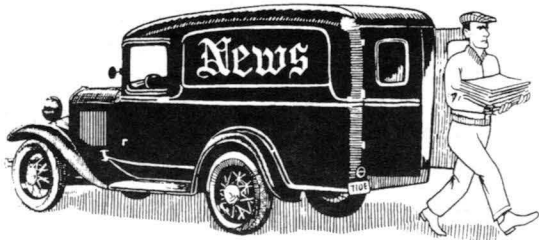


# SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

January-February 1999

Issue Number 178



## HISTORIANS AND MUSEUMS

The focus of our recent automotive history conference, "Interpreting the Automobile," was a collaboration between historians and museum professionals, and during our three days at Henry Ford Museum & Greenfield Village we learned much of mutual benefit. An underlying assumption, to many of us, was that the museum professionals most helped by automotive historians would be associated with automotive museums. A recent experience convinced me we should widen our horizons.

As I was perusing my local newspaper, *The Day* (New London, Connecticut), one morning, a headline caught my eye. "Old home movie reveals 'no ordinary woman'", it said, and the article went on to describe how the Florence Griswold Museum, an art museum located in Old Lyme, Connecticut, had recently purchased an old movie. The film showed Miss Griswold, the museum's namesake who founded the art colony which made the region a mecca for American impressionists, and a number of her contemporaries, the first glimpse of her in action since her death in 1937. As a student of local history the item interested me, but the statement that the museum had "not yet identified...exactly when it was made" raised my antennae, for it further noted that "cars and clothes suggest the mid-1920s." I contacted the museum without delay.

Jeffrey Andersen, director of the Griswold Museum, was only too pleased to give me a screening of the film, duplicated on video for public viewing. There are two cars shown in the film, and both were instantly recognizable to me. The back of a 1930-31 Model A Ford sedan can be seen in the open door of a shed or garage. That dispelled the 1920s theory, but it only meant the film dated from 1930 or later. What came next rather astounded me. We tend to think of artists in the 1930s as impecunious free spirits. The Model A Ford might be in character, for it was the most common car of the era, though this one bore its original script fabric spare tire cover, surely a rarity for Fords in rural Depression-era Connecticut. The other car, though, was a Packard Series 10 or 11, a close-coupled coupe or club sedan on what looked like the intermediate

wheelbase. I am not a Packard authority, and in any case the video had insufficient focus for me to identify the car more precisely. There was, however, a view of the rear of the Packard showing a Connecticut license plate of the type used in 1934 and 1935. Again the focus prevented reading the date, and the black-and-white film obscured the color combination, which would have been another clue. With that evidence, however, I was confident in dating the film as being from no earlier than Spring 1934 and no later than the following year.

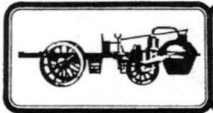
Needless to say, Mr. Andersen and the museum staff were delighted in this information, even though it meant that the film is not as old as they thought. What it did show was that Miss Griswold, at the time of the film, was much older than they first thought, and it demonstrated that she was in good health and very active right to the end of her life.

The lesson for us automotive historians is that we can be useful to all museums, historical societies, and anyone hoping to date artifacts from the last century which are in any way related to automobiles or motoring. As we know, to a large extent we are what we drive, and the surviving evidence can document not only what we drove but when. It's also a way that we can show the people in our communities that what they thought was a fetish about "old cars" has redeeming social value.

- Kit Foster

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THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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# EDITORIAL COMMENT

## GETTING HISTORY RIGHT

**A**s much I like to I like to be right, I know this is not always the case. Many times I'm less right than wrong. This is just one example of my errors.

In finding the Society of Automotive Historians, I was able to explore the history of automobiles more fully than would be possible without the support of such an organization. One of my first explorations into virgin history territory was to uncover the Karns Kar (*SAH Journal*, No. 156).

The little published material that I ran across in my research was included in the *Standard Catalog of American Cars: 1805-1942*. My copy of this book, the second edition, had six sentences which stated the basics. One car was built by Chester Karns in his father's Everett, Pennsylvania, carriage shop around 1898 and a second followed in 1905. The final line reads, "no doubt cars were built as orders were received, and when orders ceased so did the Karns car."

Having grown up in Bedford, Pennsylvania, I was intrigued by the thought of a car being "manufactured" (as it was explained to me) in Bedford's tiny "suburb" of Everett (current population around 3,500). I found a few people who had collected information on the car.

While the Karns carriage shop is no longer standing, the one car built still exists. According to the stories, Chester Karns put the car in storage in the 1960s with J.W. Richey. Mr. Richey apparently tried to sell the car. He took the Karns Kar to the Pennsylvania State Museum in Harrisburg to donate the car. Not having the title to it, the museum would not accept his donation. His "ownership" of the car was documented in the May-June 1971 issue of the *Bulb Horn* when the car was featured.

Karns donated the car to the Everett Fire Company on June 8, 1971. Unfortunately, Richey had made off with the car prior to that. The car changed hands several times in the ensuing twenty years and ended up in the Mid-West.

Nobody has debated any of these statements. The picture used to accompany the article was included in *Beverly Rae Kimes'* third edition of the *Standard Catalog*.

In this research, I was informed that the car was powered by a Lycoming two-cylinder engine. The *Standard Catalog* went no farther than to say that the car had a 12hp engine.

Two years after my article was printed, the always-helpful *Ralph Dunwoodie* wrote to me. While he was doing some Lycoming research, he compared the Karns information to his file on the engine builder.

According to Ralph, the earliest record of a Lycoming engine was around 1910. If this proves to be true, then the Karns was not powered by a Lycoming powerplant.

The Society was founded, among other reasons, to correct errors in automotive history. While I may have corrected a few in reference to the Karns, I may have created another. I hope to find the actual car someday so that this mystery can be solved. Until then, the Karns remains powered by an unknown source.

- Sam Fiorani

The question of the form which the power source for the automobile may take in the future has been debated for quite a long period of time. More recently, concerns about the environment, greenhouse effect, etc. have lent a sharp edge to this issue.

A few years ago I witnessed a "hybrid" car competition among a number of American and Canadian university colleges of engineering, with students at each school entering a vehicle powered by a combination of gas and electricity. At that time the hybrid clearly was regarded as a relatively new concept, with members of the competing teams eager to describe to onlookers what they felt was the unique nature of the technology involved and the benefits which might be derived therefrom. When I asked several competitors when they thought a motor vehicle of this type might be ready for the market, the consensus was that such a unit would probably be many years in the future.

A look at one of the exhibits at this year's North American International Auto Show held in Detroit, however, showed that a hybrid vehicle may well be available to the public in a very short time. Honda displayed a two-door coupe, carrying the code name VV, which featured a super-efficient one-liter, three-cylinder gasoline engine plus an auxiliary electric motor able to provide extra oomph during acceleration. The vehicle's exterior appearance was anything but exciting—it looked more than a trifle paunchy—but its weight was held below 1,800 pounds by extensive use of aluminum and plastics. This reduced poundage allegedly resulted in the vehicle being able to provide satisfactory performance plus fuel economy of some seventy miles per gallon. The new model is designed to meet the stiff standards established by California for ultra-low emission vehicles.

It seems probable that the hybrid car, with a level of performance (both in terms of speed and driving range) decidedly superior to that of a pure electric vehicle, may be the very-low-emission car of the future. The new Honda will be priced below \$20,000, and can be driven from the midwest to New York City on a single tank of gasoline. It thus can be competitive with traditional gasoline-powered motor cars, essential if the low-emission vehicle is to sell in substantial numbers on the open market.

Incidentally, automotive historians will recall that the hybrid gas-electric powered vehicle actually dates back to the relatively early days of motoring in America. The Woods dual-powered car was widely promoted during the time of the First World War, but sold so poorly that its maker went out of business late in 1918. I showed an advertisement describing the Woods to a professor at a leading engineering school whose students had entered the hybrid vehicle competition, and he was more than a bit surprised to receive this information. Motor vehicle history might be a useful course for future automobile engineers!

In entering the year 1999, we note that it marks our Society's thirtieth year of existence. We may well want to plan for an appropriate ceremony at our annual meeting in celebration of this milestone.

A change should be noted on the Silent Auction committee, where SAH board member Leroy Cole succeeds vice-president Jim

Schild as chair. Jim has done a fine job as chair of this demanding activity over the past several years, and deserves our thanks. On the publications committee, Richard Scharchburg succeeds Patrick Foster as chair. Pat, as many of you know, has brought the SAH Press from the concept stage to an active operation over the past year, which we all appreciate (he continues as editor of the Press).

In closing, let me note that in recent months several members have written to the *Journal* with ideas for increasing the membership of SAH, or strengthening its structure. I read these communications with interest, as I have spent time recently evaluating SAH as an organization, with the goal of putting in place various improvements. Members should feel free to contact me with ideas on this subject.

Best wishes to all.

- Sinclair Powell

## JIM PETRIK

Thunderbird enthusiast and long-time SAH member, Jim Petrik passed away in August of 1998. Due to the late notification of Jim's passing, a complete tribute to him was not possible. A full obituary will appear in No. 179.

## ADDRESSES, NEW AND OLD

Just as a note of clarification. Paid advertising requests and submissions for *SAH Journal* should be sent to Ken Yerama (221 Freeport Drive, Bloomingdale, IL 60108). If you are a member and you are posting a classified ad, please send them to the editor. Address corrections should be forwarded to Kit Foster (1102 Long Cove Road, Gales Ferry, CT 06335-1812).

Please note in the masthead (page 2) that the editor's address has changed. All faxes to the editor should go to (610)277-2505. All email should continue to be sent to SAHJournal@AOL.COM.

## 25 YEARS AGO AT SAH

New members as of January 1974 included *Rick Lenz* (#212) and *Kenneth McMaken* (#215). *Marshall Naul* put out another fine issue of the *Newsletter* despite moving from Delaware to Ohio.

*Nat Dawes* mentioned a few things in a letter that still ring true today: "the credibility of this Society is our stock in trade and must be zealously guarded lest we become yet another 'social' club. This, of course, is the responsibility of individual members. Care must also be taken with regard to the correction of errata in that the documentation of all corrections be compared with the documentation of the original. This will offer a manner of checks and balances to further insure our credibility."

Nat's comments also stated his desire that "the name of the Society should be expanded to express the international scope of the Society." While this argument has been made many times since 1974, the editor countered, "by the very lack of a qualifying adjective, the Society of Automotive Historians is not restrictive to any locale any more than the name applies to a particular era."

Simply stated, simply stated works best.

- Sam Fiorani



# ADDITIONAL NEWS

## CALL FOR AWARD NOMINATIONS

### NICHOLAS-JOSEPH CUGNOT AWARD

The Nicholas-Joseph Cugnot Award recognizes the best book in the field of automotive history published during the previous calendar year. Nominations may be made by mail, email, phone or fax to:

Richard Scharchburg, Chair  
12147 Pine Row Lane  
Grand Blanc, MI 48439  
(810)694-5539  
(810)762-9836 fax  
email: rscharch@ket.edu

### CARL BENZ AWARD

The Carl Benz Award recognizes the best article on automotive history appearing in a periodical publication. As with the Cugnot Award, the Committee is anxious to learn of works appearing in non-automotive publications; original research and the use of primary sources are among the most important criteria on which nominations are judged. Nominations go to:

Don Keefe, Chair  
6173 Doe Haven Drive  
Farmington, NY 14425

### RICHARD AND GRACE BRIGHAM AWARD

The best overall treatment of automotive history over all issues of a periodical is given the Richard and Grace Brigham Award. Publications may only receive this award once in a five-year period. Previous winners are Automobile Quarterly, The Automobile, The Road Back, Hispano-Suiza Newsletter, The Classic Car and La Vie de l'Auto. Co-chairs of this committee are Jeff Godshall and Leroy Cole. Send nominations to:

Jeff Godshall, Co-Chair  
406 Oakland, Apt. 5  
Royal Oak, MI 48067

### E.P. INGERSOLL AWARD

The E.P. Ingersoll Award recognizes the best treatment of automotive history in other than print media. While all non-print media are eligible, previous winners have been video and audio productions. Send nominations to:

James A. Wren, Chair  
5930 Glen Eagles Drive  
West Bloomfield, MI 48323

### FRIEND OF AUTOMOTIVE HISTORY

SAH's premier award is the Friend of Automotive History. This award recognizes exceptional contributions by an individual to the cause of automotive history. Nominations should summarize the accomplishments and contributions their nominees have made to this field, and be sent to:

David L. Lewis, Chair  
2588 Hawthorne Road  
Ann Arbor, MI 48104

### SAH Press

PROUDLY ANNOUNCES THE PUBLICATION OF ITS FIRST BOOK...

## Mister Javelin: Guy Hadsall at American Motors

Stories from behind the lines of the American Motors PR Machine as told by Guy Hadsall.

From the late 1950s into the early 1970s, Guy Hadsall worked the auto show circuit with America's fourth largest automaker.



*"Mister Javelin" will be available in January 1999. Place your order today to ensure a copy.*

*Be a part of this historic event!*

*Send \$24.95 (plus \$5 shipping and handling) to:*

*The SAH Press, 1102 Long Cove Road, Gales Ferry, CT 06335-1812*



## DIRECTORY ASSISTANCE

The long-awaited 1998 SAH Membership Directory was mailed just before the holidays. Hopefully all members have received their copies by now.

A number of members have complimented me on its appearance and usefulness. Much of the credit for the latter should go to *Taylor Vinson*, editor of *Automotive History Review* for laboriously checking and re-checking the cross-indices. The index to member interests, particularly, is an onerous job, as there is no practical way to automate it. Taylor's name is missing from the credits in the directory itself, an omission for which I apologize.

If you have not yet received your directory, please let us know and we'll send a replacement. There have been one or two reports of copies missing pages; we'll gladly replace any defective copies. We will be sending periodic updates several times a year in the *Journal*, so if there are any changes in your personal data please keep us informed. Don't wait for the next issue of the directory itself. Send updates, queries, etc. to:

SAH Membership Records  
1102 Long Cove Road  
Gales Ferry, CT 06335-1812 USA  
Fax (860) 464-2614  
Email: foster@netbox.com

- Kit Foster

## IT'S TIME TO RENEW

The mailing for the 1999 membership renewal campaign went out on New Year's Eve. As described in our by-laws, membership in the Society is on a calendar year basis, and members in arrears by March 1st can no longer receive the privileges of membership, including Society publications.

A certain number of renewal notices always seem to go astray for one reason or another. If you have not received a notice, you may renew simply by sending your check for \$25.00 (in US dollars on a US bank, please) to:

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

As explained in the last *Journal*, we can accept Visa, MasterCard, or American Express. Simply send us your card number, expiration date, and your signature for the transaction. Credit card renewals may also be faxed to (860) 464-2614.

## CONTRIBUTIONS REQUESTED FOR SILENT AUCTION

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. Leroy Cole now succeeds Jim Schild as chair of this important function.

Leroy is seeking 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. He encourages SAH members to check their libraries for duplicate or other items they may wish to contribute (credit will of course be given). 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:

Leroy Cole, Chair  
SAH Silent Auction  
201 West Rising Street  
Davison, MI 48423 U.S.A.

## DOING SOMETHING INTERESTING

### AACA YOUNG PEOPLE'S ANTIQUA AUTO CLUB

This program was started during the spring of 1998 when we brought antique autos to the Sumner (Maine) High School and arranged a field trip to see on AACA member's car collection and shop.

This fall, with full cooperation of the school staff, we started an extra curricular after school Antiqua Auto Club open to all students. We have met almost every Tuesday for one-hour sessions. Participants do this on their own time and have to arrange rides home.

A 1934 Ford Cabriolet, a 1931 Franklin Sport Sedan, a 1959 Studebaker Silver Hawk, a 1955 Ford Sunliner Convertible, and a 1929 Model A Ford Roadster were brought to the school for the participants to experience.

As a group project, we have taken on the improvement of the condition of a 1930 Studebaker Erskine 4 door Sedan. In doing this, we have learned about the Studebaker Corporation and of its president Albert Russle Erskine. The Erskine's grille shell and one wheel rim have been painted. A 1929 Chevrolet radiator was adapted to the Erskine's grille shell to replace the missing original. The lights and horn are being worked on in shop classes, and the study of basic electricity undertaken.

We are studying and learning about what the world was like when our 1930 Studebaker Erskine was new by learning other makes of cars and the persons involved with their creation, as well as other people in the news at this time.

Plans are being made to display the Erskine at the Telephone Fair at the New England Museum of Telephones on August 28, 1999, where the car will become part of an educational exhibit including fashions, telephones, radios and music of the time when the car was new. This will be a time when the club members can tell visitors to the museum about our project and what they learned by working on the car. Club members are being encouraged to bring what they are learning and doing to their English, Science and History classes.

For a limited time (we have one hour a week), we are making great progress.

- Oscar Blue

# OLIVER'S TWIST

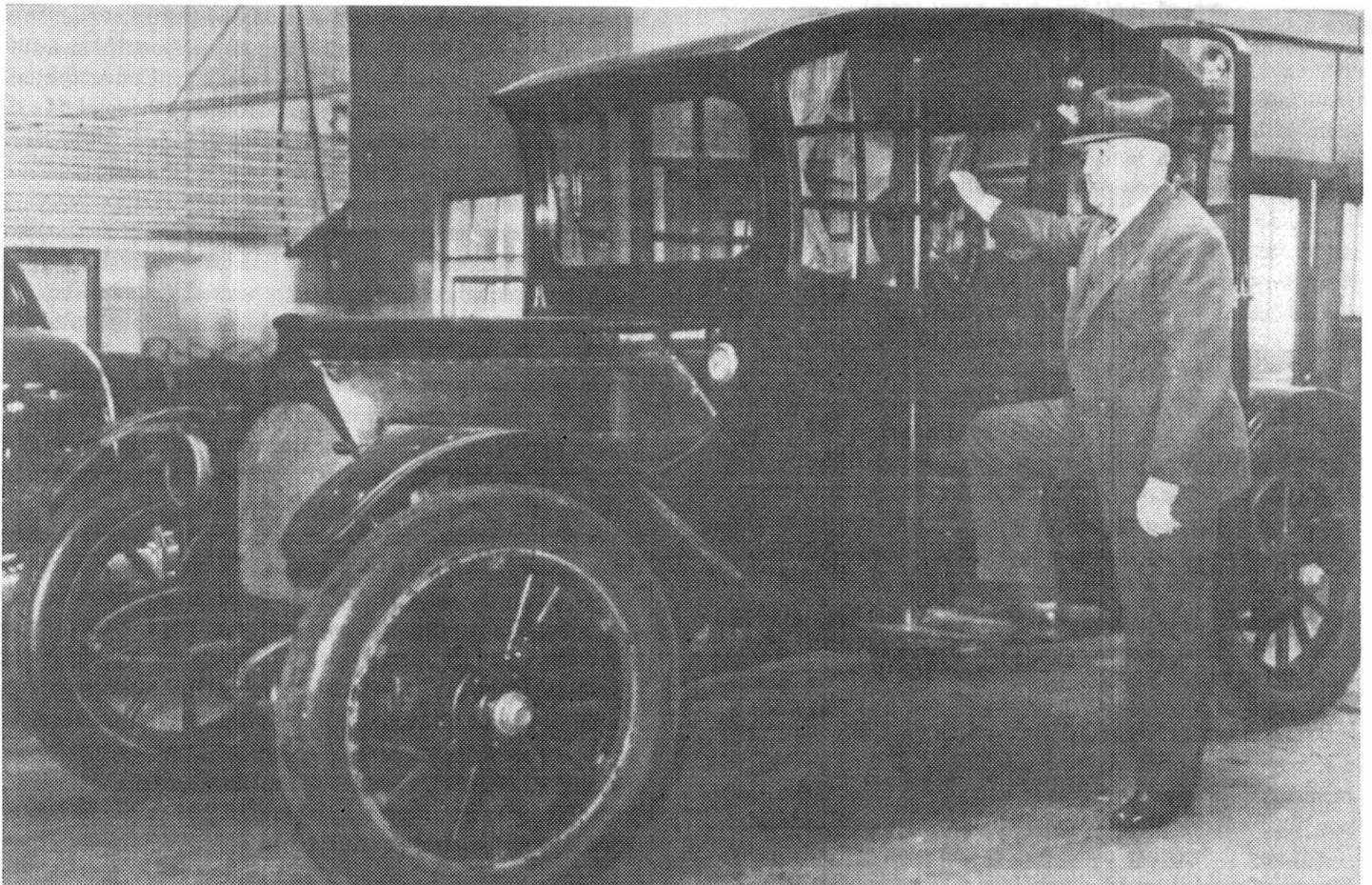
by Kit Foster

Here's a mystery that, while not confounding the Society's sleuths, has not been fully explained either. *Michael Ware* came across this photo in the archives of the National Motor Museum at Beaulieu, England, of which he is curator. The print dates from November 12, 1935, and it is captioned on the back:

*Ford may adopt this automotive Rip Van Winkle—Detroit, Michigan—33 years ago this ancient car and a mater were stored in a local warehouse by a man who said that he had brought them from California. He asked that they be carefully hidden away from prying eyes until he could obtain patents. The creator of the models died shortly afterwards. The cars remained forgotten until a short while ago when Robert Musgrave, who inherited the old warehouse, discovered the ancient automobiles. They are still practically new, having been driven very little by the original inventor, and attempts to learn anything of their origin have been unsuccessful except that they bear an 'Oliver' nameplate. A 28 horsepower engine drives the car at a sedate 25mph. Henry Ford is interested in purchasing the cars for his museum. The photo shows Robert Musgrave with the 1903 streamlined no-draft ventilation model.*

The only "Oliver" in the *Standard Catalog of American Cars, 1805-1942* is a car built in South Bend, Indiana in 1905 by a Frederick William Oliver, and whose description does not correspond to this vehicle at all. Michael points out that the car appears almost certainly to date from 1912-13 rather than 1903. It bears an uncanny resemblance to a 1912-14 Regal Colonial Coupe, but there are certain differences. The shape of the fender is different from those illustrated in my reference books, and the window and door patterns, as well as the "sweep" of the side panels, also differ. These items might have been "customized" by the "inventor." The ridge atop the hood is intriguing, but close inspection shows what seems to be a screened inlet on the front end, above the radiator. This may be a duct for the "no-draft ventilation." Michael wonders if it ever did live at the Ford Museum.

*Randy Mason*, formerly the curator of transportation there, is certain it did not, and, from consultation with Detroit-area automotive guru Glenn Miller, is sure that it was once in the collection of the late Barney Pollard. Pollard was the collector about whom many legends have been woven, a lot of them true. For instance, he had so many cars that he hung a number of them vertically, like sausages, to save room. Randy and Glenn believe that this car was probably in a warehouse that burned many years ago. However, some of the remains from that inferno eventually found their way to the Reynolds-Alberta Museum in Westaskiwin, Alberta. Can anyone add more to the story?





*1956, The 300Sc.*

*Created for a handful of the world's  
most discriminating enthusiasts.  
Only 200 were ever built.*

*1955, The 300SL Gullwing.*

*This legendary coupe proved itself at  
LeMans, the Nurburgring, and other  
venues on the world's racing circuits.*

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Mercedes-Benz



# NORTH AMERICAN INTERNATIONAL AUTO SHOW

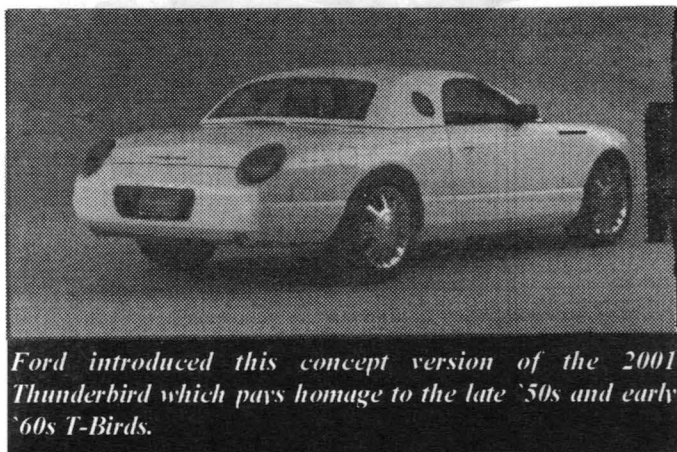
## BACK TO THE FUTURE:

### DETROIT '99

by Taylor Vinson

The old-fashioned blizzard that greeted travellers coming to Detroit for the North American International Auto Show press previews was something of a forecast of what was in store: the industry turning back the clock while looking ahead. If NAIAS '98 was the year to toot advanced powertrains, '99 found many of them clad in recycled clothes.

We had a hint that retro-styling would be a trend in the New Beetle and the Prowler; in 1990, who'da thought cars of the future would revert to separate front and rear fenders? Chrysler's 2001 PT Cruiser will soon join the retro-parade with a hood as flat as that of a '37 Ford and the side elevation of a '35 Dodge. They should have named it the "KT Cruiser" as it's a high-topped car after Mr. Keller's hat and heart. An Eagle Summit Wagon for today if you will. The six-window sedan of yore is making a modest comeback, not only at Chrysler but also at Ford (Focus) and GM (Impala) after the domestic industry had left this body style to Audi, Volvo, Jaguar, and Toyota the last two years. The Impala, in spite of its '62-inspired tail panel with round lamps, appears to be Chevy's attempt to recover all the glamour and mystique of the '96 Avalon. O brave new world that has such wonders in it!



*Ford introduced this concept version of the 2001 Thunderbird which pays homage to the late '50s and early '60s T-Birds.*

The concepts that wowed the press were those harkening back to cars of the '50s and '60s, now seen as a golden age for styling. Take Ford's almost-final '01 Thunderbird, which returns to the 2-passenger form, porthole top, grille shape, and stance of the original. Ford prefers the term "heritage" styling but, whatever, you'll be a smiley face after you see it. Chevy's concept '54 Nomad became a striking addition to its '55-'57 lines. While there are no announced production plans for the similarly styled '99 Nomad concept, you'll quickly see the likeness of its greenhouse to those cars of 40 years ago. Dodge's concept Charger sedan is even more handsome than its pictures, its chrome fuel filler caps atop the rear fenders and haunched rear quarters a creditable tribute to the division's performance cars of the late '60s.

Like Marley's ghost, other long-dead names appeared on concepts such as Pontiac's GTO, Dodge's Power Wagon, and Nissan's Z. The production Jaguar S-Type does call to mind the old Mark II though, for my taste, a more handsome car than the original. Owing nothing to the past is the Lincoln Blackwood; one can only speculate what Willoughby and Judkins would have thought of a Lincoln pickup truck with a covered bed.

Old vehicles in residence were fewer this year, being limited mainly to the Mercedes W196 racer of 1954, an original Dodge Power Wagon of the late '40s, with a '59 Volvo PV544 with first-generation three-point restraint system. Cadillac's '53 and '59 show cars, LeMans and Cyclone, rightly distracted attention from the '99 concept Evoq.



*Chrysler's PT Cruiser will enter production in early 2000. Looking like a '30s sedan, this car/truck hybrid will compete against the Toyota RAV4 and Honda CR-V.*

*- photo by Sam Fiorani*

Even some manufacturers not showing retro-concepts took up the heritage and history theme in their press kits and literature. Cadillac's "Night" vision catalog recited over several pages the technological history of the marque. Volvo, whose kit opened by removing a paper "safety belt" from its "lock," discussed its passenger restraint system development over the past 40 years. Pontiac's GTO and Ford's Thunderbird kits contained extensive histories of these two nameplates. Chevy had a folder devoted to Impalas since '58. Nissan made available a double-sided catalog setting forth the history of its trucks and Z cars. In introducing some 2001 cars with an "R/T" package, Dodge provided a two-page folder on the history of the designation. Finally, the Audi TT introductory press catalogue contained a one-page discussion of the Tourist Trophy races from which the car has taken its name. It should also be noted that GM Media Archives was present for the first time, handing out kits on their services. Can SAH be far behind?

SAH members whom I spotted were Sam Fiorani, Perry Zavitz, Rob McLellan, and Russell Datz, who is now the manager of public relations for Panoz.

Yes, the storm made NAIAS '99 a show to remember. The cab I finally caught into the city 18 hours after landing more than lived up to its name—Intrepid.

# FIND THE NAMES OF 57 AUTOMOBILES NOT BEING PRODUCED TODAY!

by Bernie Weis

B E P A C K A R D O W H I P P E T A W L I G B E  
 R U R B I H G E L N J E W E T T R E G H A R N T  
 I A C F U L A T I S A B L O N I L F D O I U S A  
 S I O H N R I L B I R E E N I K S R E S M T E I  
 C X O N A O K E M A X W E L L A R E T A E L E L  
 O D L E R N Y R K E T I S S F I L O N M A L D F  
 E L U T A R A T I L R A E E A I L Y A R S T E O  
 G L E R T N I N T O E S P M B B C D M K E L O T  
 R D F S A R B A E G T F E O L Y O S A T L X R O  
 A E O R I N E O R A E L M O X R P I N A M A Y S  
 H O S T E R T Y R E M O L N T R S O S R S Y N E  
 A P T E L K M N A R C T P F Y E Q A E T M N Y D  
 M N O R N P A Q P O T O A E R P L U U Q E N P S  
 P O R T E R U B L S P E L E L A R T C A R P X E  
 A K I J O X G F A E L N G U H D Z A H R I E L M  
 I S A C T O F I N G A X H J M A L E H E F E T A  
 G E K E X E S S E T T S N Y Q B Y O R I O R L H  
 E N T F S H T I S S T R B R H U I C H N P L Y G  
 E G I N P L E A R K U J E N I F E A S A R E I N  
 H D U R Y E A R P B E H C E N O M A H D E S T I  
 I F Q H P E R H U S B N R H S A N U N R O S Y N  
 N J B L S J N A E K S E O G K P I Q E O P B E N  
 R H L A E T S C R I P P S B O O T H F J S T K U  
 G E C H U P M O B I L E L P R H S E K B F D S C  
 A C E J K E J R E H B R E E T K U R F H J E U I  
 F I N K G H R D W I L L Y S C H A N D L E R K H

Circle the names of all the cars you can find—backwards, forward, diagonally, horizontally, or vertically. All names are of three or more letters. The makes range from the 1890's through the sixties. Some are well-known; others may be obscure or rare. (The Kimes/Clark *Standard Catalog* may be of help.) Have fun!

- PACKARD
- MAXWELL
- DURYEA
- SCRIPPS BOOTH
- CHANDLER
- BRISCOE
- TERRAPLANE
- CROSLY
- AUSTIN
- CUNNINGHAM
- STEARNS
- WHITE
- FRAZER
- BAKER
- DETROIT
- POPE
- AUBURN
- LOCOMOBILE
- DORT

- WHIPPET
- PORTER
- NOMA
- HUPMOBILE
- ACE
- GRAHAM
- CORD
- REO
- PEERLESS
- FOSTORIA
- CHALMERS
- OAKLAND
- COLUMBIA
- BAUER
- FRANKLIN
- ROCKNE
- PIERCE
- STUTZ
- LASALLE

- JEWETT
- ESSEX
- NASH
- WILLYS
- EARL
- PAIGE
- MOON
- HENRY J
- DE SOTO
- JORDAN
- EDSEL
- DURANT
- HUDSON
- GEM
- STAR
- CASE
- STANLEY
- KAISER
- FOX

# IT HAPPENED LONG AGO...

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

January 12, 1904 - Henry Ford drove his "Arrow" race car to a world speed record of 92 miles per hour on Lake St. Clair.

January 27, 1904 - In Florida, WK Vanderbilt set a record driving a car a mile in 39 seconds.

February 3, 1904 - The Society of Automotive Engineers was founded in New York.

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

January 5 (or 12), 1914 - Ford Motor Company introduced a \$5 a day minimum wage for an eight hour work day.

## *Eighty years ago...*

January 1, 1919 - A \$6 a day minimum wage was introduced at Ford. Edsel Ford replaced Henry as company president.

## *Sixty-five years ago...*

January 17, 1934 - Ferdinand Porsche outlined the building of a people's car to the Reich government.

February 27, 1934 - Ralph Nader was born.

## *Sixty years ago...*

February 15, 1939 - Ford Motor Company produced its 27,000,000th car.

## *Fifty years ago...*

January 8, 1949 - The first Volkswagens exported to the United States left Germany.

## *Forty-five years ago...*

January 1, 1954 - Swallow Coachbuilding, of Walsall, Staffordshire, England, launched a line of sports cars aimed an America. The car was named for a daughter of the American importer of Triumph.

January 1, 1954 - Ernest Hemmings published the first Hemmings Motor News.

February 1, 1954 - The Detroit Public Library opened its Automotive History Collection to the general public.

February 1, 1954 - Introduced at the New York International Motor Sports Show, the Justicalista was built by Industrias Aeronauticas y Mecanicas Estado (IAME) of Cordoba Province, Argentina. The front wheel drive Justicialistas were powered by 2 cylinder, 4-stroke engines.

## *Forty years ago...*

January 7, 1959 - Volkswagen opened a new plant in São Bernardo do Campo, Brazil.

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

January 15, 1964 - Volkswagen de Mexico, S.A. de C.V. was formed in Puebla, Mexico.

## *Thirty years ago...*

January 1, 1969 - Headrests became standard equipment on all American market cars by federal law.

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

January 2, 1974 - The 55 mph national speed limit was signed into law by President Richard Nixon.

February 2, 3, & 4, 1974 - Bricklin privately introduced the SV1 to potential buyers at the Riviera Hotel in Las Vegas, Nevada.

## *Fifteen years ago...*

February 1, 1984 - General Motors and Toyota formed the New United Motor Manufacturing, Inc. joint-venture in Fremont, California.

## *Ten years ago...*

January 1, 1989 - The Lexus LS400 and ES300 made their debuts at the Detroit Auto Show and Los Angeles Auto Show.

## *Five years ago...*

January 29, 1994 - BMW purchased 80% of Rover from British Aerospace.



**PACKARDS AT SPEED** by Robert Neal. 342 pages, well-illustrated. Hardbound. 0-9647-4830-4 Published by Aero-Marine Publishing Company, P.O. Box 5582, Kent, WA. Price: \$65 or \$95 for the limited edition leatherbound and signed version, (plus \$5 shipping).

When we think of the Packard Motor Car Company, we think of the many great automobiles that they built. We also remember they built trucks and the Liberty aircraft engine back in the early years. We know that many of our military officers drove Packard staff cars during WWII and most of us even know about the PT Boat engines and the Rolls-Royce Merlin aircraft engines. But, did you know of Packard's racing history? That Packard engines have set many world records on land, water and in the air? That Packard racers ran in the Indy 500? That Packard built a diesel airplane engine and that they were available for use on Ford's Tri-motor? That the dirigible "The Shenandoah" had Packard engines? Have you ever heard the name Garwood? Did you know that Packard cars were used in early stock car racing? That Packard built marine engines for pleasure boats?

Robert Neal has spent many years in putting together this book to answer such questions and to give us an accounting of a relatively obscure part, to most of us, of the Packard heritage. The book is divided into 13 chapters and 8 appendices. It has 342 pages full of text and an abundance of photographs in color and black and white. The 13 chapters cover the auto racing years, starting with reliability runs in 1900 clear up through the hot rod years of 1956, motorboat racing from 1906 up through the 1950s (even after Packard was out of business) and airplane racing from 1920. The 8 appendices cover the statistics of all of the above racing. The photographs, alone, will give you an overview of Packard history that has never been presented in one book.

This book is not just facts and figures, though. Robert has put together an entertaining accounting of this part of the Packard story. He tells of the individuals involved in the racing sport, relates company policy and puts the reader directly at the scene, through his narration.



This is one book that will not be put on the back shelf after a cursory look. This is a book that will be kept out front so that it can be referred to whenever a question arises about Packard's racing history. I know, because I have already done this several times. This is also not just a book for the Packard historian. As Bob tells how and where the Packards raced, he tells us who they raced against.

*Packards at Speed* was nominated for the SAH Cugnot Award in 1995 and Bob is already at work on a future Packard book, *Master Motor Builders*.

- Bob Zimmerman

**SOMEWHERE IN TIME** by John Velliky. 40 pages, approx. 70 black and white photos. Ringbound with softcovers. 11" x 8 1/2". ISBN 0-8187-0316-4. Published by John Velliky, 21710 Edison Street, Dearborn, MI 48124. Price: \$26.50 plus \$4.00 shipping and handling.

*Somewhere in Time* is one of those off-the-beaten-track sort of publications which don't surface all that frequently but which can be—and this one is—a *piece de resistance* to special interest historians, in this case to the 1910-1919 enthusiasts in general and Dodge Brothers car lovers in particular. Published by Dodge Brothers Club, it is a collection of rare, historic photography relating to the Dodge Brothers earlier days; this photographic treasure having been filed in albums by C. W. Matheson (1871-1940), former Vice President and General Sales Manager of the firm. The photos themselves, some of them faded, are all of considerable interest in studying the first years of Dodge Brothers. Many notables of that time appear in them as well as long forgotten executives of the motor car company and those who were otherwise connected with it in one way or another. What *Somewhere in Time* represents is a valuable connection with the company which exists today because of the foresight of a company officer who collected and filed the material with this in mind—summarizing the events and those connected with them by a camera and resulting prints during a period which otherwise would have been lost. The Dodge Brothers Club and Mr. Velliky should be commended for putting this material together and making it available for all to see.

- Keith Marvin

## 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.



## YOUTH AND THE OLD CAR HOBBY

[Jed Rapoport's] letter on pages 13-14 in the current *SAH Journal* (No.177) about the ages of SAH members is something that must be addressed if our hobby is to survive. I belong to the "Social Security Set" or the "Geritol Generation" [Mr. Rapoport] describes. Although a lot of people tend to favor the cars they grew up with, 5 of the cars I have owned were made before I was born (1928) and a dozen more were made before I learned how to drive in 1944 at age 16. I, and those in my age group, have personally purchased name brand gasoline for 15¢ a gallon. As a child I can recall many, many occasions being in the car when my father bought 5 gallons of gas and a quart of oil for the engine and got change back from a \$1 bill! I have a cousin who is five years older than I am and I recall that his parents were going to buy a new Ford in 1939 and deliberately purchased a "standard" model because it still had the floor mounted gearshift. Had they bought the "deluxe" Ford, it would have had a column shift and they wanted to make sure my cousin would know how to drive a floor shift car by learning to drive on one.

To get to the problem, I don't see an easy solution for several reasons. One is that our culture is changing, or has changed, so that a young person tinkering with or restoring an old car is very difficult due to zoning laws making that illegal in some neighborhoods; and renting a garage to store or work on an old car is now quite expensive. The days are gone when you could rent a neighbor's garage for \$5 a month. Also, pollution controls on post-1973 cars require quite expensive diagnostic tools and replacement parts. Also, many young men, and married couples, must work more than one job to make ends meet, so they don't have the time or money to tie up in an old car. Another thing is that some people don't want to get their hands dirty working on a car, old or new.

There is probably no one easy solution to attracting younger people to our hobby. Here are a few suggestions; maybe a combination of them will help spark an interest. Talk to grandfathers, uncles, older relatives and friends about cars they drove when they were younger. I was especially blessed in this area as one grandfather was a chauffeur for a wealthy family for about 25 years beginning in 1910, and he gave me pictures of his employer's 1911 Packard and also the 1921 Pierce-Arrow he drove for the patriarch of the family. He has also spun more than a few yarns to me of some of his various experiences. Every time an old car show is mentioned or advertised in local newspapers, have a picture of an old car ad,

perhaps from the 1920s of a car no longer made, such as a Star, Jewett, Essex, Maxwell, Oakland, Franklin, etc. Or maybe a trivia question such as "The Cadillac Motor Company and the Lincoln Motor Company were both founded by the same man. What was his name?"

As you can see by this letter, I certainly don't have all the solutions, although I think publicity and pictures are important. [Mr. Rapaport's] letter should certainly get other members thinking about the idea and possible solution.

I hope the clubs realize that there is really such a problem before flea market vendors start selling Geritol, hair restorer, denture accessories, exercise equipment, condominiums, canes, walkers, Viagra, etc. **Nelson Bolan, 321 West Ianthe Street, Apartment 8, Tavares, FL 32778.**

## FURTHER DISCUSSION ON STYLE

Comparing and contrasting the new Beetle with the Prowler and Viper, in one way, is only a matter of scale. That is, all three vehicles were designed to get customers into the showroom as well as to provide some "identity" for each brand name. The two Chrysler Corp. cars are less practical, and thus not as likely to be volume products. But, the new Beetle can also be a volume product and do much more than be a loss-leader.

In my opinion, all three are differing "answers" to the problem of look-alike products within the mainstream offerings. Each is unique, in some way, and all three are attempts to be links with some historic auto design or specific product. The Viper, by name and in all other ways, is an attempt to trade on the mystique of the Cobra. The Prowler, as we all know, is to be associated with the hot-rod culture of the past which is now having a resurgence. The Beetle leaves no doubt as to historic recognition.

Each has, or will be, introducing variations to keep the interest at a high level. The Viper now has a coupe, the Prowler is now available in differing colors, and the Beetle will soon have a convertible. None of this was planned, it is the consequence of being able to continue a product line that has proven to be of greater popularity than originally projected.

In Japan there are what I believe are termed either retrocars or boutique cars, with styling that have strong 1950's styling cues. These do not meet U.S. regulations for importation, but if the investment costs vis-a-vis the possible benefits are warranted I think you might see them in showrooms soon. Their development is due to the same forces as has driven the Viper development et al.

At the same time, I think that the apparent look to the past for stimulating interest, sales, and product identification, seems to be the consequence of differing factors. The first is that of a basic conservatism in product development. It may seem strange, but in using the past with recognizable styling themes, is not the bold and innovative act that it may appear. It is understandable that corporations want to cover their bets in product development, as huge risks are involved. But more is involved here.

I think that leads to the second factor. The vision of the future is mixed and unclear. Where is the technology that might "define" a style, as has been found in past periods? There is no similar force to that of "streamlining" as found in the 1930's. Where are the design forces such as art deco, streamline modern, or etc.? Where is the type of design influence as typified by the P-38 (remember Harley Earl?), rockets, or space travel?

In a time when production capacity for autos exceeds potential consumption, and many auto corporations are on the cusp financially, risk taking is not a favorable notion. Mergers are the continuing phenomena, if a corporation has any luck. The Beetle is a relatively good bet. If sales begin to falter, VW can end production without any loss to their brand name. They are winners either way. Whether it will prove to be worthwhile to the balance sheet is another question. Unless Germany fully adopts the financial reporting as required in the U.S., we are unlikely to know. **Darwyn Lumley, 1225 Naples Ave., Placentia, CA 92870.**

## MAKES OR MODELS: THE DEBATE CONTINUES

Thanks once more for a thought-provoking Editorial in the November-December *Journal*. In my automotive circle of friends a version of this debate has been going on for years. As with most such things, we end with more questions than answers.

This question is not only about what defines A Make or A Model, but veers into the related ideas about which is more important, The Make or The Model. It's possible to be a Corvair nut without a thought towards other 1960's Chevrolets, but what then of Pontiac's "Transaxle" Tempest, which some could argue has more in common with the Corvair than any other Chevrolet does. This is besides the heated discussions about which car is more technically interesting, or pure.

What makes a "model"? For my part I bring you the case of the so-called Isetta. Created by Preti, et al., of Iso—hence the name "little Iso"—it was sold as the Isetta in Italy. Licenses were granted to Germany's BMW (as we all know) and to V.E.L.A.M. in France, in addition to other licensees or factories in Brazil, Spain, Belgium, etc. Second-wave licenses were granted by BMW to the British and the Argentines. BMW made major modifications to every part of the BMW Isetta during its production life, so that the last BMW Isettas were virtually not the same car as the first ones. Big deal—every manufacturer does that.

Now then, V.E.L.A.M. started up Isetta production only after the tooling from Iso had been sent to BMW. The French had to start from scratch, designing a totally new body, which does not even use the ladder-type chassis from the Iso design, in fact having two tiny sub-frames. Rims and tires are different sizes than the Iso. The engine and transmission were virtual copies of the Iso units, not surprising as BMW had engineered their own drivetrain and did not need the Iso type.

So, place a 1957 BMW Isetta next to a 1957 V.E.L.A.M. Isetta and the question is clear: they are TOTALLY different cars. But is it that simple? The two cars are both

unquestionably Isettas—egg-shaped body, bubble windows, narrow rear track, enclosed chain drive, fabric top, front-opening door. The cars are mechanically different yet the same "model". I won't mention the Heinkel, Trojan 200 or Hoffmann Auto-Kabine 250...

Hard-core Citroënists in the US have had to wrestle with another version of the question in considering the Citroën SM/Maserati Merak. Both cars have the "same" drivetrain, dashboard, brakes and other components. The engine was adapted for Citroën by Maserati while under Citroën ownership. Lift the Citroën SM's hood, the engine clearly reads "Maserati" not Citroën. So is it a Citroën or Maserati? Most insist the SM is a Citroën and the Merak is a Maserati. The cars share mechanical parts but are totally different "makes".

Also, the Porsche 914 range- a Volkswagen-Porsche in Europe but only a Porsche in the US. I personally take twisted delight in the fact that the 914-6 and the 1976 912E each have the other's engine.

The "Jeep" has gone so far beyond this question that it makes up its own category of vehicle, irrespective of debate about whether it's a Crosley/Crofton/Ford/Willys/Kaiser/AMC/Chrysler/Mitsubishi/Mahindra, etc.

Which makes are "imports" and which are "domestics" today? Or: The Innocenti Mini De Tomaso Turbo- an Italian version of a British car with a Daihatsu engine. What to do with that?

SAAB or Opel? Saturn LS or Opel? Pontiac LeMans or Daewoo-Opel? Buick Opel by Isuzu?? Moskvitch or Opel? Citroën 5 CV "Cloverleaf" or Opel? It just never stops.

As an enthusiast, I follow "models" not "makes"; as a researcher-historian, I throw my hands up. **Allan G.Y. Meyer, yoshio\_alanskii@yahoo.com**

I noted with interest the editorial comment in the *SAH Journal* No. 177. Car branding is a matter that we deal with professionally here at our consulting company, Ludvigsen Associates. It was in this capacity that I wrote something a few years ago dealing with this topic from the standpoint of the auto industry.

In this talk, I used the terms "marque" and "make." I believe that these are terms that we can and should be using most consistently to describe the "house" that is seen as producing a particular automobile. The hierarchy of "make" followed by "model" followed in turn by "trim level" still seems to work quite well today.

If we stay with this terminology, we can avoid getting involved in the "brand management" issues that are sweeping through the auto industry. I am very comfortable with the idea that Ford, for example, should have separate brand managers for model lines like "Focus" and "Taurus." These are cars that sell in very large volumes and deserve having the dedicated attention of a person or group who is seeking to develop the most effective marketing methods for a particular model.

Another important criterion, I think, is the nature of the distribution of the vehicles. In my opinion, it's a "make" if the name is on the dealership. That is the point at which the

customer is consciously making a decision as to whether he is interested in a "Buick" or a "Mercury." All the cars of a particular make should have certain characteristics in common that give the customer a sense of confidence when he enters that dealership. Of course, it may be the strong appeal engineered by a brand manager on behalf of a model that brought him into the dealership in the first place! **Karl Ludvigsen, 73 Collier Street, Islington, London N1 9BE, United Kingdom.**

I write in answer to the editorial comment in the Newsletter of Nov-Dec 1998 about the definition of car makes and models.

My understanding and I agree with you, is that the name Chevrolet is a marque or make, Impala is the model and the body type, such as a sedan or station wagon just follows on. The basic understanding in the US is that for example, the 1959 Chevrolet was marketed from about October 1958 through till October 1960. By saying that you have a '59 Chev Impala implies to everyone that it is the model with the flared fins and cats-eye tail lights etc. Therefore is model referring to Impala or 1959?

Here in Australia it is not that easy, as cars have rarely been marketed as a model for a mere 12 months; most of our cars are marketed for a considerably longer time. During the early 1950s, General Motors Holden started to use a means of in-house identification of each succeeding model of the Holden, mainly for trade use. Thus, the facelifted Holden announced in October 1953 was known as the FJ. This model ran until July 1956 when the totally different FE appeared. Used car ads for the period could refer to a '54 or '55 FJ, and we all knew that they were the same. However a '56 Holden could refer to either FJ or FE, so the two letter system has worked very well for GMH, who still use it for their current range of vehicles. Likewise, Ford used the same for their range of Falcons, and Chrysler followed suit with the Valiant during the 60s and 70s. When fronting a parts counter in a dealership, the information that the customer has an FE model Holden is enough to go on without bothering with years.

When Ford Australia was marketing its Canadian sourced Customs and Customlines during the 50s, it resorted to a slightly different system again. Basically, our Fords were the same as the US ones, except we got them about 6-9 months after they were announced in the US. Thus the 1955 Customline was announced in about July 1955 and ran for 12 months until July 1956. The used car trade found there was confusion when advertising a '56 Ford when really it was a 1955 model. For in-house use Ford called it a 5A, so that the used car people could advertise a Customline sold in early '56 as a Feb '56 5A, and it was immediately understood. (The '49 and '50 models were always unofficially known as 'single spinners', the '51 as a 'twin spinner' and the '53 besides being a 3A, was an Anniversary model, as that was Ford's 50th anniversary).

The British car industry both at home and in Australia used a slightly different system where the updated model was invariably called a Mark II or Series II. An Austin 1800 was



simply that from its introduction in November 1965 until the Mark II was announced in October 1968. The earlier model was then retrospectively dubbed a Mark I. British Leyland in 1975 killed off the one of the oldest names in their industry, Wolseley, by calling the last of them just that - Wolseley. No model or type to indicate engine size or trim level.

I would imagine the naming of products as a brand stems from industries such as the tobacco industry, where they may have someone in their marketing department who is a brand manager of a certain type of cigarette.

I know this is a slight deviation from what you were originally discussing, but to me Ford or Chevrolet is a marque, make or brand, Impala the model.

Conversations in Australia could go along the following lines after the question: "What sort of car do you own?"

"A Chevrolet"	"A Holden"	"A Ford"
"What model?"	"What model?"	"What model?"
"1938"	"FE"	"Ranchero"

Now this establishes in the enquirer's mind what the thing looks like, but he could also have been told in the case of the Chev the model as being either a Standard or Master, which tells what level of equipment was supplied with the car, but not the age. The answer for the Ford indicates the body style.

The make can often be referred to as a sort, type or kind as in the original question, but they are possibly more colloquial terms, rather than formal descriptions.

It only gets confusing when we Australians try to be different and add our own interpretation. No wonder I have trouble being understood at Hershey! **Nairn Hindhaugh, freeway@eis.net.au**

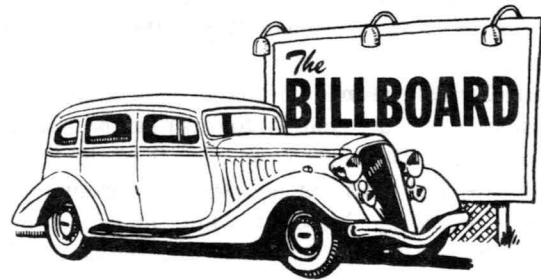
## GLIDDEN'S WORLD TOUR

I am researching the World Tour made by Charles Jasper Glidden between 1901 and c.1908 in a British Napier car and the involvement of my collateral ancestor Charles Thomas, who accompanied Glidden as his mechanic. My research is largely dependent upon contemporary reports in newspapers and magazines (e.g. the British *Autocar*), but I am trying to locate any of Glidden's own letters/diaries/photographs relating to the tour. To date I have located only a few photographs in Detroit. I am also interested to know whether the car has survived in any collection.

I should be grateful for help or advice from the readers of this newsletter. **H. R. Henly, 99 Moredon Road, Swindon, Wiltshire SN2 2JG UK. Tel: (44) 1793 692 937, email HRHenly@iee.org**

## WHO'S GOT THE TROPHY?

I have written two books on Pierce-Arrow automobiles. They include information on the original Glidden Tours and trophy. I've wondered for a long time what ever happened to that beautiful big trophy. Does it still exist? Where is it? I'd sure like to know. **Marc Ralston, 6510 Horseman Trail, Summerfield, NC 27358**



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.

**WANTED:** Pierce-Arrow, Thomas Flyer, and any Buffalo-made transportation items: original signs, literature, automobiles, motorcycles, bicycles, pins, trophies, photos, posters, etc. Genuine and original only. Please, no tools, magazine ads or liquor bottles. We purchase or accept full/partial donations. **The Buffalo Transportation Museum, Buffalo, NY (716) 855-1931 8AM-9PM EST (via Jim Sandoro).**

**WANTED:** Information on the Jarvis-Huntington automobile and truck manufactured in Huntington, West Virginia, circa 1912-15. Any information would be appreciated. **James H. Lackey, 457 New York Street, Huntington, WV 25704. Phone: (304)429-1180.**

**WANTED:** I am researching the Frank Sinatra edition of Chrysler's Imperial. I'm looking for marketing information (who's idea was it?), any dialogue or relationship information between Lee Iacocca and Frank Sinatra, and if Sinatra received any payment (money, stock, etc.) for the use of his name. I would also like to purchase the sales brochure (or an excellent copy of one) that includes a picture of Sinatra. Please respond to: **Nathan Swanson, 5018 Green Oak Drive, Durham, NC 27712. Phone: (919)479-1430. Email: swans003@mc.duke.edu**

**WANTED:** Any development, engineering, technical or production information for 1956 Dodge automobile, all models. Especially interested in Golden Lancer and Texan models. Any help would be appreciated. **Ralph Larson, 1715 E. Horne Avenue, Salt Lake City, UT 84106-3733. Phone: (801)467-1674.**

# CALENDAR OF EVENTS

January-February 1999

## FEBRUARY 1999

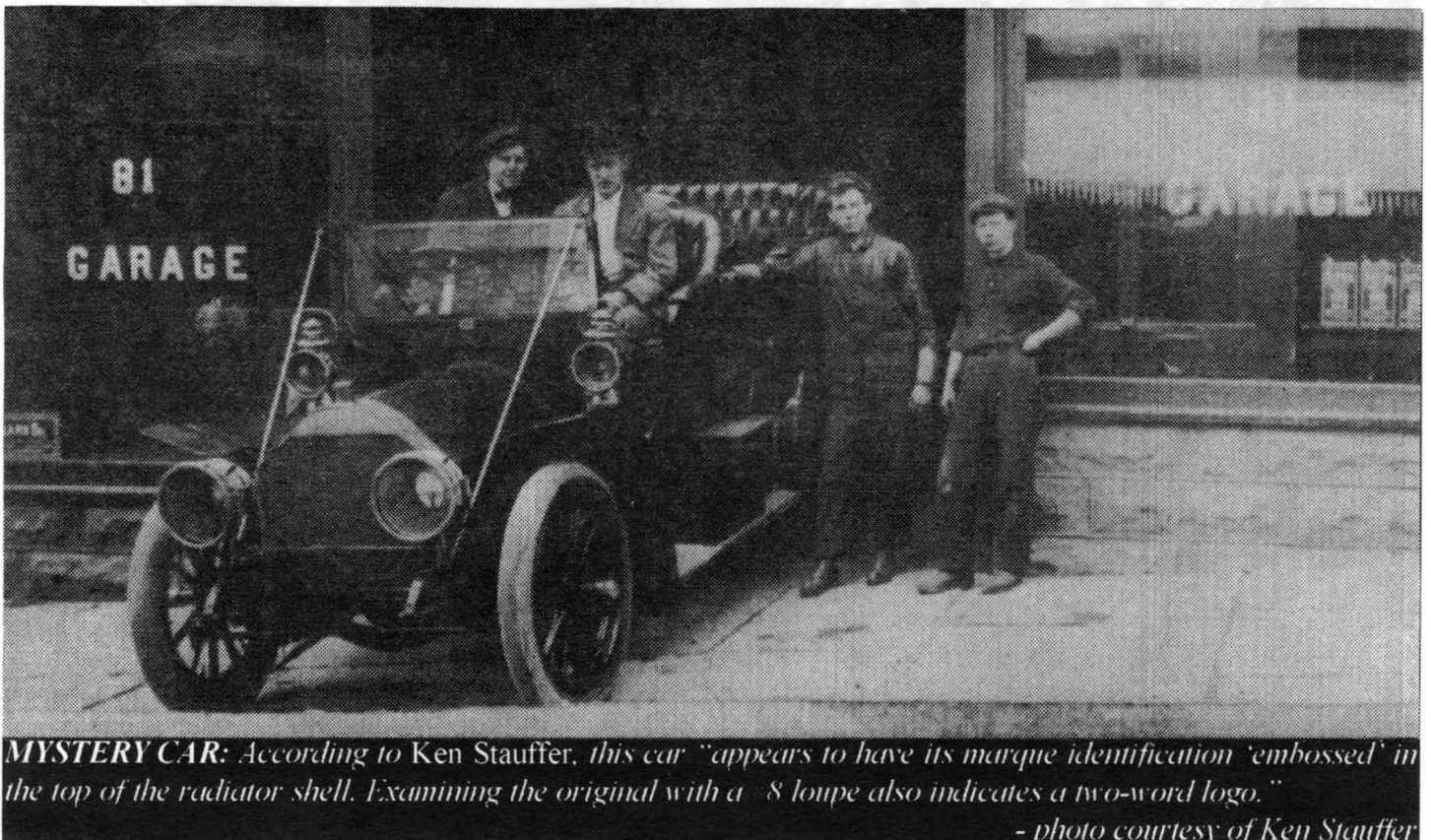
- FEBRUARY 6-7:** Greater Florida Collector Car Auction in Gold Coast, FL. Phone: Donnie Gould at (954)566-2209.
- FEBRUARY 12-14:** Atlantic City Collector Car Event featuring swap meet, classic car auction and car corral as well as non-automotive antiques and collectibles, Atlantic City Convention Center, Atlantic City, New Jersey. Phone: (800)227-3868 or [www.ifounditcarlisle.com](http://www.ifounditcarlisle.com).
- FEBRUARY 14:** Conroe Fourth Annual Swap Meet and Car Show in Conroe, Texas. Contact Bill Dodson at (254)714-2990.
- FEBRUARY 16:** Leila Dunbar of Dunbar's Gallery, an authority on automobile collectibles, will be speaking at the Museum of Transportation in Brookline, MA. The presentation begins at 7:30pm. Contact the Museum at: (617)522-6547, ext. 209, or [www.mot.org](http://www.mot.org).
- FEBRUARY 19-20:** Perry Collector Car Auction at the Georgia National Fairgrounds in Perry, Georgia. Contact Georgia National Fairgrounds, 401 Larry Walker Way, Perry, GA 31069. Phone Bill Bonbrake at (912)956-2684.
- FEBRUARY 20:** Greater Houston Collector Car Auction at Trader's Village in Houston, Texas. Contact Trader's Village, 7979 North Eldridge Road, Houston, TX 77041. Phone Frank Barham at (281)496-1690.
- FEBRUARY 26-27:** 15th Annual Oklahoma City Collector Car Auction at the Oklahoma City Fairgrounds Dome. Contact Oklahoma City Fairgrounds Dome, 233 Gordon Cooper Boulevard, Oklahoma City, OK 73147. Phone Rocky Santiago at (405)843-6117.

## MARCH 1999

- MARCH 14:** Elliott Museum Annual Auto Show on Hutchinson Island in Stuart, Florida. For more information contact the Elliott Museum, 825 NE Ocean Blvd., Stuart, Florida 34996. Phone: (561)225-1961.
- MARCH 16:** The Classic Car Club of America and the Museum of Transportation are proud to present *Beverly Rae Kimes* as part of the Museum's Lecture Series. Beverly will lead the Museum's celebration of the Packard centennial. Admission is \$5 for MOT members and \$7 for non-members. The presentation begins at 7:30pm. Contact the Museum at: (617)522-6547, ext. 209, or [www.mot.org](http://www.mot.org).
- MARCH 19-21:** The Amelia Island Concours d'Elegance to benefit the Hospice Northeast for terminally ill children and adults. The Ritz-Carlton, Amelia Island, Florida. Contact Bill Warner at (800)811-8448 or [www.classiccarshow.com](http://www.classiccarshow.com).
- MARCH 21:** The Fourth Annual Southern Lorain County Auto Swap Meet at the Lorain County Fairgrounds, Wellington, Ohio. Phone: (440)647-3455.

## APRIL 1999

- APRIL 10-11:** "The Auction" at the Imperial Palace, Las Vegas, Nevada. Contact the Imperial Palace, 3535 North Las Vegas Boulevard, Las Vegas, NV. Phone Don Williams at (925)736-0695.
- APRIL 22-25:** Spring Carlisle Collector Car Swap Meet, Carlisle Fairgrounds, Carlisle, Pennsylvania. Phone: (717)243-7855 or [www.ifounditcarlisle.com](http://www.ifounditcarlisle.com).



**MYSTERY CAR:** According to Ken Stauffer, this car "appears to have its marque identification 'embossed' in the top of the radiator shell. Examining the original with a 8 loupe also indicates a two-word logo."

- photo courtesy of Ken Stauffer





**MYSTERY CAR, Part 2:** Here is a photograph of a Brewster-bodied mystery car. It appears Rolls-Royce and Pierce-Arrow have been eliminated by reference to the wheel hubs which seem to feature a three-pointed logo similar to the Mercedes star. It also appears the point of the photo was to demonstrate the unusual window, hinged in the middle.

- photo courtesy of Neil Loysen