In 1948, he built the model 356, the first model to wear his family name.

Porsche was buried in Zell am See following a memorial service in Stuttgart. He is survived by four sons. He was 88.

CHAPTER NEWS

A number of SAH chapters have held meetings recently, with several planning additional activities in the months to come. Among those reporting are:

Southern California

The Southern California Chapter held a general membership meeting on Wednesday, January 7. Some seventeen persons attended this session. The chapter once again will sponsor the Literature Faire, to be held at Pasadena City College on Sunday June 28, 1998. Reservations for vendor space plus general information can be obtained by calling (714)826-9010.

Wisconsin

The Wisconsin Chapter held its winter meeting on Saturday, March 28, at the Hartford Heritage Auto Museum in Hartford, Wisconsin. Chapter secretary *Dr. Val Quandt* reports that the book titled *Wisconsin Cars and Trucks, a Centenary*, went to the printer several weeks ago.

Hoosier Heritage

The Hoosier Heritage Chapter met at the Elwood Haynes Museum, in Kokomo, Indiana, on Saturday, March 7. Some twelve members attended the session, which featured a tour of this recently-opened automotive museum.

United Kingdom

The United Kingdom Chapter is holding a seminar and swap meet at the Heritage Motor Centre, Gaydon, Warwick, England, on Saturday, April 5. Presentations by several speakers will feature this meeting, reports *Peter Card*, chapter secretary.

Leyland

The Henry Leyland Chapter of SAH held its initial 1998 meeting on Saturday, March 21, at the recently opened Automotive Hall of Fame Museum in Dearborn, Michigan. Chapter members toured AHF's new facility and held a business meeting afterward.

Several chapters now publish newsletters on a regular basis. Two of these received recently were the United Kingdom Chapter *Newsletter*, edited by *Tony Beadle*, and *Hoosier Heritage Happenings*, edited by *Robert Barnard*, chapter president. Those publications contained a nice selection of chapter news plus interesting articles on automotive history.

- Sinclair Powell

IT HAPPENED YEARS AGO...

One hundred and twenty years ago...

April 2, 1878 - Albert Champion, of spark plug fame, was born.

One hundred and fifteen years ago...

April 3, 1883 - Patent no. DRP 36423 was granted to Gottlieb Daimler for the first fast-running combustion engine.

One hundred and ten years ago...

April 11, 1888 - Henry Ford married Clara J. Bryant of Greenfield Township, Michigan.

One hundred years ago...

1898 - H.O. Koller opened the first franchised dealership in the United States. The Reading, Pennsylvania dealership was organized to market Winton automobiles.

Ninety-five years ago...

1903 - *MoToR* magazine was formed.

1903 - Ford was sued for infringing on the Selden Patent.

Ninety years ago...

1908 - Buick and Oakland joined General Motors.

Seventy-five years ago...

March 21, 1923 - Buick built its one millionth car.

April 14, 1923 - Benz installed the first pre-chamber diesel engine, a model OB 50hp four cylinder, in a commercial vehicle.

April 26, 1923 - Andre Citroën announced his intention to build cars in the United States.

Seventy years ago...

1928 - Brockway Motor Truck merged with Indiana Truck

Sixty years ago...

April 6, 1938 - GM president Jack Smith was born.

Fifty years ago...

April 1948 - Built by Rover and based in Solihull, Birmingham, Warwickshire, the Land Rover was introduced at the Amsterdam Auto Show.

April 8, 1948 - Ford began production of its first all-new post-war model.

April 27, 1948 - Bill Knudsen, General Motors president and American World War II production chief, died.

Forty years ago...

1958 - The final Packard was produced.

1958 - Chrysler purchased 25% of the French automotive firm, Simca.

1958 - Ford organized the Mercury, Lincoln and Edsel lines into the M-E-L division.

Thirty-five years ago...

March 1963 - Studebaker Corporation made seat belts available on the front seats of its cars. Seat belts became standard on all '64 Studebakers.

March 1963 - The Kaiser Jeep Corporation was formed.

March 13, 1963 - Mercedes-Benz introduced the "pagoda-top" 230SL roadster at the Geneva Motor Show.

Thirty years ago...

April 4, 1968 - Ford introduced the Lincoln Continental Mark III.

Ten years ago...

April 1988 - The legal information network Lexis sued Toyota over their use of the Lexus name.

Thanks to Mercedes-Benz for their book, *Anniversaries in 1998*.

THE BELGIAN MOTORCAR INDUSTRY

by Raymond Vaes

Before the second World War, Belgium had many makes of motorcars. With few exceptions, the industry consisted only of assembly of foreign makes after that war. Now there are a couple of factories where almost complete cars are built: Opel, Ford, Volvo and Volkswagen. But once, there were more than 100 makes. The following list is completed with the help of "De Geschiedenis van de Belgische Auto" ("The History of the Belgian Automobile"), a book written by Y. & J. Kupélian and Jacques Sirtaine.

EXPERIMENTAL AUTOMOBILES

1880 - steam three-wheeler built by Charles Palmers de Groot

1886 - three-wheeler built by Frédéric de la Hault

1890 - steam three-wheeler built by Mignot

COMMERCIALLY MADE AUTOMOBILES

ADK (1922-1930) - cars

Alatac (1912-1914) - cars

Alfa-Légia (1912-1921) - cars made from parts of several makes.

American Buicks were rebuilt and sold under the name "Buick-Sport."

Altona (1938-1939) - light three-wheeled vans. In 1946, some vans were named "Condo"

AM (1952) - some buses.

AMA (1913-1914) - cars made from American parts.

Antonie (1900-1902) - cars. Produced motorcycles through 1905.

APAL (1960-1970) - sportscars, dune buggies based on Volkswagen parts.

Aquila (1900-1902) - cars

Astra (1929-1930) - front wheel drive cars, formerly Juwel.

ATA (1914) - some cars.

Auto Miesse - see Miesse.

Auto Mixte (1906-1914) - petrol-electric cars, trucks and buses. From 1911, only built commercial vehicles. Became Pescatore in 1912.

Auto-Traction (1919-1935) - trucks, tractors and buses. Became Minerva (or Auto-Traction/Minerva Motors) starting in 1924.

Auto-Traction/Minerva Motors - see Auto-Traction.

Bastin (1907-1909) - cars. Also built some trucks in 1912.

Baudouin (1904-1906) - cars

Belga (1920-1922) - cars. Formerly known as Nile & Brunel.

Belga Rise (1929-1937) - produced cars and a few army scouting cars under license from Sizaire.

Belgian Cushman (1951-1955) - produced three-wheeled cars and vans under license from Cushman.

Belgica (1898-1909) - produced electric cars until 1901. After 1901, the cars were fueled by petrol. Also built trucks and buses.

Bovy (1902-1929) - produced cars and trucks as Bovy-Dheyne or Dheyne-Bovy until 1904. Continued to produce cars, trucks and buses until 1918 when car production ceased.

Bovy-Dheyne - see Bovy

Bovy-Pipe (1930-1950) - trucks, buses and trolleys

Brossel (1924-1968) - trucks, buses and trolleys

Buick-Sport - see Alfa-Légia

BZA (1939) - some trucks

Cambier (1897-1905) - French car made under license.

CAP (1914) - some cyclecars

Claeys-Flandria (1955) - prototype small car

Condor - see Altona

Construction Liégeoise d'Automobile (1897-1903) - produced a three-wheeler named Knap through 1899. After 1899, produced cars under the Duryea license.

Daimler-Belge - see Germain

Danneels (1901) - some cars

D'Aoust (1912-1927) - cars and trucks

Dasse (1894-1939) - cars, trucks and buses

Déchamps (1899-1903) - produced cars. Became the Baudouin in 1904.

De Cosmo (1903-1908) - cars

Decoster (1898) - some light cars with three or four wheels.

Delacroix (1897-1899) - cars

De Laminne-Duchêne (1907) - one car

Delin (1898-1902) - cars and vans

Demati (1937-1939) - cars with front wheel drive and rear wheel steering.

Demissine (1901-1902) - electric cars

Denonville (1939-1940) - trucks and tractors

De Voghel - (1946) - electric three-wheeled vans

Dheyne-Bovy - see Bovy

DS (1934-1935) - cars under license of Stoewer

Dunamis (1922-1923) - cars

Dyle & Bacalan (1906) - two or three cars

Eagle (1960-1980) - buses for the US market built by the Bus and Car Company and later by MOL.

Edran (1993-present) - sportscars made on order

Elgé (1912-1914) - cars

Emmel (1924-1925) - cars based on the Ford Model T

Escol (1926-1929) - cars followed by motorcycles from 1933 until 1940.

Excelsior (1904-1930) - cars (technically, the best Belgian cars).

FAB (1912-1914) - cars

FD (1922-1925) - cars

Feyens (1898) - cars

Feyens (1937-1939) - small cars with diesel engines, also light vans

FIF (1907-1914) - cars

Flaid (1920) - cyclecars

Foidart - see Foidart & Rosenthal

Foidart & Rosenthal (1900) - cars, followed by a steam truck, called Foidart, in 1914.

Fondu (1906-1912) - cars

Ford Transformée (1924-1925) - cars based on the Ford Model T.

FN (1899-1970) - cars, motorcycles, trucks, buses, trolleys, half-tracks, and armoured cars (FN still exists as an arms factory)

FN, Miesee, Brossel (1950-1960) - co-operation between the three makes to produce 4000 trucks for the Belgian army; the radiator bore the name of the three factories.

Frenay (1913-1914) - cars

Germain (1897-1937) - cars, trucks, and buses (first cars also named Panhard-Belge or Daimler-Belge)

Germain Standard (1903-1914) - name of cars during that period

Gilera (1920) - prototype cyclecar

Gillet (1992-present) - sportscars made on order

- Gillet-Herstal (1928) - cyclecars and three-wheelers
- Gobron-Nagant (1900-1904) - French Gobron-Brillié cars made by Nagant under license.
- Hermes (1906-1909) - cars, also called Hisa.
- Hermes (1912-1914) - cars based on the Mathis, from the Elzas.
- Hisa - see Hermes (1906)
- HMW (1938-1940) - trucks and buses
- Hoflack (1901) - cars
- Houard (1900) - one car and some motorcycles
- Imperia (1904-1949) - cars (foreign cars were assembled until 1958)
- Imperia-Abadal (1919-1923) - special series of Imperia cars.
- Janssens (1902-1904) - fore-carriages and, later, some cars
- Jeecy-Vea (1926-1927) - some small sportscars
- Jenatzy (1898-1903) - electric cars and the gas-powered speed record holder in 1899, Jamais Contente. Gas-powered cars called Jenatzy-Martini (built in France after 1903).
- Jenatzy-Martini - see Jenatzy
- Jonckheere (1946-present) - buses
- Juwel (1922-1928) - cars and vans. Later became Astra.
- Kleinstwagen-Belge (1952) - prototype of the German Kleinstwagen, under license.
- Knap - see Construction Liégeoise d'Automobile
- Koppel (1901) - some cars
- LAG (1980-1990) - buses. The company was taken over by Van Hool.
- La Gracieuse (1899) - cars
- La Torpille (1899-1902) - cars, first called "Matthys."
- La Locomotive (1904-1905) - cars built in the factories of "Nagant" and "FN."
- Laviolette (1913-1920) - some cars with front wheel drive.
- Lefebvre (1900) - some cars
- Lefert (1898-1902) - electric cars and one bus.
- Legia (1900) - some three-wheeled cars
- Lemaire & Paillot (1896) - one car made
- Leroux-Pisart (1919-1921) - cars, became the "Somea."
- Liberty (1919-1948) - trucks (first ex-USA army trucks of World War I).
- Linon (1898-1914) - cars and trucks.
- Longtin & LeHardy de Beaulieu (1901-1904) - cars and trucks
- Lorenc (1903-1904) - front wheel drive cars
- Loza (1925) - prototype car featuring four wheels in a diamond shape.
- Lux-Sport (1920) - cars based on the Ford Model T.
- Magistral (1938-1940) - trucks and buses with American parts.
- Malevez & Michotte (1898-1907) - cars, light trucks, and steam buses under license from Lifu).
- Mans (1899-1901) - cars
- Mateco (1926-1928) - gas generator-powered trucks.
- Mathieu (1902-1906) - cars and motorcycles. Sometimes badged as "Usines de Saventhem."
- Mathis-Hermes - see Hermes 1912.
- Matthys - see La Torpille.
- Mécanique et Moteurs (1903-1906) - cars
- Metaalwerken van Antwerpen - see "Pittevil."
- Métallurgique (1901-1927) - cars, some trucks between 1907 and 1914.
- Meteor (1903-1906) - cars
- Minerva (1899-1956) - cars, motorcycles, trucks and buses (from 1897 bicycles and armoured cars in 1914).
- Miesse (1896-1972) - cars (steam till 1906), trucks, and buses (some trucks after 1945 were called "Auto-Miesse").
- Mineur (1924) - cars based on the Ford Model T.
- Mistral (1932) - one prototype.
- MOL (1965-date) - special trucks.
- Moustique (1925) - cyclecars and vans.
- Nagant (1898-1929) - cars and trucks.
- Nile & Brunel - see "Belga"
- Nova (1914) - some cars made from foreign parts.
- Panhard-Belge - see "Germain."
- Parette (1907) - steam trucks.
- Pescatore - see "Auto-Mixte."
- Phébé - see "Pittevil."
- Pieper (1897-1904) - cars, electric till 1899, then petro-electric till 1902, then petrol cars and motorcycles.
- Pittevil (1899-1907) - cars, some were named "Phébé" or Metaalwerken van Antwerpen."
- Pinart (1902-1903) - cars and motorcycles.
- Pipe (1898-1932) - cars, trucks and buses, became "Boby-Pipe."
- Piret (1935) - one truck.
- PLM (1953-1954) - station cars under license of USA Keller make.
- PM (1921-1929) - cars.
- Preud'homme (1912) - some trucks.
- Ragheno (1938-1939) - buses.
- RAL (1913-1914) - cars made from French parts.
- Ranger (ca. 1965) - model of Opel made in Belgium.
- Royal Star (1902-1910) - cars and motorcycles, became "Sava" in 1910.
- R.S.B. (Rochet Schneider Belge) (1906-1907) - built by "FN" under license of Rochet Schneider.
- Ruhl (1900-1907) - cars.
- Rumpf (1899-1901) - cars.
- SACA (1924-1927) - cars and trucks based on the Ford Model T.
- Sarolea (1896-1899) - some cars but later motorcycles.
- SAVA (1910-1923) - cars (armoured cars in 1914).
- SCH (1927) - small cars.
- SDS (1938-1939) - trucks and buses.
- Snoeck (1899-1902) - cars and trucks.
- Somea (1921-1923) - cars (ex Leroux-Pisart).
- Speedford - see "Speedsport".
- Speedsport (1923-1927) - cars based on Ford Model T, till 1924 called "Speedford."
- Springuel (1907-1920) - cars (prototype 1902) from 1902 fused with Imperia, some cars then called "Springuel-Imperia."
- Springuel-Imperia - see "Springuel."
- Succes (1952) - three-wheeled van.
- Taunton (1914) - two cars in ex "Mathis-Hermes" factory.
- Torpille (1920) - three-wheeled cars.
- TVD (1920-1924) - cars.
- Usines de Saventhem - see "Mathieu."
- Van Hool (1947-date) - buses.
- Van Langendonck (1901-1902) - cars.
- Van Walleghem (1902) - cars.
- Vincke (1894-1904) - cars (first Belgian car factory).
- Vivinus (1895-1912) - cars, motorcycles (made one experimental steam car around 1890).
- Wilford (1897-1911) - cars and one tractor for a towed load of 20 tons.
- Willems (1935-1940) - trucks and buses.

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13	7.00	69	24.00	126	1.00	183	10.00
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15	25.00	71	25.00	128	6.00	185	25.00
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18	8.00	74	35.00	131	14.00	188	5.00
19	20.00	75	150.00	132	1.51	189	0.17
20	0.37	76	10.00	133	1.51	190	5.00
21	0.37	77	45.00	134	4.00	191	1.00
22	85.00	78	10.00	135	25.00	192	4.09
23	85.00	79	5.00	136	6.00	193	5.00
24	20.00	80	21.00	137	3.10	194	30.00
25	35.00	81	21.00	138	1.09	195	5.00
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27	8.75	83	19.00	140	1.09	197	5.00
28	13.50	84	50.00	141	10.00	198	4.00
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31	0.57	87	21.00	144	8.00	201	16.00
32	26.00	88	25.00	145	20.10	202	14.00
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34	5.00	90	8.00	147	5.00	204	12.00
35	20.00	91	5.76	148	15.00	205	15.00
36	11.00	92	5.76	149	3.10	206	3.00
37	9.00	93	16.00	150	3.00	207	2.50
38	21.00	94	37.00	151	1.09	208	8.00
39	12.65	95	60.00	152	0.76	209	10.00
40	40.00	96	20.00	153	3.10	210	10.11
41	11.42	97	30.00	154	3.10	211	3.00
42	8.00	98	20.00	155	10.10	212	0.27
43	125.00	99	20.00	156	20.00	213	6.65
44	31.50	100	30.00	157	90.00	214	35.00
45	40.00	101	20.00	158	1.09	215	15.00
46	6.85	102	15.00	159	1.09	216	1.00
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54	55.00	110	7.50	167	0.76	224	11.79
55	21.00	111	2.00	168	40.00	225	0.17
56	20.00	112	4.00	169	40.00	226	5.00
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MYSTERY LOCOMOBILE

March-April 1998

By Dennis David

When faced with a mystery, many of us often ask, "why did they do that?" Such was the case when picking up some photos from the local camera shop when the owner said, "Take a look at this." He explained that someone was cleaning out their attic when they came across several shots of an old car. The photos were taken by a photographer named Harry Hard, a well-known commercial photographer in the Waterbury, Connecticut area. A date on one of the photos indicates that they were taken on June 1, 1935. After studying the negatives, we decided to develop a set of prints. Fortunately, the shots were taken with a 8 x 10 view-camera, so the resolution is clear and the detail is astounding. The mystery should have ended there, but as all things sometimes do, it only let to more questions.

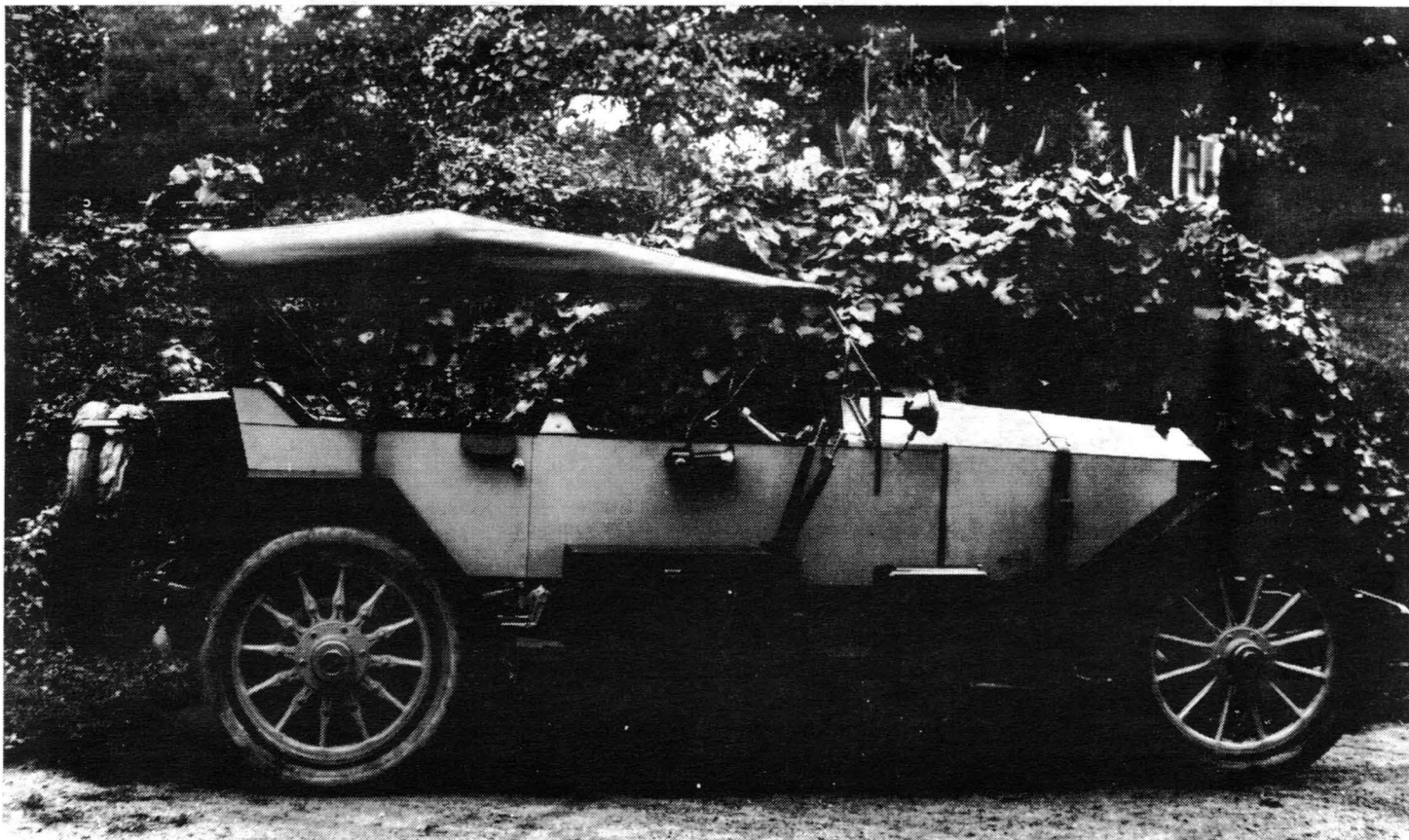
The hubcaps and an identification plate on the dashboard in one of the photos clearly indicate that the car is a Locomobile. Another photo carries a glimpse of the license plate, which indicates a registration date of the Loco of 1919 in the State of Connecticut. Where the mystery begins is that various reference sources do not indicate any Locomobile that looks like this one. This would lead us to believe that it has a

custom body, perhaps built by one of the many body builders of the day. This argument would work except for the fact that this particular body is not very extravagant. The coachwork displays nothing more than linear lines with a complete absence of any contour at all. Note that the fenders appear to have been manufactured with a box and pan brake, and the sharp angles of the hood are equally crude.

It is possible that some industrious individual could have bought the chassis and produced a body on their own in an effort to save some money. But if this were the case, why start with an expensive marque such as a Locomobile? Surely anyone who could afford such a car could also afford the best coachbuilder of the day.

Which leads us back to the mystery, where did this particular Locomobile come from? Several Locomobile authorities have viewed the photos and all are stumped. The identification numbers located on the dashboard read as follows: #8018, Lot 2, Type 7.

In a fit of frustration over identifying the old Loco, your author lamented to past President *Kit Foster* with a "Why did they do that?" Perhaps Kit's answer said it all when he replied, "Because we wouldn't have anything to figure out." There must be an answer to this Locomobile. Society members are encouraged to respond to the Editor with any ideas.



This is the mystery Locomobile. Anyone with knowledge as to who may have bodied this unique vehicle is invited to contact the author or the editor. The lack of body lines and the quality of the seams leads one to wonder if this wasn't bodied by the owner himself (or herself).

- from the collection of Dennis David



MG Sports Cars: An Illustrated History of the World Famous Sporting Marque, by Malcolm Green. 160 pages. Profusely illustrated by color and black & white illustrations. ISBN 1-85833-606-6. Hard cover, 10 3/4 x 14 3/4 ins. Bramely Books, Godalming, Surrey, England. Available in the US from Motorbooks International, P.O. Box 2, Osceola, Wisc. 54020. Price: \$29.95 plus \$4.50 shipping and handling.

There are books and there are books on virtually every make of car—both domestic and foreign. Many are unusual. Many have been (in this writer's opinion) overdone, M.G. being among the latter group. But we cannot dismiss this one readily. Its sheer size and generous coverage, both by text and illustrations, dating back to its cradle days, is a book on the car which is a must, regardless of whether you own others on M.G. or you don't. Its seven chapters and widely-balanced photographs chronicling the car through the years, are at once a delight; educational and valuable from a historical approach. Its only drawback might be that it may not fit comfortably within your shelf space. Never mind. You can squeeze it in sideways or lay it flat somewhere, carefully remembering exactly *where* it is. Why? Because this is a book you'll want to re-read and re-read repeatedly. Besides stating that the history is basically all here, there is no further commentary necessary. Just one thing, get this book!

- Keith Marvin

MG: The Untold Story (Postwar Concepts, Styling Exercises, and Development Cars), by David Knowles. 256 pages, 32 color pages and 250 black & white illustrations. Hardbound with dust jacket, 8 1/4 x 11 1/4 ins. ISBN 0-7603-0408-4. Motorbooks International, P.O. Box 2, Osceola, Wisc. 54020. Price: \$39.95 plus \$4.50 shipping and handling.

With a foreword by Nick Stephenson, Director of Group Design and Engineering of the Rover Group, this is another off-the-beat analysis of another common make of car. MG is MG, like any other car, but also like others, there are those sides that the average reader doesn't see and that's what *MG: The Untold Story* is all about. This volume includes previously unpublished photos and stories of MG prototypes, otherwise bringing the MG enthusiast up-to-date through MG's latest offering, the mid-engined MGF.

David Knowles is secretary of the MG V8 Owner's Club and here presents an indepth history of MG's postwar cars, including the TC, the independent front suspension TD and the TF models.

There is a great deal going for this book including factory sketches of some of the company's ideas for the present and the future.

MG may be well enough known in its own right. But there is always that heretofore hidden material which creeps our for public inspection and opinion. The volume presented here is where such material may be found.

- Keith Marvin

Morris Minor, by Ray Newell. 32 pages. 37 black & white illustrations. Softbound, 5 3/4 x 8 1/4 ins. ISBN 0-7478-0149-5. Shire Publications Ltd., Cromwell House, Church Street, Princess Risborough Buckinghamshire HP27 9AA, England. Price: £ 2.95

This is the story of the Morris Minor and the Morris cars generally which were built from 1913 until 1970 and well known in the US and Canada by a heavy trade from Great Britain in the post-World War II days when many companies exported a large percentage of their supply about the world. Founded by William Richard Morris (subsequently Lord Nuffield), the cars were popular ones including such models as the Cowley, Minor, Isis, Ten and Eight, and becoming the first British car to exceed production of a million motor vehicles. Its subsidiary distributions center, Morris Garages, would spawn the MG. Eventually, Morris cars were being produced in Australia, New Zealand, South Africa, India (where they were badged under the name Hindustan), the Netherlands, Denmark, and Ireland, as well as on home turf, with a complete line of open and closed models; a station wagon, the "Traveler"; and commercial vehicles. In 1952, Morris merged with Austin to form the British Motor Corporation and in the late 1960s this was superceded by British Leyland. Much of the success of the Morris Minor was due to its designer, the late Sir Alec Issigonis with which it is frequently and rightfully associated. This is a small book and reasonably priced for what the purchaser gets. *Morris Minor* may be a capsulated history but it has the essentials.

- Keith Marvin

Corvette: American Legend, 1954-55 Production, by Noland Adams. 206 pages with more than 200 black & white illustrations. Hardbound, 8 1/4 x 10 3/4 ins. ISBN 1-880524-22-8. Published by Cars and Parts Magazine, Sidney Ohio. Price: \$24.95.

It seems only two issues ago that I wrote the review of volume one of Noland Adams' Corvette history. While the first book in the series focused on getting the Corvette to the first Motorama and into limited production, volume 2 moves into the first year.

Flint, Michigan, was where the original 1953 Corvettes were built and pilot production ran until 'Vette serial number 300 rolled off the assembly line Thursday, December 24, 1953. On Monday, December 28th, the first 1954 Corvette started down the assembly

This profusely illustrated book details nearly every step of the process involved in making the Corvette a "volume" car. If

a picture is worth a thousand words, this book has literally millions of words. Adams has dug deep to bring many parts of this automobile's genesis to life.

Like the previous volume, many items that led to this car's development are included. From the first V8 Corvette prototype to styling exercises based on the Corvette theme are here in force. Photographs of the 'Vette-inspired Chevy Biscayne, LaSalle II-XP illustrate how all of GM's divisions were affected by the Corvette.

This series is amazing. While Adams is a specialist on first- (1953-1962) and second- (1963-1967) generation Corvettes, I hope he doesn't stop with the 1967 model year. If any post-war American car series is deserving of this type of detailed history, the Corvette is it. For the Corvette buff, for the Chevrolet fan, for the sports car nut, for the automotive history enthusiast, you must check out this series. You have been warned.

- Sam Fiorani



PUSH THE SPEED RECORD

I was interested to read about Paul Farago [*SAH Journal*, November/December] and pleased that Dr. Sable did him justice. Paul Sable's enthusiasm with the Ghia/Chrysler and other US/Italian connections is infectious.

However, I would like to comment on the "Sound Barrier Broken on Land." I am as pleased as anyone that it has been done but the "Brief History of the Land Speed Record" needs some extra reference.

To my mind, John Cobb's record of 394.20 mph in 1947 is one of the most significant, if not THE most significant, post-war records. It was 17 years before Campbell raised it just 9 mph and another year before Summers raised it another 6 mph and this record—for wheel-driven vehicles—still stands today. Craig Breedlove's 1963 record was when the "rot" set in by allowing non wheel-driven cars to be officially recognized as taking the land speed record title. Don't get me wrong, I see this as a perfectly valid record in its own right as to the Sound Barrier being broken and there is merit in pushing the field of aerodynamics to enable this to be achieved without becoming airborne. But surely the wheel-driven record is one that deserves to be broken and broken thoroughly at that! Is it too late to resurrect this goal...is there no glamour for it...how does one create that glamour having all these other speeds hundreds of miles per hour higher already having had their "press?"
Peter Marshall, Mariners, Courtlands Avenue, Esher, Surrey KT10 9HZ, England.

THE AGING OF SAH

Roaming around Hershey this year, it struck me how old most of us are. My God, we're all mostly my age!

The same thought struck me again sitting in the SAH tent. We're a bunch of old codgers.

There's not much we can do to slow time, but I think it's crucial that we start recruiting more young people into the SAH. Question is, How do we do that?

First, of course, we have to get the word out. The SAH has never done much to promote itself. But with our comfortable stash of money in the bank, let's spend some on ads in a few magazines that go to younger car nuts. I have in mind publications like *Street Rodder* and Good Guys programs. I realize this will raise some eyebrows, but I, for one, started out as a hot rodder, and I think we have to look into all areas of the auto hobby for potential members.

Second, we ought to start getting a lot more press. Someone in the club has to become our voice to newspapers, magazines, radio and TV producers. We do a little of this, but in my opinion we need to do a lot more.

Finally, I'd like to make the observation that the name of our organization tends to be a little daunting. I'm not suggesting that we change it, but we might try to explain in our ads and press releases that people don't need to be academics or formal historians to join the SAH. We're just a bunch of enthusiasts of various stripes of who happen to enjoy the history of the automobile, and we welcome all comers. Let's try to make that message a little clearer than we do now.
Michael Lamm, Box 7607, Stockton, California 95207.

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WRONG MAYBACH AND FERRARI

From the November-December issue of *SAH Journal*, page 6, "Maybach to Make a Return," one could get the idea that Wilhelm Maybach started the marque bearing his name. He may indeed have had something to do with it, but my sources indicate his son Karl Wilhelm was the driving force, so to speak. Wilhelm left Daimler in 1907 at age sixty; he was 74 when Maybach Motoren-Werke built its first cars. He was probably happy to have Karl ramrod the project.

On page 12, *Jack Martin* says that Nuvolari won the '36 Vanderbilt in a Ferrari. Well, it may have been Enzo Ferrari's team, but the car was an Alfa Romeo. There were no Ferraris (by that name) until 1946. **William L. Millard, 3118 Iva Way, Sacramento, CA 95821.**

CONCOURS 2047

As a relative youngster of 35, I was a little irked by your assertion in *SAH Journal* No. 172 that no cars built today may be worthy of future status as a classic. As long as young men and women ignore each other for a few seconds to fall in love with something parked on the corner or passing them on the Interstate, new contenders for the "Best of Show" at Bethlehem, Meadowbrook, or Amelia Island will enter our collective consciousness. Think of it this way: just because the mounted knights and the riverboat captains disappeared didn't mean we quit having heroes altogether; astronauts and rock stars simply took their place, and in the same vein we will find new cars to admire in the absence of dual-cowl Duesenbergs,

Isotta town cars and Bugatti Grand Prix racers. Don't forget that when this hobby started to reach critical mass after World War II, classics like these were just used cars that everyone else thought we were deranged for desiring.

Beyond the obvious big-buck choices for future Concours honors—few can resist the milled aluminum finish and big red starter button on a Bentley Azure's center console, and the Ferrari 456GT looks as sensational as anything built in Maranello when Enzo was alive—the other cars on the field will basically be those that made an intensely strong impression at one time or another, for one reason or another, with one person or another. A 1986 Mercury Sable may not stand the test of time as well as the first Lincoln Continental, but I'll never forget the first time I saw one at the end of a long row of boxy Town Cars in the service department of my local dealership. As an industrial design graduate student at the Pratt Institute in 1992, I had the privilege of seeing the Chrysler LHS as a full-size fiberglass model on a tour of the old design studios at Highland Park; remember that this was when the Dodge Dynasty and other K-car derivatives typified the sort of Chrysler one saw on the street. Another unforgettable first impression!

Other solid bets? Many people already regard the Mercedes SLK retractable hardtop as a modern classic, and I want to drive Audi's aluminum bodied A8 sedan every time I take in its beautifully proportioned profile and polished 5-spoke wheels. As first-hand memories of Pearl Harbor and Corregidor fade, the collecting of Japanese cars may finally catch on in the U.S.; beyond the obvious favorites like the

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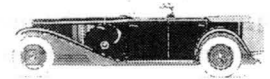
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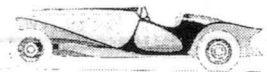
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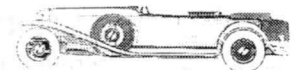
Print No. 1 Drawn:
March 12, 1928.
Caricature of
Alan H. Leamy
in a luxury motorcar
convertible sedan.



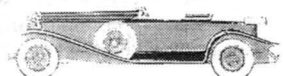
Print No. 2 Drawn:
March 8, 1929.
1929 Cord L-29
LeMans Speedster.



Print No. 3 Drawn:
August 30, 1929.
1929 Cord L-29
Sport Phaeton.



Print No. 4 Drawn:
February 18, 1929.
1929 Duesenberg J
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Datsun 240Z, Mazda RX-7 and Mazda Miata, the front-drive Honda del Sol might also find a following by virtue of its easy-removed metal roof and born-to-rev VTEC engine. Even though I can't stand them myself, sport-utility vehicles will probably symbolize the 90s in the same way tailfins symbolize the 50s on today's show fields; while I'm no clairvoyant, I can still see a group of old car enthusiasts in the year 2038 standing around a Lincoln Navigator debating the tastefulness of the grille with the same spirit we employ when pondering the posterior of a 1959 Cadillac! **Gregg D. Merksamer, 29 Old Oak Road, Warwick, NY 10990.**

IN DEFENSE OF THE REGULATORS

I take strong exception to your blaming the United States government for "cookie cutter cars" ["Editorial Comment: Concours d'Elegance 2047," No. 172]. Most mass-produced cars, whatever their era, have tended to resemble each other. It is scarcely possible to identify cars of the Teens and Twenties by their bodies alone. Bodies of GM and Chrysler cars of the '30s are practically indistinguishable from each other. And this was long before any Federal intervention in the industry. As someone involved in the government's auto safety program for 30 years as well as a student of the industry, I think the manufacturers are doing a pretty good job of product differentiation today. Look at the difference in fronts between Rolls-Royce and Chrysler Concorde; both have been designed to meet the same bumper standard. There is more distinction in headlamp design today than, perhaps, even the free-flowing '30s. Here again, all headlamps must meet the same Federal standard and the reason that they are different is that the Federal standard is expressed in performance terms, leaving the design to the manufacturer.

You state that because of government rules, "no manufacturer can afford to build special models to be produced in the single and double digit numbers for the coachbuilt cars of the 1920s and 1930s." Even the manufacturers in those years couldn't afford it; that's why there were coachbuilders. And the coachbuilders went out of business not because of government regulations but because there was no market.

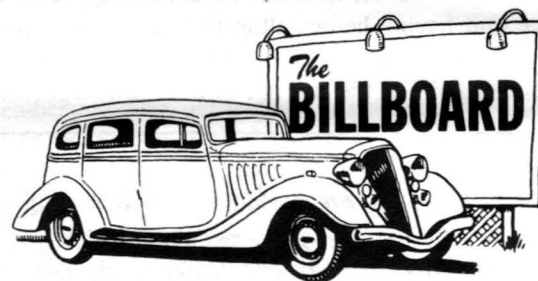
WANTED: AUTOMOBILE LITERATURE 1900-1975

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.

Federal safety regulations, in fact, encourage the small manufacturer to enter the market by making available a process through which a producer of 10,000 or fewer vehicles may apply for temporary exemptions from the safety standards on hardship grounds. Where the cost of Federal regulations may have had an effect is on marginal European players in the American market, such as Citroën, who have withdrawn after considering that the costs to conform with upcoming regulations will not be offset by anticipated revenues.

What has changed is the market. Let's look at Lincoln and Ford as examples. In the '30s, Lincoln offered a choice of five and seven passenger sedans, town cars, convertible coupes and sedans, two and four passenger coupes, etc., most of the bodies made by Brunn, Holbrook, etc. Today, Lincoln offers a choice of two four-door sedans, one coupe, and a sport utility, all made in-house by Lincoln. On the other hand, for the greater part of the '30s, Ford offered only one line of cars available in four or five body types. Today, Ford offers sedans in four sizes and a number of passenger-carrying vehicles on non-passenger car chassis. The practically unlimited body choices at the top of the market of yesteryear have settled at the bottom of the market as society has become more egalitarian, in distribution of income and social attitudes, even though more people may have more money today than ever before.
Taylor Vinson, 1314 Trinity Drive, Alexandria, VA 22314



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 Ken Yerama, 221 Freeport Drive, Bloomingdale, IL 60108 for display ad rates.

NOTE OF THANKS: To those who responded to my offer of automotive magazines to a good home, many thanks for the numerous responses. I have decided to donate the magazines to the National Automobile & Truck Museum of the United States in Auburn, Indiana. **G. Marshall Naul.**

FOR SALE: Automobile Quarterly volume 21 - #1 through volume 31 - #3 need a loving new home. Asking \$700.00.
Jed Rapoport, Auto Motives, 3140B Tilghman St. #178, Allentown, PA 18104. Phone (610) 770-1832.

NOTICE: OH YES, we are still here, and searching for anything Nyberg 1903-1913. Tack ket! Bsa mycket! **Bob Youngberg, The Henry Nyberg Society, 17822 Chicago, Lansing, IL 60438 phone/fax (708) 474-3416, email Nyberg1Soc@aol.com**

CALENDAR OF EVENTS

March-April 1998

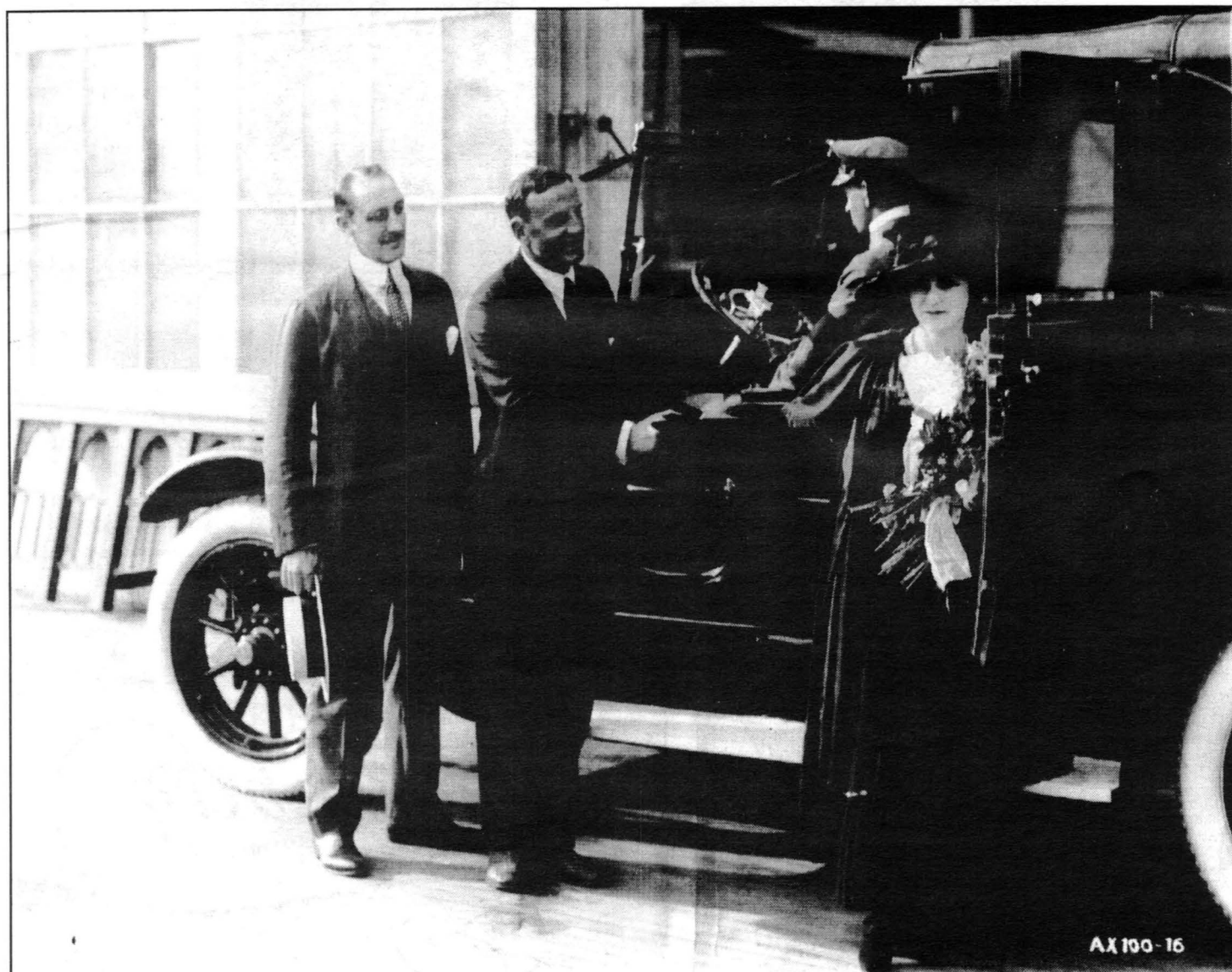
APRIL 1998

- April 2-5 - Charlotte Spring Auto Fair, Charlotte, North Carolina. Phone: (704)455-3209.
April 11-12 - Norwalk Swap Meet Norwalk, Ohio. Phone: (330)477-8506.
April 23-26 - Spring Carlisle, Carlisle, Pennsylvania.
April 24-26 - Spring Canfield Swap Meet, Canfield, Ohio. Phone: (330)477-8506.
April 26 - Pomona Swap Meet and Car Show, Pomona, California. Phone: (714)544-7004 or (714)832-2041.
April 30 - Pate Swap Meet, Ft. Worth, Texas. Phone: (713)649-0922.

MAY 1998

- May 8-10 - Carlisle Import-Kit/Replicar Nationals, Carlisle, Pennsylvania.

- May 14-16 - AACA National Spring Meet, Montgomery, AL.
May 15-17 - Spring Carlisle Mid-West. Held at the Interstate Center in Bloomington-Normal, Illinois, this event will be the first of two automotive events Carlisle Production will sponsor at this location this year. Like the events held in Pennsylvania, the Mid-West Collector Car Swap Meet and Car Corral will showcase many vendors of parts and literature in the 83,000 square foot exhibition space. Admission is \$6. Contact Lance Miller at (717)243-7855.
May 24-30 - AACA Founders Tour, San Francisco, California.
May 30-31 - CCCA Experience, Hickory Corners, Michigan.
May 30-31 - Greenwich Concours d'Elegance, Greenwich, Connecticut.
May - California Mille, 1000-mile tour of California's back roads. Open to pre-1958 American and European cars. Phone: 415-292-2700 Fax: 415-292-2790.



From the back of the photograph: "From Artcraft Pictures Corp.—Pete Schmid. ELSIE FERGUSON WELCOMED TO FILMLAND: Elsie Ferguson, the noted actress of the spoken drama is now busily engaged in the production of her first photoplay for Artcraft, "Barbary Sheep," under the direction of Maurice Tourneur. Mr. Tourneur is here seen welcoming Miss Ferguson on arriving at the Fort Lee studio for her first day before the camera." Can anyone identify the automobile?

- photograph courtesy of Patrick R. Foster



She drives a Duesenberg

Need anything else be said?

- from the Editor's collection, special thanks to Pat Chappell