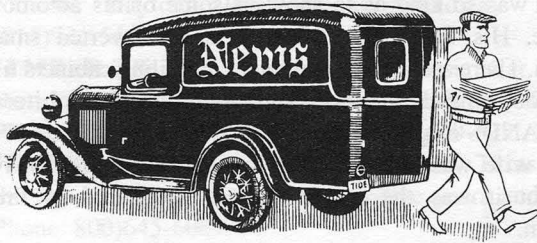


# SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

September-October 1998

Issue Number 176



## ANNUAL MEETING, BANQUET, AWARDS CEREMONY OCTOBER 9TH AT COUNTRY CLUB OF HERSHEY

The Society's annual meeting and awards banquet will be held Friday evening, October 9th, 1998, 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. This year a fixed menu has been adopted in order to avoid raising prices. The dinner will include soup; marinated tomato, onion and olive salad; prosciutto and sage-wrapped breast of chicken; amaretto cheesecake, coffee, tea, rolls and butter, served with starch and vegetation du jour.

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 \$29.00 per person. Reservations should be made, with payment, by September 30th. Send your check, payable to SAH, to:

Kit Foster  
1102 Long Cove Road  
Gales Ferry, CT 06335-1812 USA

Reservations will be taken after the deadline only as space is available; because the Society must commit for a specific meal count, refunds for unused tickets can be made only if they can be resold *prior to* the banquet.

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

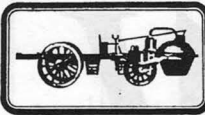
The History Tent, the Society's Hershey headquarters, will again be located in the White Field, at spaces WAY 11-12. This is the same location as last year. Come visit, to talk with old friends, meet new ones, or just to escape the sun (or rain). We'll be enrolling new members, and Society publications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

**ELECTION RESULTS  
ARE IN!!! (see page 3)**

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# EDITORIAL COMMENT

## "Have You Read This Book?"

I always thought I had a good sized book collection. My wife thought I had too many books. Living so close to a great "friend of automotive history" like *Fred Roe*, I don't get to partake of his company as often as I'd like. But when I do, I have such a great time.

The first time Crissy and I stopped by the Roe homestead, our host was so kind as to show us some of his automotive literature. His first floor "library" is a converted smaller bedroom. There are shelves and boxes and filing cabinets filled with books and papers and photographs. Literally THOUSANDS of gems of automotive history.

My wife was stunned. She thought MY collection was large, but it was the minor leagues compared to Fred's collection.

Fred spoke of the basement, where there was even more, but we couldn't see that until he had done some sorting.

Looking at Fred's collection of books and magazines spurred an old idea I had had. What books should an aspiring automotive historian read or collect? The recent drive to encourage new (and younger) people to take up the moniker "automotive historian" made this the perfect time to initiate reviews of older books in the *SAH Journal*. To borrow an old hymn, "and let it begin with me."

There are books and magazines that should not be overlooked by any automotive person. Of course there are the books of Ken Purdy, *David Burgess Wise*, *G.N. Georgano*, *Beverly Rae Kimes*, Floyd Clymer, and *Karl Ludvigsen*. Great magazines such as *Thoroughbred and Classic Cars*, *Automobile Quarterly*, *Collectible Automobile* and *Classic & Sports Car*.

But the publications that no automotive historian could be without are the *Standard Catalog* series published by Krause Publications. By saying this, I am, by no means, saying that these are the best written books on the subject of the automobile. They are not. This series of books gives more pictures and more detail on more cars than can be found anywhere else.

*Standard Catalog of American Cars: 1805-1942* covers THOUSANDS of cars in its 1600 pages. This would be enough for some people, but the second and third volumes include 1945-1975 models and 1976-1986 models, respectively. Add to this the *Standard Catalog of Imported Cars: 1945-1990* and the *Standard Catalog of American Light-Duty Trucks* and you've got the foundation of a strong library.

While none of these books should be any stranger to an SAH member's collection, they are not well-known in the real world. These books should be the first books recommended to anyone showing any interest in the old car hobby. From these books comes specialties. How many SAH members "discovered" a car through the *Standard Catalog* and just had to find out more?

Anyone else have a book, of any vintage, that you would recommend to the rest of us?

- Sam Fiorani

## PRESIDENT'S PERSPECTIVE

Those of us who took time from our busy schedules in early September to attend the Second Biennial Conference on Automobile History, sponsored by SAH jointly with the National Association of Automobile Museums (NAAM), found ourselves well rewarded for our efforts. The function, entitled "Interpreting the Automobile" and held at Henry Ford Museum & Greenfield Village in Dearborn, Michigan, drew participants from a number of states plus Canada and other countries. Comments heard by your president on the overall program were decidedly enthusiastic in nature. Sessions were well-attended, and audience participation (always a key indicator of the quality of a panel) was excellent. On more than one occasion speakers found themselves having to defend their views against vigorous questioning by persons in the audience!

A few days after the Conference on Automobile History ended I was invited by former SAH board member *Helen Earley* of Lansing, Michigan, to view the soon-to-be-opened Oldsmobile History Center, located in downtown Lansing. Helen, who is in charge of the center, was a bit apologetic in conducting me through this not-yet-finished facility, but she need not have been. While workmen still were bustling about completing the renovation of the structure, its long-term potential was very apparent. In the large research room on the second floor could be found the vast records of the Oldsmobile company, dating back to the initial work of Ransom Olds in the 1880s and continuing through to the present. Two large adjoining rooms will, when completed, be available for conferences—each will have a seating capacity of up to 100 persons. On the first floor will be featured displays of historic Oldsmobile vehicles plus various other memorabilia relating to the long-lived marque.

One can readily see a variety of potential uses for the new facility. An important possibility would be to have the center serve as a location for one of the proposed SAH regional "min-conferences" on automotive history within the next few years. Located very near the center is the R. E. Olds Museum, which features a number of Lansing-built vehicles and is well worth a visit.

Other historical facilities sponsored by various automobile firms are expected to come on line in the near future. The Chrysler Corporation Museum, located at this company's headquarters in Auburn Hills, Michigan, will open in 1999. It also is reported that another automotive conglomerate may be planning a museum in its corporate headquarters in the Detroit area.

The various automobile-related museums and historical centers in southeast Michigan may be linked closer together by a piece of proposed legislation recently introduced in the U. S. Congress. Titled the Automobile National Heritage Area Act of 1998, the bill establishes a six-corridor automobile heritage region in Michigan. Its general purpose, as announced by Congressman John N. Dingell, one of the sponsors of the legislation, will be to aid in maintaining and displaying the heritage of southeastern Michigan as "the birthplace and home of the automobile," by establishing and maintaining exhibits, developing recreational and educational opportunities, and

restoring historic buildings related to the history of the motor car. Funding of up to one million dollars per year over a fifteen-year period is provided to assist in carrying out the objectives of the legislation.

While not everyone would necessarily agree that southeastern Michigan should be described as the birthplace of the automobile, the legislation could well strengthen the cause of automotive history in the state. We will want to closely observe the fate of the legislation as it moves through Congress.

Best wishes to everyone.

- Sinclair Powell

## ELECTION RESULTS ARE IN!

Our trusty elections committee has tallied the all of the votes from the recent elections. Elected to new three-year terms as members of the board of directors are (in alphabetical order) *Leroy Cole*, *Joseph Freeman* and *Paul Lashbrook*. Congratulations to the new representatives of the Society of Automotive Historians.

## 25 YEARS AGO AT SAH

Issue No. 31 of the *Newsletter* announced the 5th annual SAH meeting. Following a business meeting "of the briefest possible duration," a panel of five publishers and editors were to be arranged for a question and answer session with SAH members.

Dick Brigham announced the eminent debut of two long-running SAH staples. The first Membership Directory was expected to be ready for the October 5, 1973, meeting in Hershey. Dick seemed excited about the new "club magazine," *Automotive History Review* that he was editing. He even touched upon covering the "age-old and never-to-be-settled question of 'make or model'" which has reared its ugly head again in the very recent past.

This ten-page issue contained many letters and articles, from the likes of *Fred Roe*, *David L. Lewis*, and *G.M. Naul*, asking and answering a number of questions. Vehicles such as the Salisbury Motorcycle, Auto Red Bug, Iroquois, and the Wenger were discussed. Books like the *Marvin Scudder Manual of Extinct and Obsolete Companies* and *Early Car Serial Numbers* (written by SAH's own historian *Grace Brigham*) were used as research for letters in No. 31.

New members included *Richard L. Knudson* and the late British Leyland Motors, Inc. of Leonia, New Jersey. Oh, BL....how we miss thee.

If the dinner in the Mosaic Room of the Hotel Hershey twenty-five years ago was the "5th Annual," then wouldn't that make this year's event the 30th Annual? Has anyone attended all thirty? What can we do to celebrate the Society's thirtieth anniversary next year? Any ideas?

- Sam Fiorani

# OBITUARIES

## CARL CHAKMAKIAN (1922-1998)

"I had an overall affinity for sports cars," Carl Chakmakian recalled in an interview in August, 1997. Yet, his 1952 Nash-Healey now sits silently in his garage on Horger Street in Dearborn.

Chakmakian, a member of the Nash Engineering Dept. and a founder of AMC's racing program in the late 60s, died on June 24, 1998.

Two things compelled Carl during his career at Nash/AMC: 1) a need for speed and 2) a passion to get the job done right. Both of these inner drives served Carl well during a career that lasted almost as long as AMC did: from 1953 to 1986.

"C-Squared," as his friends at AMC called him, was born to Armenian parents on a farm in Sanger, California, on May 8, 1922. However, the family moved to Michigan when he was a boy, and he graduated from Fordson High School in 1938.

He later earned an engineering degree and joined the Navy during World War II. While in the Navy, he satisfied his devotion to motion by becoming an aviator. After the war, he remained in the service and met the man who helped set the course for his career with cars.

"I met him when we both flew in the Navy Reserve at Grosse Isle," said Bill Reddig, an original member of the Nash Styling Department. "He worked at Kelsey-Hayes. He was an engineer there. More importantly, he drove an MG sports car."

Needless to say, Carl and Bill bonded. Reddig joined Nash in 1950, but he never forgot his Navy buddy. When an opportunity to help Carl appeared, Bill didn't hesitate. "Jim Moore (the Chief Engineer at Nash as well as Meade Moore's son) was so overburdened with things. (He asked,) did I know somebody who might be able to give him a hand."

Like a knee-jerk, Bill mentioned Carl. Moore interviewed him the next week and virtually hired him on the spot. It was March of 1953.

Carl liked to move and move fast, but why did he sign on with a company that had the image of making inverted bathtubs? "One of the things that enticed me to go over (to Nash) was the interest they had in developing the smaller car line...and the fact that they were interested in sports cars," he remembered.

His first assignment was with the Product Planning Group. "My job...was to sit down with all of the detail engineers, the main engineers, the product planners, and so forth, to figure out what are the key features that we can talk about, that we can tell the (advertising) agency about," he recalled.

Not only that, Carl had veto power on all of AMC's press releases and advertising. As Guy Hadsall, AMC's Shows & Exhibits Manager, told me, "All the things we printed had to go through Carl to make sure they were technically correct." Too much horsepower? Too little headroom? Too bad. Your copy never got Carl's OK unless it was right.

One of his earliest attempts to create some statistics that Nash could be proud of involved the soon-to-be released N.K.I. Custom.

He picked a team of Nash employees and drove three production N.K.I.'s down to the NASCAR track in Raleigh, North Carolina, in December, 1953. As NASCAR officials watched for the next 24 hours, Carl tested one car for economy and another for endurance. (The third was a spare.)

The stats were everything Carl and Nash had hoped for. The economy car averaged 41.57 mpg while the endurance car sped along at an average 61.24 mph. Both numbers figured prominently in Nash's advertising for its smallest car. Only one problem: Carl liked the two-seater's name and hated it when management changed it to something decidedly less sporty: the Metropolitan.

Carl and his fellow engineers were also thinking global at a time when Detroit automakers believed that the automotive universe orbited Planet Michigan. "We had a little group back in the experimental garage where we were getting many, many, many foreign cars," he said. "We'd buy them, tear 'em apart, and come up with facts--which nobody was doing at that time. We were looking worldwide as to what (was) going on."

As the years rolled by, Carl became the be-all/end-all expert on AMC's product line. Guy Hadsall: "From the technical standpoint of the product, you couldn't find a better guy who knew more about the cars." Bill Reddig put it simply: "Carl was car-smart."

By the mid-60s, AMC's glory years were a distant memory. Carl, as well as others, knew why. "We took our eye off the ball. We started to build bigger cars, and we were no longer noted for low-cost transportation."

Salvation arrived just in time, and they called it "Javelin." Others annointed it "AMX." Either way, Carl and a few others saw these small sports cars as an opportunity to hit the tracks in a big way.

He joined Jim Alexander, Bob Jensen, George Code, and a few others to form the "Ad Hoc Racing Committee." In the early days Jim, an AMC stylist, said that "Carl was advocating that we do drag-racing." However, the Committee decided to try the new field of Trans-Am racing instead.

"Carl became the first Manager of Racing," Jim recalled. These were the years of Mark Donohue and Peter Revson. Later on, AMC turned the program over to none other than Roger Penske, but Carl helped to get it past the green flag.

During his final years at AMC, he established the company's sales training program and retired in 1986.

For the last twelve years, you might have found Carl Chakmakian tinkering with his Nash-Healey or driving his 1960 Rolls-Royce Sedan to an R-R club meeting. Cars may no longer have been his livelihood, but they never stopped being his passion.

Carl is survived by his daughter--Katie Cossin-Chakmakian, his sister--Alma Collinworth, and all of us, the fans who own and appreciate the wonderful cars he helped to put on the road.

*Thanks to a bunch of Nash/AMC friends, namely Bill Reddig, Jim Alexander, Barney Brogan, and Guy Hadsall, for sharing their memories of Carl for this article.*

- Todd Ruel



## PETER MONTEVERDI (1934-1998)

Peter Monteverdi was many things. He was a race car driver. He gave up that career to build racing karts and cars including the MBM Formula Junior racing cars. He built Switzerland's only Grand Prix car, the MBM F1. He owned the first Ferrari sold in Switzerland and, at the age of 21, became the Swiss importer for the marque.

Monteverdi was the most successful builder of cars in Switzerland. His creations included the 1967-75 375S powered by a Chrysler 7.2L (426cid) V8. He also provided Land Rover with the design for the four-door Range Rover.

In 1984, his factory in Basel was converted into a museum to display his cars.

Peter Monteverdi passed away in August at the age of 64.

## HENRY LAUVE (1910-1998)

On September 1, in his home in Grosse Pointe Woods, Michigan, Henry deSegur Lauve died. Not too many people know who this man was, but he contributed greatly to the automobile as a work of art.

Mr. Lauve answered an advertisement in the *New York Times* for a bilingual designer. He was hired for this position by General Motors in 1939. He had graduated from the Sorbonne in Paris and spoke English and French fluently.

He was born in Montclair, New Jersey, September 3, 1910. After joining GM, he rose through the ranks of the world's largest automotive company. His designs at GM included the 1948 Buick Roadmaster convertible, the 1953 Chevrolet Corvette, and he even created a design for GM stock certificates.

In 1958, after being passed over to head GM design, he retired. He worked as an industrial designer after that point. A design for Citroën became the 1972 SM model. The Electric Car Company hired Mr. Lauve to design the Silver Volt electric car for them.

Henry deSegur Lauve is survived by his wife of 60 years and a son.

## ADDITIONAL NEWS

### APPLICATIONS FOR HALL OF FAME AWARDS

The Automotive Hall of Fame is accepting applications for the following three award categories: Induction into the Hall of Fame; Distinguished Service Citation; and Industry Leader of the Year. Deadline for nominations is Sept. 2. For information, call (313) 240-4000.

## TIMKEN TO CELEBRATE CENTENNIAL IN 1999

The Timken Roller Bearing Company of Canton, Ohio, a major supplier of bearings to the automobile industry for many decades, will celebrate in 1999 the one-hundredth anniversary of its founding. A key feature of the centennial celebration of Timken will involve the showing of a 1904 St. Louis automobile, recently acquired by the company and presently undergoing restoration by a dedicated group of retirees and employees of the Timken firm. The St. Louis car was the first automobile to utilize Timken bearings, at the very beginning of the Twentieth Century. When the vehicle was dismantled prior to commencement of restoration, the original Timken bearings used in its axle were removed and found to be in near-perfect condition! It is anticipated that the restored St. Louis car will be displayed at numerous locations across America throughout 1999, and also will be entered in the famous London-to-Brighton Run in November of next year.

The Society of Automotive Historians has congratulated the Timken firm on its impending achievement of Centennial Status, and indicated a readiness to participate in various one-hundredth anniversary functions.

- Sinclair Powell

## TATRA CEASES CAR PRODUCTION

*Dr. Jan Tulis* writes from Brno that the Czech motor vehicle manufacturer, Tatra, ceased manufacture in July of its passenger car, the rear-engined V8 T700. However, truck production will continue. Tatra thus joins manufacturers such as Berliet, White and Autocar, in discontinuing passenger car production to concentrate on industrial vehicles.

Once before Tatra stopped producing passenger cars, in the 5-year period between 1968 and 1973. In 1973, the Model 613, under development since 1969, was introduced. Model 613 went through at least four phases of improvement until 1996 when a heavily facelifted version was introduced as the Model 700. Tatra intended to follow with an all-new sedan in 1998, but a scarcity of funds prevented this, as production of the 700 dwindled from 23 in 1997 to 4 in 1998. In 1993, when I visited the factory, the Model 613 was a real bargain at around \$15,000, but by the time the end came, the Model 700 was being offered for \$55,000.

The origins of Tatra as a vehicle producer go back 101 years, to 1897 when its predecessor company, Nesseldorfer Wagenbau, A.G., introduced the Präsident, and, the following year, a truck. The name "Tatra" as a marque began in 1923. The company was renowned for its Model 11/12 (tubular chassis) and Model 77/77a (early rear-engine V8 passenger cars). Noteworthy, too, was its Model 80, a 12-cylinder behemoth of the early 1930s of which less than two dozen were made. All these early models appeared under the design leadership of Dr. Hans Ledwinka.

Unlike most Eastern European manufacturers, Tatra never attracted a foreign suitor after the end of the Cold War. Its compatriot, Skoda, is now owned by Volkswagen, which is moving the marque upscale. If Herr Piech is not tired of acquiring names, Tatra would be a fitting appellation for Skoda's forthcoming 250hp V8 on the Audi A6 chassis.

- Taylor Vinson

# August 18, 1963 The Day the Dinosaurs Died

September-October 1998

by Dean Case

Thirty-five years ago this month marked the end of an era; the reign of the roadsters was over. The modern Indy roadster had evolved after World War II into a deceptively sophisticated device, brutally fast on the high speed Indy oval. Racing exclusively on ovals, the cars were very asymmetrical and unsuited for all but a few tracks. During the late fifties the cars even went head-to-head with the best of Formula One at the Monza War of the Worlds. The results there were lopsided victories for the specialized oval racers from America. A few years later, in 1961, reigning World Champion Jack Brabham brought the first modern rear-engined "funny-car" to America. Although horribly underpowered by speedway standards, his little Cooper-Climax was amazingly quick through the turns - faster than any roadster, quick enough to finish the race in ninth place.

In 1962 a few others, including Mickey Thompson, tried their hands at the rear-engined cars. Thompson's lead car was driven by road racing star Dan Gurney in his Indy rookie year. Like many of Thompson's cars it was very adventurous in design, but it was also hastily built and contained too many flaws to achieve the desired result. The result of Gurney's participation, though, was profound and set into motion events that would forever change Indycar racing. Gurney's European racing experience was extensive and he knew first-hand the capabilities of the chassis builders. Gurney also knew the capabilities of the various American automakers. Simultaneously he approached both Colin Chapman at Lotus and the folks at Ford Motor Company. It was Gurney who saw a match between the premier Formula One chassis builder and the American giant looking to make its mark in racing.

In the two decades since WWII, the engine of choice at Indy, and for all of AAA/USAC "Champ Car" (Note: The terms "Champ Car", "Indycar", and "Big Car" have all been used somewhat interchangeably to describe the cars that raced at the Indianapolis 500 and those races leading to national championships sanctioned by AAA, USAC, CART, and the IRL) racing, was the legendary Offenhauser. Four-cylinder Offys had in fact powered all but one race winner since late in 1947 -- 197 wins and one loss. The streak breaker was Bob Finney's 1955 Pike's Peak win in a Lincoln powered roadster. Any engine maker looking to knock Offenhauser off the top would need a great design. With only a year to work with, Ford did not have time to develop a clean sheet of paper racing engine - a production based engine would have to suffice.

The final product from the Ford engineers was a 256 cubic inch pushrod V-8, derived from the Fairlane. Unlike its Offy competition, the Ford engine would race on pump gasoline, not methanol as was the Indy fuel of choice.

Meanwhile in England, Colin Chapman's team built three type 29 chassis based on the 1962 type 25 Formula One car. The type 29 had a longer wheelbase in order to accommodate the larger engine, greater fuel capacity, and the longer legs of Dan Gurney! The vehicle was also offset in difference to the left turn only nature of oval track racing.

The combined Lotus-Ford effort made its racing debut at the 1963 Indianapolis 500. The race was won by Parnelli Jones, but Jimmy Clark ran a close and controversial second. The controversy surrounded the lack of a black flag for oil leaking from Parnelli's car. Being Indy rookies, and sportsmanlike people, Chapman and Clark did not file a protest, but the perceived injustice was a likely factor in the decision to race the cars again at both Milwaukee and Trenton later in the year. Indy had proven that the Lotus-Ford cars were both fast and reliable. Even though his engine developed a bad camshaft, Gurney managed to finish seventh in spite of a slow pit stop to tighten a loose wheel nut.

The Lotus-Ford team rented the Milwaukee track for a private test on July 12th. Having never run on a mile oval the purpose of the test was to learn the track, verify tire compounds, and determine the most effective gear ratios. The test was a success, with both Clark and Gurney unofficially obliterating the lap record set in 1961 by Don Branson at 34.09 Sec/105.62 MPH. Both Clark and Gurney ran consistent 32 second laps with ease. After the test, the Lotus team personnel returned to Europe and the cars were stored in Dearborn while the Ford team members tended to the engines.

In early August the Lotus crew flew into Detroit, prepared the cars at Ford, and drove to Milwaukee. Come race weekend the cars dominated practice and qualifying. Both Clark and Gurney officially shattered the official lap record. There were problems, though, as Clark blew an engine during practice after sucking a sandwich wrapper into the intake. Chapman asked the Ford folks to come up with some sort of countermeasure to prevent a reoccurrence during the race. Mose Nowland, a young Ford team member, ran down to the local hardware store and bought a few feet of a fine mesh chicken wire and fabricated a protective screen - problem solved.

Gurney was having troubles of his own as there was but a single set of the proper North/South mounted Weber carburetors and those were attached to Clark's car. Gurney's car, fitted with an East/West carburetor arrangement, was suffering from an intermittent hesitation coming out of the corners, caused by the centrifugal loads. This precluded his opportunity to challenge Clark for either the pole or the win.

Although the Lotus-Ford duo secured the front row, the roadster brigade was not giving up. Both A.J. Foyt and Parnelli Jones had also managed to break Branson's lap record, securing the row two starting positions. Further down the grid were proven race winners such as Rodger Ward, and Eddie Sachs as well as young up-and-comers like Johnny Rutherford and Lloyd Ruby.

The race was a Clark runaway. Before a record crowd of 35,000 people, Clark led all 200 laps, slowed only by two brief caution periods. The start had been delayed as Parnelli Jones' team was frantically trying to correct a brake problem. Jones started from the rear and quickly moved through the field to fourth before the brake problems were too severe to continue. Meanwhile, Gurney's run for second place was in jeopardy when the carburetors caused his engine to misfire once again. Gurney was unable to hold off the inspired driving of A.J. Foyt, and just managed to keep Rodger Ward at bay towards the end. Clark lapped the field, save A.J., opting not to rub in the total domination. Clark's efforts were rewarded with over \$12,000 in prize and accessory money, a large payday by European racing standards.

# Searching for the Muir

by Dennis David

The significance of the win was noted at the time, this "money" race on the USAC Championship trail being written up in *Road & Track*, *Car and Driver*, *Motor Trend*, and numerous other publications. Clark noted in his 1965 autobiography, *Jim Clark at the Wheel*, "By winning Milwaukee I had been instrumental in breaking a monopoly in a purely American class of racing. This was almost like an Indy car coming over here and winning a Grand Prix, and though it was not fully realized as such in Britain it certainly was in America."

These performances were sufficient to inspire veteran roadster racer Eddie Sachs to write in the Fall 1963 issue of *Automobile Quarterly* that Tony Hulman might as well change his annual command to "Gentlemen, Start Your Rear Engines."

Although roadsters would continue to win USAC races for another year and a half, including the 1964 Indy 500, the handwriting was very clear - future designs would follow the new path, that was clearly demonstrated in Milwaukee by Clark, Gurney, Lotus, and Ford.

The Milwaukee race was notable for a number of firsts:

- \* First Indycar/Champ car race win for a rear-engined car.
- \* First Indycar/Champ car race win for a Lotus chassis.
- \* First Indycar/Champ car race win (& pole position) for a modern monocoque chassis.
- \* New track records for both qualifying and race distances.
- \* First Indycar/Champ car race win (& pole position) for a "Ford" engine. Note: A Lincoln powered roadster won the 1955 Pikes Peak race, a AAA Champ car points paying race - In 1998 Ford is on the threshold of their 300th win.
- \* First Indycar/Champ car race win (& pole position) for Jimmy Clark.



It is said that curiosity killed the cat. If this is true, then my life span is surely limited. As an automotive historian that just can't stand looking at an old barn without wondering what's inside, curiosity usually gets the best of me. Such was the case while turning the pages of the *Standard Catalog* when I noted the mentioning of an automobile called the Muir. Noting that it was supposedly built in South Norfolk, Connecticut, during the year 1900, I decided that further probing was in order as the town is only a short drive from my home. I gathered up the notebooks, magnifying glass, camera, and headed out the door with my faithful son in tow. I should point out that he was more excited than I was, as an eight-year-old, he already displays an interest in automotive history second only to mine.

We started at the town hall where a number of friendly people were only too happy to help. The local town clerk had never heard of this man named John S. Muir, but proceeded to open several old land ownership records inside the vault. After thumbing through several volumes, the name did not turn up anywhere. At this point, I should mention that the town of South Norfolk is a very sparsely populated town. One need not worry about blinking and missing the center of town because there is no center. It is strictly a residential area just south of Norfolk itself. It is hardly the place that could serve as the hotbed of ingenuity during the year 1900, but we decided to look further.

We walked over to the Norfolk Public Library (an architectural masterpiece that no one should miss), which houses the Historical Society. After several conversations with library

personnel and skipping through several more town record books, the name Muir failed to appear. Walking out the front door, my son stated that we should keep looking. I explained that we had exhausted most of our options as this small New England town had no other places to look. He lamented that we should knock on the doors of some old houses. I had a hard time explaining this would not be an appropriate investigating technique, as we didn't want to bother anyone with our wild goose chase.

So it was that the case of the mystery Muir held its secrets from us. We have a theory that, perhaps, Mr. Muir may have lived in South Norwalk, Connecticut, instead of South Norfolk. A letter dispatched to *Bev Rae Kimes* was answered with this being a possibility. We are currently writing to the town in hopes of finding out more. In the meantime, my son asks everyday if we are going on another scouting expedition. My only answer is that when we have some positive leads, we'll take a ride and check it out. He still thinks that we'll find the Muir by knocking on doors. Imagine finding such a treasure by simply asking. I can only wonder where he gets his imagination.

## Old Car History is Alive and Well

by Chris David

I am writing to express my concern for Mr. Lamm's worry that everyone that likes old cars is too old. I am 8 years old and I like the old cars much, much better than new cars. My favorite cars are Locomobiles, Pope-Hartfords, and Desotos. My Dad writes about old cars and I help him. Right now, we are looking for the Muir. It was built in Connecticut around 1900. When I grow up, I want to write about old cars, too. If there were no old cars, there would be no me.

My Dad says that if I am good and do all of my chores, he might take me to Hershey this year. I would like that because I would see a lot of old cars. Don't worry, Mr. Lamm. I tell all of my friends about the old cars all the time. And I plant to make sure that no one forgets about the old cars.

# Missing the Ride

by David L. Lewis

Many Detroiters have lamented declining invitations to invest in Ford Motor Company in 1903. But none has more right to feel sorry for himself than Dr. Fred E. Zumstein, who actually put up \$500 for a 0.5% share in the new firm, only to have his money declined. Had his \$500 been accepted, it would have been worth \$1,750,000 in 1918, when Henry bought out his fellow shareholders.

In November 1995, I welcomed to my home Dr. Zumstein's son, Fred R., Mundelein, Ill., who provided a wealth of documentation on the missed opportunity.

The senior Zumstein was born in Switzerland in 1866, and he and a six-year-old brother, Arnold, were brought to the U.S. by their widowed mother in 1870. They found a religious home in Detroit's Church of Christ (corner of Fourth and Plum), of which banker John S. Gray and coal dealer Alex Y. Malcomson were members. Mrs. Zumstein also gained employment with the Gray family. She died in 1886, a year after Arnold's death.

Zumstein graduated from the old Cass School and became a machinist apprentice at Frontier Iron Works. He worked for Leland-Faulconer Machine Company until about 1894, then for Mergenthaler, for which he installed the first linotype machines at the *Detroit News* and *Cincinnati Post*. Residing in Cincinnati from 1896-1900, he put himself through Miami Medical School, after which he set up a medical practice in his home at 92 Church Street, Detroit. He also resumed his church membership and renewed old friendships with the Gray and Malcomson families. He turned down an invitation to join Alex Malcomson in the coal business, preferring to practice medicine.

In 1903, Gray invited Zumstein to invest in Ford Motor Company. At the time, only Ford, Gray, Malcomson, and the Dodge brothers had formally agreed to invest. Borrowing \$500, Zumstein gave it to Gray with the understanding that it would be invested in the new company at the time of its incorporation. When the incorporators met, 12 men were in attendance. Gray, the company's first president, said, "a dozen of us are here, but 13 are really represented. Several months ago, Dr. Zumstein gave me \$500 to invest for him." During ensuing discussion someone—never identified—objected to 13 incorporators, believing that number to be unlucky. Dr. Zumstein's \$500 having been refused, Gray took up the slack, hence his 105 shares (10.5% ownership) in the enterprise.

After unpleasant words exchanges between Zumstein and Gray, the banker apologized to the doctor on September 8, 1904. His previously unpublished letter reads as follows:

*Dear [church] Brother Fred,*

*In accordance with a letter from A.Y.M. [Malcomson] in which he states you will accept \$500 in full satisfaction of any and all claim you have to stock in Ford Motor Co. standing in my name—I send you therewith my check for that amount.*

*While I regret very much that the condition arose by which I was prevented from signing the stock over to you—which I would have preferred to do—yet I hope this settlement will be satisfactory to you and that anything like personal feeling will be entirely obliterated—as you and I in the one great family can't afford to have a money consideration bring about alienation—and I assure you of my continued brotherly feeling and interest for you.*

*Sincerely & fraternally,  
John S. Gray*

In December 1904, Zumstein was permitted to become the 14th investor in Ford Motor Company of Canada, Limited, his \$500 purchasing five shares. He eventually acquired 40 shares worth several hundred thousand dollars, but had to sell them in 1915 to meet a bank loan.

In early 1904, Zumstein bought a used car, No. 54—the 54th Ford-built Model A—from Malcomson. "One sat over the front wheels," he told the *Detroit News* in 1927, "and got all of the sensations you get now by sitting in the front seat on the second deck of a bus. There were no laws against speeding, but detectives used to come to my house to warn me that pedestrians were complaining of my maneuverings downtown and that among the wagon drivers, my name was a password. John R. Street used to be a favorite stretch for tests...Speedsters used to scorch up the street at 50 miles an hour."

Zumstein drove No. 54 for four years. "She gave me extraordinary service," he remarked. Having bought it for \$600, which was \$200 off its original price, he sold it for \$300.

Zumstein died in 1936. He remained resentful of his failure to "catch a ride" with Ford, Gray, Malcomson, the Dodges, and others. "I have always felt that it was unfair to vote me out as the unlucky thirteenth investor," he said in 1927. I was actually fourth or fifth. Long before many of the others had been induced to 'sink' their notes and their borrowings into that dubious venture, my money was in the hands of John S. Gray."

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# IT HAPPENED LONG AGO...

## *One hundred and thirty years ago...*

October 12, 1868 - August Horch, founder of the Horch car, was born.

## *One hundred and five years ago...*

September 21, 1893 - Charles E. and J. Frank Duryea drove their gasoline-power horseless carriage down the roads of Springfield, Massachusetts.

October 1893 - Wooster Pike, near Cleveland, Ohio, became the first paved road in the United States. The brick surface road stretched four miles and was near Route 71.

## *One hundred years ago...*

September 1898 - Le Locomotion Automobile, a French magazine, announced that a chemist had found a combination of materials, including platinum, iridium and palladium, placed in the exhaust system would clean the emissions. This was the first report of a catalytic converter.

## *Ninety-five years ago...*

September 21, 1903 - Preston Tucker was born.

## *Ninety years ago...*

September 16, 1908 - General Motors was organized by W.C. Durant with the Buick line as its main product.

October 1, 1908 - Ford Motor Company began production of the Model T.

## *Eighty-five years ago...*

September 12, 1913 - Eiji Toyoda was born.

October 1, 1913 - Louis Chevrolet left the company that bears his name.

## *Eighty years ago...*

September 12, 1918 - Ford cease civilian production to concentrate on the war effort.

October 13, 1918 - The ban of driving automobiles on Sundays during The Great War came to an end.

## *Seventy-five years ago...*

September 13, 1923 - Ford's Yokohama, Japan plant was completely destroyed.

## *Sixty years ago...*

September 28, 1938 - Charles Duryea died at the age of 76.

October 13, 1938 - Volkswagenwerk GmbH was officially registered as a company.

## *Fifty years ago...*

September 1, 1948 - Fiat introduced the Model 500B, better known as the Topolino.

September 4, 1948 - Buick built its five millionth car.

October 1, 1948 - Dr. Ferdinand Porsche introduced the 356 sports car.

## *Forty years ago...*

October 1, 1958 - The Automobile Information Disclosure Act went into effect. More commonly know as "the price label law," it required that a sticker be displayed on all new vehicles listing make, model, serial number, final assembly point, name and address of the dealer receiving the car, method of transport to the place of delivery, suggested retail price, factory installed options, and transportation charges.

## *Thirty-five years ago...*

September 1, 1963 - Porsche introduced the 901 (911) at the Frankfort Auto Show.

## *Twenty-five years ago...*

September 17, 1973 - Production ended for the Warszawa car.

## *Fifteen years ago...*

October 3, 1983 - The first Chrysler minivan rolled off the assembly line.

## *Ten years ago...*

September 1, 1988 - AutoAlliance International, a joint-venture between Ford and Mazda, built its first cars when the Mazda 626 and Mazda MX6 rolled off the Flat Rock, Michigan assembly line.

September 1, 1988 - Diamond-Star Motors, a joint-venture between Chrysler and Mitsubishi, built its first cars. The Mitsubishi Eclipses and Plymouth Lasers rolled off the assembly line in Normal, Illinois.

September 12, 1988 - William L. Mitchell, designer of the '63 Corvette Sting Ray, '63 Buick Riviera and the Corvette Mako Shark, died.

October 1, 1988 - Felix Wankel, inventor of the rotary engine, died at the age of 86.

October 1, 1988 - Sir Alec Issigonis, designer of the Mini, died at the age of 81.

October 7, 1988 - Toyota dedicated the engine plant in Kentucky.

## *Five years ago...*

September 18, 1993 - General Motors sold the British sports car builder and engineering firm, Lotus, to Bugatti of Italy.

*Thanks to Volkswagen of America (August 27, 1998) for Volkswagen history in "Volkswagen Writes History"*

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# CHAPTER NEWS

Issue No. 6 of *Hoosier Heritage Happenings* is out. Editor Bob Barnard elaborated on the Hoosier Heritage Chapter's Spring Outing to the collection of *Bill and Nancy Tyndall*. In attendance, in addition to the *Happenings* editor, were *Bill and Carolyn Greer*, A-C-D club member Bill Baxter, *Fred Buffington*, Joe and Marilyn Collins, and Chuck Vogelgesang.

Chuck Vogelgesang's '32 Auburn joined the display of a '34 Auburn phaeton, '39 Crosley, '38 Ford Tudor, and a '48 Ford convertible as well as a huge collection of automobilia.

Other Hoosier Chapter events included a gathering of members at the Fall Hoosier Auto Show and Swap meet. The next chapter meeting will be held at Lou Randle's auto collection in Indianapolis on October 31.

Mr. Barnard (forgive me for being so formal) puts together a fine newsletter about this Mid-West chapter's goings-on. A few articles on personal perspectives of automotive history and clippings from regional newspapers added to bits of humor make this an enjoyable read.



*THE METROPOLITAN STORY*, by Patrick R. Foster. Hardbound, 208 pages, 281 black-and-white and 30 color photographs. 8-1/2 x 11 inches, ISBN 0-87341-459-4. Published by Krause Publications, \$24.95

In my review of Patrick Foster's first book, *American Motors - The Last Independent* (see *SAH Journal* No. 146), I admitted a slight bias because I had encouraged the author to write it. Now I can play the part of a repentant cynic, for I later cautioned him I felt the marketplace wasn't exactly crying for a Metropolitan book. After reading *The Metropolitan Story* I must admit the error of my ways.

This great conversion took place only after I had finished the book. My first glance between the covers even reinforced my preconception. Although printed on quality, coated paper, the illustrations tend to be candid and amateurish, even fuzzy in focus. And then I "got it." Metropolitans are *fun*, beloved of their owners. A proper book about Metropolitans should be fun, too, and what better way to tell the story than through the owners' words and pictures: eloquent and simple, sharp and fuzzy. In addition to telling us the when, who, and how of Metropolitan development and sales history, author Foster was letting us in on an intimate dimension of automotive history, the ownership experience. These cars were not transportation appliances, they were members of the family.

That's not to say there aren't factory photos and hard, cold Met facts. The Metropolitan, after all, began as an exercise in minimal transportation engineering. Nash Motors president George Mason had his people looking at everything from motorized bicycles to three-wheel cars to futuristic four-wheel runabouts. The most famous of these, Bill Flajole's "NXI" concept car, formed the basis for the Met, after the 1950 Rambler established a market niche for a "quality compact" car.

Foster's no-nonsense prose describes how the Metropolitan evolved from that NXI, with help from stylists Bill Reddig and the late Don Butler. The delivery, as we all know, came via Longbridge, England, where the car was built in the Austin factories. The author had access to much first-person history during his research, including extensive interviews with Reddig and, before their recent deaths, Nash/American Motors styling director Edmund Anderson and AMC president George Romney. An interesting diversion is his interview with Evelyn Ay Sempier, Miss America 1954, who introduced the car to the public.

The Met fancier will want to know the technical and styling details, and they're all there, including running changes and trim variations encountered over the years. Not well known are the special show Metropolitans that American Motors, as Nash Motors became, produced over the years: the pink "Fifth Avenue," the "Met Westerner," and the hardly known "Cape Cod" model of 1962. Along the way was the "Royal Runabout," reputed to have been built for the British royal family. In fact, Princess Margaret had owned a Met, built with special paint and upholstery, which had the misfortune of being stolen. The resulting publicity about a "royal runabout" was picked up by AMC publicists, who copped the name for a couple of show cars (none of which ever had royal owners). The book includes photos of the Mets that weren't, a number of station wagon versions and futuristic renderings by Bill Reddig of what it might have become had not AMC put their money into the resurrected Rambler American and pulled the plug on the Met.

*The Metropolitan Story* is best summed up in the author's epilog, where he quotes from one of those devoted owners, Mrs. Ben Moore: "I feel that I just have to write and tell you how thrilled I am with this little Nash car...It is simply a beautiful car in style, color and performance..Since 1918 I have driven a Ford, Chevrolet, Franklin, Chandler, Plymouth, Pontiac and a Packard and now this beautiful little Nash which I prize above them all."

- Kit Foster

*CORVETTE: AMERICAN LEGEND, 1956—RACING SUCCESS*, by Noland Adams. Hardbound, 220 pages, profusely illustrated. 11 x 8 1/2 inches, ISBN 1-880524-28-7. Published by Cars & Parts Magazine, Sydney, Ohio. Price: \$24.95.

Noland Adams does it again. Just as he previously covered the Corvette's first three model years in two spectacular volumes (Volume 1 - 1953 and Volume 2 - 1954-1955), he elaborates on the first major change in the history of the "America's favorite sports car" in his new volume.

The reason for this book, dedicated to only one year of production, is outlined in the author's introduction. "Nineteen fifty-six was a pivotal year for Corvette....In 1955, Chevrolet had a Corvette assembly plant capable of producing 10,000 units per model year. But slow sales forced Chevrolet to cut



back, and even consider canceling Corvette production: only 700 units were built in 1955."

As has been shown a few times in the history of the Corvette, certain people and the love of a car have kept this model from becoming past history. It has happened as recently as the current generation of the model and as far back as the 1956 model.

Zora Arkus-Duntov was an engineer and a race car driver. Just prior to his employment with Chevrolet, Zora drove in the 24 Hours of LeMans. As a savior from within the Chevrolet organization, Ed Cole allowed Zora to perform his magic.

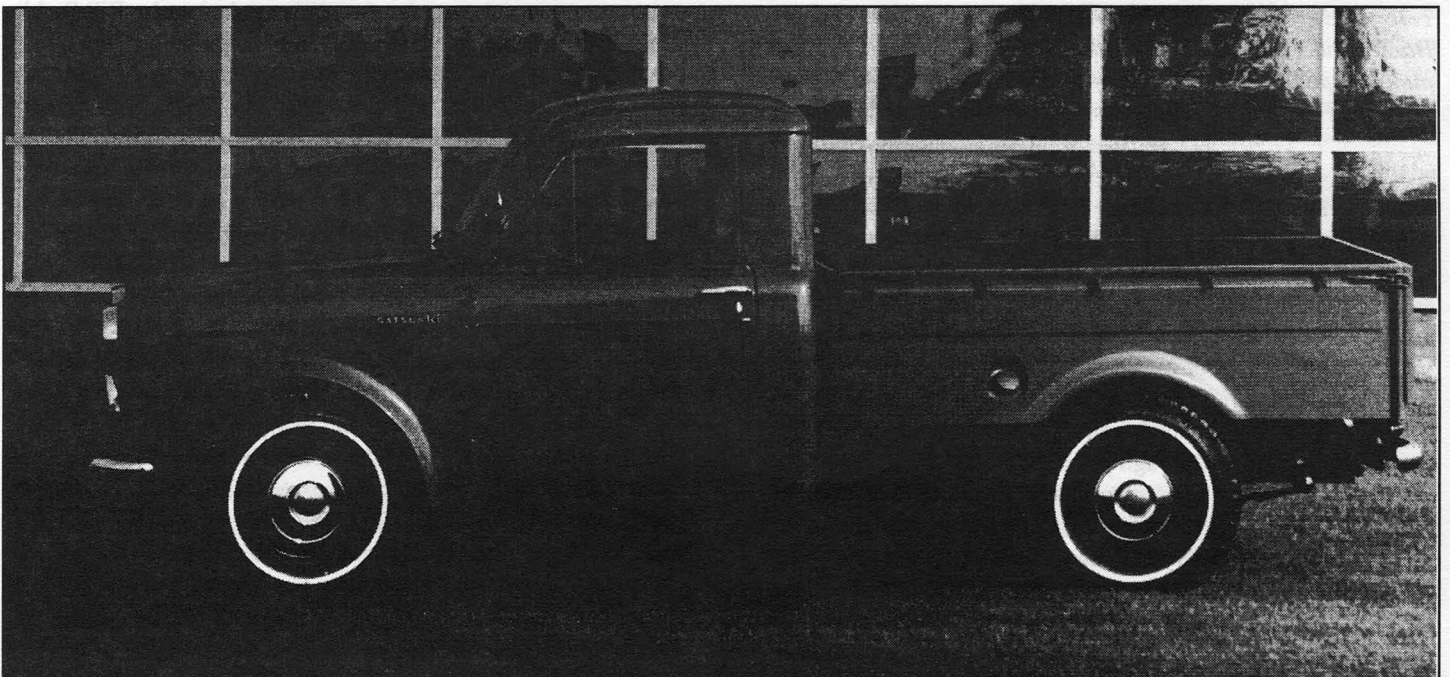
Not only are the details of prototyping covered, but also racing and early production. Adams includes hundreds of period photos that he describes in ways that make the pictures worth much more than 1,000 words. He has found archives that few others would have access. It is too bad that the history of other cars are not covered this completely. Give this book (and the prior two volumes, as well as the volumes to come) a look. Even for those who are not Corvette enthusiasts, these books are excellent profiles on how automotive history should be preserved.

- Sam Fiorani

*JAGUAR COLLECTIBLES*, by Ian Cooling with photography by James Mann. 192 pages, more than 300 color photographs. 10 1/2 x 10 1/2 inches, ISBN 1-870979-94-X. Published by Bay View Books, Bideford, Devon, England. Price: £24.95 plus £6 surface mail or £14 airmail.

Mr. Cooling states that automotive collectibles "appeal strongly to that collector's instinct which is latent in us all." I am a firm believer in this. While Jaguars have been a fascination to me ever since I first saw an E-Type, my budget has never allowed the purchase of a full-scale vehicle. Thus, I turned to smaller, less-expensive artifacts.

My collection includes a Maisto 1/18th scale Mark II sedan (page 136), a 1/18th Maisto XK8 convertible (page 136), a 1/18th scale Burago E-Type roadster (page 137), Matchbox "Originals" XK120 (page 133), Hot Wheels XJ220 (page 143), and 1/43rd (page 143), 1/24th (page 136), and 1/18th (page 136) scale Maisto XJ220s. This collection also includes a number of magazines featuring Jags (pages 103-107) and books including Lord Montagu of Beaulieu's *Jaguar: Britain's Fastest Export*.



*It isn't too often that one finds historic pictures of Japanese cars in the U.S., but here is one. This press photo is a 1960 Datsun 1200 pickup, which was one of the earliest examples of the brand (now Nissan) imported to these shores. Oh, how far Nissan has come in forty years.*

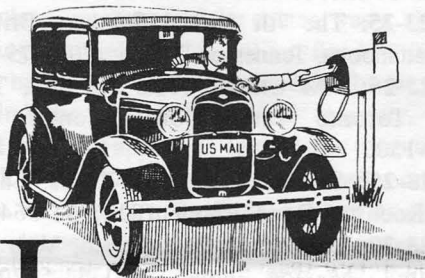
- from the editor's collection

This book demonstrates the vast array of collectibles dedicated to one marque. Some pieces date back to the beginning of Jaguar and even back to the beginning of SS cars. It truly elicits awe to see how much stuff has been produced to honor this one brand of car.

Not only are books and models covered, but nearly everything associated with the "Jaguar" name. Entire chapters are dedicated to "Racing Automobilia," "Posters & Advertising," "Mascots," and "Badges." Artwork, trophies, and engine parts whet the Jaguar fanatic's appetite. I personally would love to have any of the actual XJ220 pieces, from valve covers to connecting rods, show in this book.

For the Jaguar lover or collectors of things automotive, this is definitely a book to have. While the author does miss a few things (including my 1/43rd scale Brumm D-Type, 1/63rd scale Maisto XJ220 and a book on early V12s), what is included gives a small sample of the world of automotive collectibles. This is a fine guide into that world.

- Sam Fiorani



## LETTERS

### HOW MANY CORVETTES?

I have noticed many articles in your publication and others referring to the new Corvette as the "fifth generation Corvette." If I run across this one more time, I'm going to scream! It's clear that General Motors needs a new historian, but what really bothers me is that none of the articles I've read has bothered to point out the obvious error and confirm that the current 'Vette is indeed the sixth generation:

1953-1955	first generation
1956-1962	second generation
1963-1967	third generation
1968-1982	fourth generation
1984-1996	fifth generation
1997-date	sixth generation

Everyone asks me, "which one did they miss?" Good question. They're all so distinct, it would be hard to imagine skipping any of them. However, one article I read led me to believe that they had lumped the first two generations together. That would be a most grievous error, indeed, because the Corvette would have never even survived if Zora Arkus-Duntov had not been hired to perform a complete stem-to-stern remake on the '53-'55 model, which was an awful car, and create the vastly improved and very attractive '56-'57 model. Of all the generational changes, that first one may have been, in many ways, the most significant.

At any rate, I think it's important to keep the historical record straight and let the public know that the so-called "C-5" Corvette is really the sixth generation of America's favorite sports car. **Randy Mason, 23072 Beech Street, Dearborn, MI 48124.**

### LICENSE OR IMITATION

Further to [the discussion of monobloc engines] in *SAH Journal* No. 169: The history of the Delahaye monobloc in 1904-5. I have on file a most complete tabulation of Delahaye engine designs. This was prepared by M. Dauliac, a friend of the late Griffith Borgeson. I continue to object to the unfortunate choice of title for the late Alec Ullmann's *Antique Automobile* essay "White's Rape of the Delahaye," in which he alleged that White plagiarized the Delahaye design in 1908 for its 1909 model. In 1990 I was permitted to inspect, at London, Ontario, a 1908 Delahaye engine. The White was inspired by the Delahaye design, but was certainly much more than a mere copy of it. This White was continued to the 1932 model year.

It would prove most edifying if some SAH author could be encouraged to summarize the several US manufacturers who licensed or copied designs from French manufacturers. Packard, Pierce, White and Peerless all had such French involvement. What were the exact financial arrangements? A related development was the licensing from France by the inventor of his chrome vanadium steel process, to Pierce, White and Ford. We also know of the Perrot patent on four wheel brakes. Rickenbacker and Rollin paid the fee. Did other US manufacturers? **Robert Scoon, 1624 Perkins Drive, Arcadia, CA 91006**

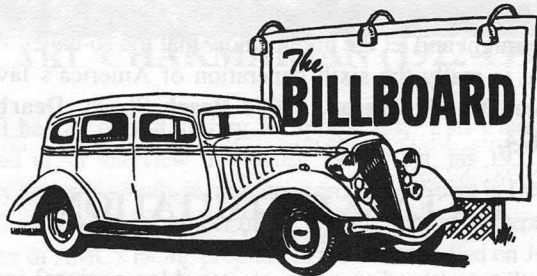
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**FOR SALE:** Signed personal letters to me from Henry Ford II and Lee Iacocca on Ford and Chrysler stationary. \$50 each or best offer. **Jim Schild, 5 Rowan Oak Lane, Columbia, IL 62236. Phone: 618-281-3311, Email: JSchild106@aol.com.**

**FOR SALE:** SAH Newsletters No. 28 to No 69 (July-August 1980), missing No. 56 and No. 57. Forty-one issues, \$1 each plus postage or all for \$35 postpaid. SAH *Automotive History Review* No. 1 to No. 11, missing No. 8. Ten issues, \$4 each plus postage or all for \$35 postpaid. **Bernard J. Weis, 135 Edgerton St., Rochester, NY 14607. Phone: (716)244-1664 between 10am and 9pm.**

**WANTED:** Photos of the Packard factory in Detroit, past and present, exterior and interior. Will make copies from yours. Also, Packard Proving Grounds with buildings, etc. **OFFERED:** Packard *Cormorant* and Austin-Healey club publications. Please write: **The Classic Motorist, P.O. Box 363, Rotterdam Junction, New York 12150-0363.**

**WANTED:** Any information, press kits, press releases, sales brochures or otherwise, on the Asina brand (sold by General Motors in Canada around 1993-1994) or the Timor brand (sold in Indonesia from 1996 to 1998). **Sam Fiorani, P.O. Box 432, Bedford, MA 01730-0432. Phone: (781)860-6655. Fax: (781)860-6465. Email: SAHJournal@AOL.COM.**

# CALENDAR OF EVENTS

## OCTOBER 1998

- OCTOBER 1-11:** Paris Auto Show. Paris Expo at Porte de Versailles, Paris, France. Phone: 011-33-1-5323-0740.
- OCTOBER 7-10:** Antique Automobile Club of America National Fall Meet, Hershey, Pennsylvania. Swap meet, car corral and car show. Acres of cars, literature, parts and stuff. Phone: (717)534-1910.
- OCTOBER 9-11:** California Historic Motoring Tour, Redding, California. Open to any car more than 25 years old, this tour is 600 miles around California. Phone: (415)292-2703.
- OCTOBER 16-18:** Kruse International Collector Car Auction, Branson, Missouri. Phone: (800)335-3063.
- OCTOBER 17-18:** Kruse International Exotic and Vintage Car Show and Auction, Coconut Grove, Florida. Phone: (800)968-4444 or (305)883-7774.
- OCTOBER 21-NOVEMBER 1:** British International Auto Show, Birmingham, England. National Exhibition Centre. Phone: 011-44-171-235-7000.
- OCTOBER 23-25:** The 7th Annual Southern British Car Show, Chattanooga, Tennessee. Phone: (706)375-8750.
- OCTOBER 23-25:** RM Classic Auto Auction, Toronto, Canada. Toronto International Center. Phone: (905)206-1500.
- OCTOBER 23-25:** Savannah Historic Races, Savannah, Georgia. Roebing Road. Phone: (813)931-5642.
- OCTOBER 23-30:** La Carrera Panamerica, Vera Cruz to Nuevo Laredo, Mexico. Phone: (213)464-5720.
- OCTOBER 24-25:** Kruse International Auction, Volo, Illinois. Volo Auto Museum. Phone: (815)385-8408 or (800)968-4444.
- OCTOBER 24-25:** Palm Springs Exotic Car Auction, Palm Springs, California. Riviera Resort Hotel. Phone: (760)320-3290.
- OCTOBER 26-31:** Packards International National Tour, Casa Grande, Arizona. Events include tours, shows, swap meets and the display of the 1999 Packard. Phone: (602)971-6242.
- OCTOBER 29-NOVEMBER 1:** Auto Fest/Pate Swap Meet, Fort Worth, Texas. Texas Motor Speedway. Events include a swap meet, car show and a Leak auto auction. Phone: (817)215-8500.
- OCTOBER 29-NOVEMBER 7:** MG Heritage Tour of the United Kingdom, London, England. Ten day tour of all things MG. Phone: (908)713-6251.
- OCTOBER 30-31:** Kruse International Atlanta Collector Car Show and Auction, Atlanta, Georgia. Gwinnett Civic Center. Phone: (800)968-4444.
- OCTOBER 31-NOVEMBER 1:** Kruse International Auction, Las Vegas, Nevada. Imperial Palace Hotel and Casino. No-reserve auction of the 168 car collection. Phone: (800)968-4444 or (925)736-0695.
- OCTOBER 31-NOVEMBER 1:** Tom Williams Collector Car Auction and Swap Meet, Louisville, Kentucky. Kentucky Expo Center. Phone: (800)354-2642.

# CALENDAR OF EVENTS (continued)

## NOVEMBER 1998

- NOVEMBER 1-7:** Mil Millas Sport de la Republica Argentina, Baranoche, Argentina. Phone: (415)292-2703.
- NOVEMBER 6-8:** Brumos Continental Historics, Daytona, Florida. Daytona International Speedway. Phone: (813)931-5642.
- NOVEMBER 7-8:** NEC Auction and Classic Car Show, Birmingham, England. National Exhibition Centre. Phone: (800)968-4444 or 011-44-1-484-660-622.
- NOVEMBER 8-13:** Texas 100, San Antonio, Texas. Race through the Texas for cars twenty-five years and older. Phone: 800)645-6069.
- NOVEMBER 13-15:** Michigan International Classic Car Show and auction, Novi, Michigan. Novi Expo Center. Phone: (734)459-3311.
- NOVEMBER 19-22:** Zephyrhills Fall Festival, Zephyrhills, Florida. Events include swap meet, auction, dirt track races, and car show. Phone: (800)303-2277 or (813)782-0835.
- NOVEMBER 20-22:** Kruse International/Leake Auction, Dallas, Texas. Dallas Market Hall. Phone: (800)968-4444 or (800)722-9942.
- NOVEMBER 21-22:** Chevy/Vettefest Nationals, Chicago, Illinois. McCormick Place. Ten acres of car show, sale and swap meet. Phone: (708)563-4300.

**NOVEMBER 26-29:** Daytona Turkey Run, Daytona Beach, Florida. Daytona Speedway. Swap meet and car show. Phone: (904)255-7355.

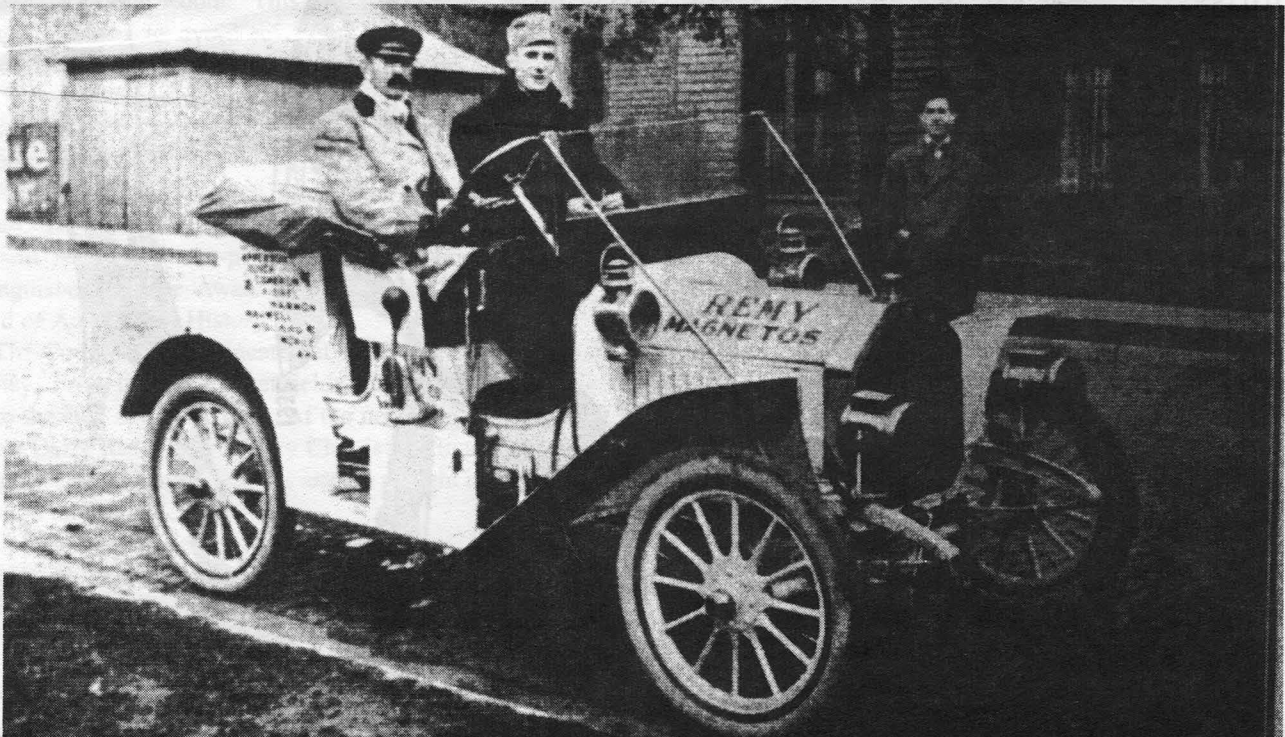
**NOVEMBER 27-29:** Palm Springs Grand Prix, Palm Springs, California. Vintage Formula 1 and Formula 5000. Phone: (818)981-8786.

## DECEMBER 1998

- DECEMBER 7:** Sotheby's Auction of Collector Cars, Motorcycles and Automobilia, London, England. Royal Air Force Museum, Hendon. Phone: 011-44-171-292-6469.
- DECEMBER 26-JANUARY 3:** Indianapolis Auto Show, Indianapolis, Indiana. Indiana Convention Center. Phone: (317)266-8455.
- DECEMBER 26-JANUARY 3:** Washington, D.C. Auto Show, Washington, D.C. Washington Convention Center. Phone: (800)963-3395.

## JANUARY 1999

- JANUARY 2-10:** Greater Los Angeles Auto Show, Los Angeles, California. Los Angeles Convention Center. Phone: (310)444-1850.
- JANUARY 9-18:** North American International Auto Show, Detroit, Michigan. Cobo Conference and Exhibition Center. Phone: 248)643-0250.
- JANUARY 16-24:** Brussels International Commercial Vehicle Show, Brussels, Belgium. Brussels Exhibition Center. Phone: 32-2-778-6400.



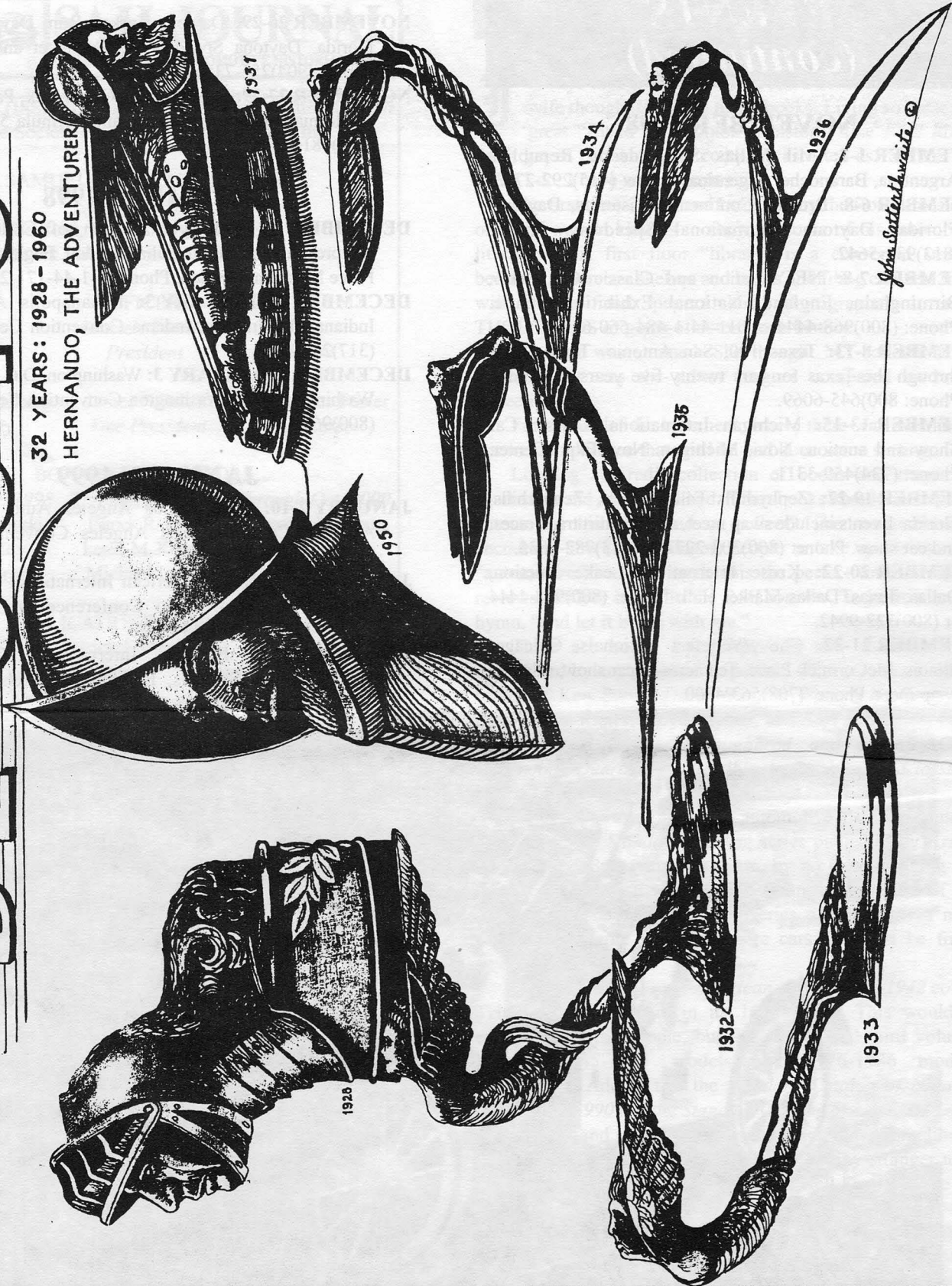
*The caption under this picture reads "Leaving Anderson on November 3, Mr. A. T. Mosher at the wheel, Mr. Harry Harter at his side." The side of the rear seems to list the manufacturers, Apperson, Buick, Cameron (?), Kissel, Marmon, Maxwell, Overland, Oldsmobile and one more obscured by the fender. Fred Buffington, contributor of the photo, believes the car to be a 1914 Maxwell, but what is the occasion?*

*- from the collection of Fred T. Buffington*

# DE SOTO

32 YEARS: 1928-1960

HERNANDO, THE ADVENTURER



SAH member and artist John Satterthwaite contributed this collage of DeSoto mascots. As a big fan of automotive art and of mascots in particular, I felt compelled to adorn the cover of the SAH Journal with this piece. John also sent along wonderful collages of DeSoto models of the 1930s, 1940s, 1950s in addition to the 1961 Adventurer; 1928 Roadster Español and the 1958 Firemite kiddie car. These pieces have been commissioned by the National DeSoto Club and they should be proud to have such fine work.

- artwork by John Satterthwaite