

SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

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DAIMLERCHRYSLER GOES FOR BIG GAME

Two more companies were absorbed into the conglomerate that is DaimlerChrysler. Two more companies to strengthen the company's leadership position in the heavy truck field.

On July 19, DaimlerChrysler's Freightliner division announced its intention to buy Canada's Western Star Truck Holdings, makers of the Western Star trucks and Orion buses. The deal was worth a reported C\$670 million (US\$ 456 million) and includes the company's plants in Kelowna, British Columbia; North Charleston, South Carolina; Mississauga, Ontario; and Oriskany, New York. Western Star will fall under Freightliner's Sterling operations while Orion will come under the control of Freightliner's special vehicle operations.

Western Star's chief executive, Terry Peabody, and his family will assume control of Western Star's Australian operations, including MAN Australia.

"Western Star is the last of the minor-major players in the heavy truck business in North America ... so really it became increasingly important to us to take advantage of the timing to acquire Western Star before somebody else did," Freightliner's chief executive Jim Hebe said in a Reuter's article.

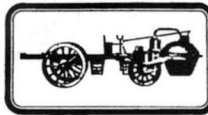
The very next day, DaimlerChrysler's buying binge continued. This time it was Roger Penske's Detroit Diesel. Roger Penske purchased the problematic engine maker from General Motors in 1988. Over the past 12 years, the company has turned around and is now running with consistent profits. It's running so well that DaimlerChrysler agreed to purchase the 78.7% that they didn't already own of the company for US\$423 million. DaimlerChrysler, according to the Reuter's report, becomes the

largest maker of heavy-duty engines in the world.

Detroit Diesel also owns VM Motori, European maker of smaller diesel engines who supplies engines to various manufacturers including DaimlerChrysler for use in their Chrysler Voyager and Jeep Grand Cherokee models.

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PAST EDITORS

	Issues	Dates
Richard B. Brigham	1-29	September 1969-(undated) 1973
G. Marshall Naul	30-50	July 1973-December 1976
John Peckham	51-59	Feb 1977-July 1978
Walter Gosden	60-87	Nov 1978-Dec 1983
Richard B. Brigham	88-117	Jan/Feb 1983-Nov/Dec 1988
Kit Foster	118-157	Jan/Feb 1989-July/Aug 1995

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EDITORIAL COMMENT

FEELING BLUE

I had another "Editorial Comment" planned for this month, but it will have to take a back seat. This month, I'm just feeling too blue for my typical mundane blatherings.

This issue of the *SAH Journal* seems overrun by obituaries. It's so sad to see such people of stature leave without even a "goodbye" or some final words of wisdom. Of the four people we mourn in this issue, I've only met one but the other three have left lasting impressions on many, many people. Each of them played an important role in automotive history and an important role in the Society.

Since I can only reminisce about one person, I choose to do that in memory of all four.

Richard Scharchburg made me feel welcome within the Society almost from my first event. When I joined SAH, not too long ago, Richard received his Cugnot for *Carriages without Horses*, a worthy book. Three years ago, we were both elected to the board of directors of the Society to help direct the organization until this fall. Richard's term was interrupted when he was called upon to assist *Leroy Cole* and take on the position of vice president.

I remember arriving at the Henry Ford Museum, late due to my plane flight, for the dinner during the 2nd Automotive History Conference. I walked into the museum, following the speaker's voice, to find a few dozen folks listening and eating. I scanned the room for anyone I recognized and found Richard waving for me to join him. He caught me up on the talk and we discussed our trip to the event, what had happened that day, and our lives in general. I felt very much a part of this group and Richard was the source of this comfort.

My greatest memory of Richard was in the spring of 1998. The board of directors were offered a tour of a private car collection in St. Louis. The collection included a number of wonderful cars like the Duesenberg Model X, a Ruxton, and a Maserati, not to mention a host of automotive memorabilia.

The highlight of our tour was the red 1911 Mason which sat in the middle of the rather large garage. This beautiful car was one of the Duesenberg brothers' first products; with this and the fact that the car was built just after the end of the horseless carriage era, Richard was enthralled.

I took a picture of the moment, but it doesn't seem to have captured the emotion properly. Most of the board surrounded the car as it was brought to life in front of us. The look on Richard's face was similar to that of a child discovering something magical for the first time. It was a moment I will never forget. It solidified my decision that I had found the right group with which to be associated.

Richard is gone and all I have left are these memories. I hope to make more with other SAH members who share this passion of cars. I hope Richard's passion will live on through others through his writings and stories like these.

- Sam Fiorani

"They have multiplied a nation and not increased the joy." The old notion, that more is better, has not increased in credibility. More is an ascending scale which never intersects joy. Therefore it is true that the "old" old car hobbyist had as much or more "fun" than present day enthusiasts who have all the toys.

I hear from time to time that certain car clubs are going through leadership turmoil, factions, and contentious times. While a few members are going to war to make the hobby safe for their opinion, others see the pleasure sucked out of the club and take the next exit ramp off. While the chiefs fight the rest of the tribe look for a happier play ground.

Most of us know its a hobby—a good and pleasurable hobby. Joining organizations make it possible to link up with like minded people and enables us to do more collectively. As there is safety and education and fellowship in numbers, so cars of a feather flock together. In fact many makes might meet in one tree. We organize to play.

I know that Automotive History and the Automobile Hobby are more than just playgrounds. By collecting and writing the history of the automobile, by restoring and displaying the "Iron", we educate future generations as to individualism, industry and ingenuity. In the example of the past there is hope for the future. It's in our head and heart and hands. We also derive pleasure from others successes and from our involvement in this hobby. There is something about that engine turning over and firing and coming to life, with all its personal sounds and smells, and the engagement of the power to the wheels and the moving of the vehicle and our steering it, that is indefinable. As tools are the extension of man's hands and computers an extension of our brain, so the automobile is an extension of our feet and our hopes.

A hobby? Yes, and more, it is a recreation of our past and an obligation to the future. May there rise up peacemakers in those hobby war zones and may there be multiplied joy, as our avocation multiplies.

I wrote this a day before my friend and our colleague, Richard Sarchburg died. During a week of numbness I had time to think about priorities. I came to the conclusion that much of the stress we have as car history enthusiasts is self inflicted. We worry about the future of history!! We question how to engage the next generation? How do we preserve history for the next generation?

1. We must realize that we can explore the past but we cannot control the future. Will the next generation be interested in Automotive History? I think so but can't make it happen. The love of automotive history is innate;" it's either there or not there. We can discover, encourage, nurture, and mentor it, but we cannot create it. So what good is worry. Can worry add one member to our ranks? All it does is subtract from our happiness and adds doubt to our planning.
2. Future preservation of historical resources: Worry doesn't work here either. Planning and directing does. I was looking at Richard Sarchburg's desk stacked high with projects, and said to his son-in-law. "We are 'hunters' and

'gatherers'!! There was enough work for a decade piled around the desk and that is with two secretaries to help! Much of our fun is in the hunt. We still need to preserve the electronic stuff, which could disappear rather than become musty old paper, but our main objective is to embrace those who discover in themselves that "Auto-gene" and encourage it, and they will find their way as we did in our day. We will say to them, this new generation, "Yes we know how you feel, you don't have to explain it because you really can't. It's innate! You can't understand this automotive passion, you should just enjoy it. Remember, necessity will always be the mother of invention.

- Leroy Cole

25 YEARS AGO AT SAH

The Society of Automotive Historians' *Newsletter* No. 42 (June 1975; there were no issues in July or August) began with a recounting of the events associated with the group's latest meeting. Held in Detroit over June 20 and 21, the meeting was described as "very productive" and "enjoyable." Nineteen members and one guest were in attendance.

A committee was organized to "assure preservation of historical files and photos" of the major American manufacturers. *John Conde* was selected for American Motors; *George Hanley* was picked for General Motors; Ford was the job of *Michael W. R. Davis*; *Jeff Godshall* was given Chrysler Corporation; and *William Locke* was to help with International. Diamond Reo, large truck manufacturer still producing a small number of vehicles, was "being approached to donate files."

Michael Lamm also reported that any duplicate literature collected by the organization could be "sold by *Marshall Naul* for fund-raising purposes." This sounds like the beginnings of our Silent Auction.

An interesting picture was submitted by *Ronald Irwin* of a later model Ford Model T. This car was clearly displaying its 4-wheel steering and the caption claimed the car to have 4-wheel drive. Ron stated that the picture had come from the June 1935 issue of *Modern Mechanix and Inventions*.

Member *Don Summar* (or *Summer*) was featured in the "Members in Print" section for his article "The Thomas Wagon Company of Lititz: Pioneer Motor Truck Manufacturer in Lancaster County." While the title's a mouthful, the 8-page (1-photograph) article was featured in the *Journal of the Lancaster County Historical Society*. An eight-page history for a company that never built more than the prototype stage. Now that's some research!

John Peckham wrote, after *Marshall Naul's* article on the Fargo truck/car, "when is a truck not a truck?" This has been an ongoing debate for quite some time. John's question referred to the Chevrolet El Camino and GMC Sprint (later Caballero). Today the question has come back around with vehicles such as the Chrysler PT Cruiser. I guess history does repeat itself.

- Sam Fiorani

OBITUARIES

DAVID R. HOLLS (1931-2000)

Dave Holls, an automobile designer and car collector known for his wit and good humor, died on 16 June 2000.

He was born on 24 April 1931 in Baltimore, Maryland, and his family moved to Detroit in 1936. That year, one of his most vivid memories was seeing a new 1936 Cord 810, a 1936 Lincoln Zephyr and Bill Stout's second-generation Scarab, all within a few days. Dave once told me. "Stout was backing the Scarab out of his driveway in Dearborn. Can you imagine? What impressed me as a five-year-old, though, was how different all those cars were, one from the other."

Holls attended Detroit's public schools and received a bachelor's degree in industrial design from Michigan State University, Lansing, in 1952. Between semesters, he drove his shaved and decked 1940 Ford convertible to Los Angeles specifically to meet and talk with Kustom King George Barris. Dave had decided to become an auto designer.

General Motors hired him in 1952, and GM design vice president Harley Earl soon put him into the Cadillac studio. Here, Dave was instrumental in designing that great '50s icon, the high-finned 1959 Cadillac. In 1960, Earl's successor, Bill Mitchell, transferred Dave to the Chevrolet studio, where he contributed to the 1963 split-window Corvette.

Holls became chief designer of Buick in 1961, where he directed the design of the 1966 Riviera. From 1966 to 1970, he was Chevrolet's group chief designer, helping guide the creation of the 1968 Corvette, 1967 and 1970 Camaros and 1970 Monte Carlo.

Mitchell sent Holls to Germany in 1970 as design director for Adam Opel AG. Here Dave had charge of GM's first world car development program. While at Opel, Dave heard about a 1935 Auburn speedster still stored in a German barn since early World War II. He bought the car for \$300.

When Dave returned from Opel, he was given a variety of executive positions in GM's advanced design area, and in 1986, under GM design vice president Charles M. Jordan, Dave became director of design; the staff's second in command. As such, he oversaw the development of the award-winning 1991 Buick Park Avenue and 1992 Cadillac STS. Dave retired in late 1991.

His lifelong passion for classic cars and his knowledge of auto history led him to co-found the famous Meadow Brook Concours d'Elegance in 1978. He served as Meadow Brook's permanent chief judge for the rest of his life. Dave had also been an honorary chief judge for the Pebble Beach concours since 1967 and was named chief judge in 1995.

Dave, with his tremendous personal research library of photographs and literature, co-authored the SAH-award-winning book, *A Century of Automotive Style*, and was a major contributor to Maurice Hendry's definitive *Cadillac, Standard of the World*. He also wrote for *Automobile Quarterly*, the *Classic Car* and various club publications.

Dave is survived by his wife Patti and two children.

- Michael Lamm

ANDRÉ RHEAULT (1928-2000)

SAH member André E. "Andy" Rheault died unexpectedly at his home in Camden, Maine on July 1. He was 72. Andy was born in Boston on May 11, 1928, served in the Army from 1946 to 1947 in Korea and graduated from Harvard in 1951. From that year until 1958 he worked for the Central Intelligence Agency in a variety of posts throughout the world.

It was in Saigon in 1955 that he acquired his first Bugatti, a Type 40 tourer that was still in his collection at the time of his death. His interest in Bugatti, the man and the car, grew from there until he became recognized as one of the leading international authorities on the marque and certainly the most knowledgeable Bugatti specialist in North America. As a member of the American Bugatti Club, he served several times as editor of that club's award-winning magazine, *Pur Sang*, as well as creating and maintaining the American Bugatti Register. He also served as an officer of the club on a number of occasions and carried on a voluminous correspondence with Bugattistes throughout the world.

Besides the Type 40, his collection included a Type 37 GP car, a Brescia and a winsome Type 22 tourer, the latter car being one of the rare early 8-valve Bugattis and the first of the marque imported into the US.

Speaking personally, when I heard the news of Andy's sudden death I was crushed with an enormous sense of loss—a feeling I had only experienced once before upon learning of Griff Borgeson's unexpected passing in 1997. I had been speaking with Andy and exchanging emails just two days before. As usual, he was trying to help a friend and in this case had enlisted my advice on the matter.

The man was an absolute dynamo, getting more done in a day than most of us accomplish in a week. His breadth and depth of knowledge was astounding, not only on matters Bugatti but world affairs and sailing and the sea (certainly his second love if not his first; he had been president of Penobscot Boat Works in Rockport, Maine and the Coral Seas Fishing Co. on Guadalcanal in the Solomon Islands). He possessed a great sense of humor, a gift for storytelling and a boundless curiosity coupled with a deep interest in people. His enthusiasm was infectious and his generosity toward my wife and me—for she had known him years before I ever met him or her—was heartwarming and a great example for us all.

He leaves his wife, Sarah; a son, Christopher; three daughters, Elizabeth of Minneapolis, Alexandra Barry of Sanibel, Fla., and Marina R. Post of Chicago. He also leaves a vast void in the world of automotive history and Bugatti research, and I am sure the Society will join me in extending our sympathies to the family of this rare example of a modern Renaissance man.

- Dave Brownell

RICHARD P. SCHARCHBURG (1932-2000)

Richard was born in Michigan on February 5th, 1932. Raised by his grandparents, he was mentored by his grandfather, whom he loved dearly. He was impressed that his grandfather could take an idea and plan and execute it without great resources. He attended Northville schools, where he played in the high school band. It was with that band that he marched in the parade with which Detroit celebrated the 50th anniversary of the US auto industry in May 1946. Little did he know how prophetic that participation was.

Richard loved his country, and served it during the Korean Conflict as a clerk in the "pen is mightier than the sword" department. After military service he finished his college training and tried teaching high school in another state. He disliked both. He was hired by General Motors Institute, and but for a brief period in the candy business and teaching public school, had been there, through the transition from General Motors to a private college to Kettering University, ever since. Ironically, the University was to observe his retirement on the day that turned out to be his funeral.

I need not say much about Richard the historian. Unexcelled in his search of truth, when he came to a conclusion about an historical fact he was rightfully dogmatic. He was most dogmatic about Ford: "Henry Ford did *not* invent the automobile or the moving assembly line." He would sometimes seem blustery. That was a mixture of his German blood and a voice that tried to keep pace with his large mind and intellect.

Richard was a teacher. He could do administration, but he loved teaching. The historian grew out of that, and he was enriched by it. He was faithful to his teaching, to GMI/Kettering and to the historical collection there. He was an asset to the University and he mothered the collection and hoped it would continue on.

At my father's funeral, which Richard attended, I quoted a text from Acts 13:36: "For David, after he had served his own generation by the will of God, fell on sleep, and was laid unto his fathers..." Richard liked the text because he believed we are here on purpose, and that he had a course to run and a time to run it in. He did exactly that. After he had served his own generation by the will of God, he fell on sleep.

- Leroy D. Cole

Richard Scharchburg joined SAH on October 21, 1975 as member 291. He somewhat cryptically listed his interests as "historic auto photos & literature, unpublished mat'l relating to development of auto industry; industrial history; biography."

Over the years he would become more closely associated with the personae of Dallas Dort, Billy Durant and the Duryea brothers, the latter the subject of his book *Carriages Without Horses—J. Frank Duryea and the Birth of the American Automobile Industry*, winner of SAH's Cugnot Award in 1994.

GMI (now Kettering University) had named him its Thompson Professor of Industrial History, and his stewardship of the GMI/Kettering Alumni Foundation Collection of Industrial History had earned the collection the Society's James J. Bradley Distinguished Service Award in 1989.

Elected a director of SAH in 1997, he vacated his seat upon being elected vice president in 1999. In addition to heading the Society's Publications Committee, he served as chair and facilitator for the committee selecting winners of the Nicholas-Joseph Cugnot Award.

Often outspoken and always sincere, Richard was in his element when explaining his latest discoveries to other historians. In 1996, when the directors met at GMI, he could barely contain his glee when playing a tiny, newly-discovered record carrying a Christmas message in the voice of "Billy Doo-rant," as the star-crossed magnate called himself. It was almost as if the never-say-die spirit of Billy had been transferred to Richard himself. We will all miss him.

- Kit Foster

ADDITIONAL NEWS

HI HO FOR HERSHEY

When this issue reaches you the preparations for our annual gathering at Hershey will be in full swing. As in recent years, our annual meeting and awards banquet will be held on the Friday evening of Hershey weekend, October 6th, at the Country Club of Hershey, 1000 East Derry Road. Members and guests will gather for cocktails at 6:30 PM and dine at 7:15. A short program for presentation of awards will follow the dinner.

Menu for the evening will be the traditional three-entree Powerflite Buffet, which, due to favorable economic trends, is offered at last year's price of \$38.50 per person. Reservations with payment should be made by September 30th to:

Kit Foster
SAH Banquet
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA
Telephone (860) 464-6466

The History Tent will again offer respite, shelter and good company for weary bargain-seekers. Stop by White Field spaces WAY 11-12 for light refreshments, relaxation and conversation.

As always, volunteers are needed to staff the tent on Thursday, Friday and Saturday. Please contact hospitality chair Paul Lashbrook at (954) 587-5785 or email <lashbrook@mindspring.com> to sign up for a two-hour shift. With many hands it will be light work. See you in Chocolatown!

FRIENDS NAMED HONORARY MEMBERS

The Society's directors, at their March 2000 meeting, voted to extend honorary membership to all persons who have been recognized with our highest award, the Friend of Automotive History. The SAH by-laws state that Honorary membership may be extended to persons who have "made an outstanding contribution to automotive history;" those named Friends of Automotive History have typically devoted their lifetimes to such contributions. This recognition had long been championed by the late Charlie Betts, longtime Society secretary, but had never been formalized by the board.

Newly named honorary members are, in chronological order:

Keith Marvin	.....#0007HF
Ralph Dunwoodie	.....#0021HF
Michael Lamm	.....#0042H
David L. Lewis	.....#0108H
John A. Conde	.....#0017HF
Frederick D. Roe	.....#0127H
Walter O. MacIlvain	.....#0006HF (posthumously, deceased 1998)
Chester L. Krause	.....#0617H
L. Scott Bailey	.....#0234H
Lord Montagu of Beaulieu	.....#0067H
Michael Worthington-Williams	.....#0168H
David W. Brownell	.....#0117H

The "F" suffix denotes Founder members, who first enrolled in the Society's formative period in 1969.

Several recipients had received Honorary membership prior to their being named Friends:

Henry Austin Clark, Jr.	.....#0037HF (deceased 1991)
Charles L. Betts, Jr.	.....#0018HF (deceased 1997)
Richard B. Brigham	.....#0001HF (deceased 1995)
Grace Brigham	.....#0036HF
Beverly Rae Kimes	.....#0808H
Peter Helck	.....#0282H (deceased 1988)

1999 SILENT AUCTION

The 1999 Silent Auction, concluded at the end of the year, drew bids from 66 members on 455 lots of automotive books, literature and memorabilia. Total sales amounted to \$5,685.39, which, after expenses, will result in net income to the Society of nearly \$4,200. This is, after membership dues, our most significant source of income. Those members who donated materials, and those who purchased them, deserve the thanks of all of us.

Auction chair Leroy Cole is now accepting donations for the 2000 Silent Auction. Materials should be sent to him at:

201 West Rising Street
Davison, MI 48423 USA

Members who would like a complete list of winning bids, by lot, for the 1999 auction should send a self-addressed, stamped envelope to Leroy at the address above.

THEY REALLY LIKE US!

Old Cars Weekly recently gave out its annual Golden Quill Awards for automotive publications. They awarded the *SAH Journal* with its fourth consecutive Golden Quill. As editor of this publication, I would like to take some time to congratulate the people who put their time and effort into gaining this award for the Society of Automotive Historians.

In the six issues published in 1999 (Nos. 178 through 183), the following people contributed articles, photographs, and miscellaneous other items to the *SAH Journal*: Harlan E. Appelquist, Michael Bell, J. Burel Audibert, Bill Bailey, George T. Balfe, David Barber Jr., Dave Barsky, Don Bendle, Charles W. Bishop, Stuart R. Blond, Oscar Blue, Nelson Bolan, Griffith Borgeson, Lawrence Brough, Dave Brownell, Cadillac Motor Car Division of General Motors, Joe Chapman, Leroy Cole, Gordon Conway, DaimlerChrysler, Hal Denman, Marian Dinwiddie, Gavin Farmer, Deane Fehrman, Kit Foster, Carl Goodwin, Max, Gregory, Rebecca Greiman, Walter R. Haessner, H.R. Henly, Naim Hindhaugh, Bernard Hodgson, Ray Katzell, Steven Kelley, David King, Wolfgang Klopfer, James H. Lackey, Ralph Larson, John E. Lloyd, Neil Loysen, Karl Ludvigsen, Darwyn Lumley, Michael MacSems, Keith Marvin, Elizabeth A. McCann, Gregg Merksamer, Allan G.Y. Meyer, Bill Munro, Jan P. Norbye, John M. Peckham, Peerless Motor Car Club, Sinclair Powell, Don Radbruch, Marc Ralston, John Rastall, Judy Ritchie, Fred Roe, Edward A. Ruesing, Steve Salmi, Marian Savage, Jim Schild, Ken Stauffer, Andrew Swann, Nathan Swanson, Mark Tilton, Raymond Vaes, Taylor Vinson, Volkswagen of America, R.A. Wawrzyniak, Bernard Weis, Gordon White, Pete Whittier, Wieck, Steve Wilson, Peter Winnewisser, Bob Youngberg, and Bob Zimmerman.

As we go for "one for the thumb," I ask that you keep the contributions coming. Sixty-eight members made contributions to last year's issues. That means that over 800 did not. Please, send in your articles, shorts, photographs, and other automotive related information.

- Sam Fiorani

LAST BRITISH ESCORT

The first British Ford Escort was built in January of 1968. The last one rolled off of the assembly line July 21, 2000. After more than 32 years, the *London Times* claimed that it seems "almost impossible to contemplate life without it."

By the time the first front-wheel drive Escort had been introduced to the world in 1980, about 1.8 million Escorts had been sold in Britain. Over 18.5 million Escort-badged cars had been sold worldwide by 1998 when the Ford Focus replaced it. The Escort continues to be produced in Mexico for the North American market in the 2001 model year, but the end has come in Europe.

Ford has will not produce any more Ford-brand products in the Halewood facility. The plant will close for retooling and training as it will reopen later this year to begin producing the new small Jaguar, the X400 project car.



*The final Ford Escort rolling off of the Halewood assembly line on July 21, 2000.
- courtesy of Ford Motor Company/Wieck*

While Ford Motor Company plans to continue producing approximately 100,000 Jaguars a year at Halewood, the company is planning the closure of the famous (or infamous) Dagenham plant in the fall of 2001 when Fiesta production ends there, at a cost of 15,000 jobs to the local economy.

THE 18TH ANNUAL SOCIETY OF AUTOMOTIVE HISTORIANS LITERATURE FAIRE & EXCHANGE

Irwindale Speedway, Irwindale, California—over 200 vendors took advantage of a beautifully clear and very warm Sunday, June 25 at Irwindale Speedway to put on display an array of over two acres of automobile memorabilia on sale. The result was: fascinating / wonderful / historic / hysteric / nostalgic / stupefying / seductive / charming ... Truly "all of the above".

Old books, magazines, prints, photos, original works of art, shop manuals, hat and lapel pins, car model kits, banners, advertising materials, objects d'arte, flags, press kits, wrist watches, hood mascots, car toys, racing stuff and touring stuff ... You name it ... If it related to cars and it had a little bit of age on it ... It was most likely there at the Lit Faire 2000.

Held annually for nearly two decades now, the event just recently (1999) moved to Irwindale Speedway. This year both seller and customer attendance counts (just under 200 sellers and well over 3000 buyers) were well up and the pace of commerce was brisk from the early morning hours until the blazing sun got the best of even the best of them by about two o'clock.

The free admission/free parking event was advertised as a "7 a.m. to 4 p.m." affair but, as every flea market shopper worth their salt knows full well, you've got to get there early, early, early for the good stuff. Next year we are assured that the event hours will be announced as from 7 to 2, more realistic and easier on all involved.

And, speaking of good stuff ... There was plenty of it ... the rare and not so rare, the prosaic and the priceless, purveyed on about half a mile of folding tables.

Auto nuts of all persuasions were in their glory.

Rarity and pricelessness are relative values of course ... But seeing all those *Car Life* and *Road & Track* magazines that their mothers threw out when they went off to school gave many a shopper something of a retro-rush. There were items on sale that simply spoke to people and some of the responses were downright emotional.

An all-volunteer effort, all proceeds from the rental of booth space go directly to the SAH's educational fund. The Speedway donates the exhibit space and parking lot for the day.

One L.A.'s best-known "car nuts" was there early picking up his share of goodies ... Jay Leno made his yearly appearance at the Lit Faire moving quickly from vendor to vendor making his purchases. If he liked it, there was no haggling on the price, he bought it. Leno arrived in a magnificent green over green Duesenberg and was treated like just one of the gang during his hour long visit to the Faire.

When invited to visit the track to take in a race some Saturday night, he told the track's PR guy, "Hey, I work on Saturday nights."

Mark your calendars early for this once-a-year, one-of-a-kind, (very) special unique event and then be at Irwindale Speedway early on the morning of the first Sunday after Father's Day next year. Dress casually, wear "layers" and a pair of really good walking-around shoes, slather on the sun block, bring a sturdy carrying bag.

Whatever the amount you plan to spend, bring it in cash, get there early-on, and be prepared to be swept away on the rising tide of motormania at the 19th Annual SAH Literature Fair and Book Exchange. As they say in some of the finer diners hereabouts: "Enjoy ..."

- Doug Stokes

DOING SOMETHING INTERESTING

FREEMAN HEADS ANDERSON MUSEUM

SAH director *Joseph Freeman* has been elected president of the Larz Anderson Automotive Museum of Brookline, Massachusetts. Known for many years as the Museum of Transportation, the institution recently adopted the name with which it has long been associated, former Ambassador to Japan Larz Anderson. The museum is located in the carriage house of the former Anderson estate in Brookline, and the nucleus of its collection consists of vehicles owned by the Andersons, each in a remarkable state of preservation. The cars, the oldest of which is an 1899 Winton, came to the family when new, making them America's oldest car collection.

Joe Freeman was previously vice president of the Museum and has served on its collections committee. His specialty in automotive history concerns competition, racing drivers and associated marques: Duesenberg, Miller, Stutz, Roamer.

THE AUTOMOTIVE CENTURY: MOST INFLUENTIAL PEOPLE

Soichiro Honda

by Sam Fiorani

Prior to World War II, the landscape of automobile manufacturers included Americans, Germans, French, British, and Italians. While other countries participated in this industry, few made more than an odd ripple in the tide. This would eventually change and the beginnings date back to the late 1940s.

In Japan, cars were being made before the war. Some Japanese built cars go back almost as far as the turn of the 20th century. According to Marco Ruiz's book *The Complete History of the Japanese Car*, a few Takuris, Tokyo's DATs, and Mitsubishis were produced before 1920, as well as a handful of other cars. A few true attempts at automobile manufacture continued until 1941 when annual Japanese automobile production had reached 46,498.

During the first half of the 20th century, Japanese industry was ruled by the *zaibatsu*, large family-dominated conglomerates. The *zaibatsu* were dissolved during the Allied occupation in order to promote growth of the economy.

After the war, a number of companies had emerged to rebuild the country. Fuji Heavy Industries, Tokyo Jidosha, Hino, Prince, Toyota, and Suzuki were among the companies who entered the automotive field. Many of their early efforts were based on western designs which had been copied or

licensed. These companies had risen from the ashes of the *zaibatsu*, which had never been completely abolished.

In the postwar period, Japanese industry still held to the rules of the *zaibatus* and didn't consider upstarts to be significant.

Enter Soichiro Honda.

Honda was born in 1906. He grew up helping his father repair bicycles in the little town of Komyo. At 16, he headed to Tokyo, 270 kilometers away, to take an apprenticeship at an automobile repair shop. At the age of 22, he opened a repair shop back in Komyo.

He took up racing and after a violent crash, he was convinced by his wife to retire from the sport. The repair business alone was not enough to keep him occupied.. This restlessness led to his venture into piston ring manufacturing in 1937.

A lack of formal education in automotive mechanics brought Honda to the Hamamatsu School of Technology. Robert L. Shook, in his book *Honda: An American Success Story*, stated that Honda was a poor student in his school days. "Honda reluctantly attended classes while continuing to run his business. Honda stubbornly paid little attention to anything in class that did not relate directly to piston rings. He took no notes, nor did he bother to take written examinations. The head of the school told him he would not receive a diploma if he refused to be tested. With that, Honda retorted that a diploma had less value than a movie ticket. 'A ticket will get you a seat in a movie theater, but a diploma won't get you a job!'"

In addition to the *zaibatsu*, Japanese industry relied heavily on the *gakubatsu*, described by Shook as "the 'good old boy'



*This early Honda automobile, the S800 roadster, was among great creations by Soichiro Honda's company.
- from the author's collection*

networking system that placed more emphasis on what school a person graduated from than on his or her ability to perform on the job." Honda had no respect for this system.

By the early 1950s, Honda had developed into an engine manufacturer. Honda's inventive spirit led the company to develop class-leading engines for Japan's motorcycle industry. The company sold its entire output of engines to Kitagawa to power its motorcycles. Honda's plants were geared toward production of 100 engines monthly. Kitagawa kept its output between 50 and 80 units a month which caused congestion in the Honda production cycle and made for cashflow problems.

Honda met Takeo Fujisawa by chance in 1948. The two men shared a desire for long-term investment, a rare trait in post-war Japan. The two men agreed to work together, Fujisawa invested his money and took on the marketing responsibilities and Honda continued on the technological side of the business.

In 1952, Honda, who's products had expanded to include most motorcycle parts, terminated its agreement with Kitagawa. Honda's director of sales, Fujisawa told distributors that if they wanted to do business with Honda they would have to sell entire motorcycles. Many distributors stopped dealing with Honda but Fujisawa found new distributors to replace the vacated areas. This development would eventually lead to the two-tier marketing system which provides for exclusive territories to distributors and retailers.

That same year, Honda launched the Cub. This little motorcycle was Japan's post-war equivalent to America's Model T of 44 years prior; the Cub was small and easy to operate. Sales took off.

Honda's distaste of the *zaibatsu* and *gakubatsu* worked to his and his company's disadvantage. Without the power of an established *zaibatsu*, the Ministry of International Trade and Industry (MITI), the regulatory body for trade and industry in Japan, did not look upon Honda favorably when it came time for permits and resources. Outside of the *gakubatsu*, Honda was not favored by new college graduates. While the first area required playing by MITI's rules, the second problem was negotiated by Honda's unique perspective.

Former Honda chairman, Satoshi Okubo told Robert Shook, "in the early fifties, there simply were not enough jobs available with the major corporations for everyone seeking jobs....I remember once when Mr. Honda addressed a group of new recruits, of which I was one, and he said 'Other companies may not consider you to be the cream of the crop but we believe in you. Feel free to leave our company whenever you wish'—letting us know that if anyone was not satisfied and felt that a better opportunity existed somewhere else that he should take it."

Okubo as well as executives Koichiro Yoshizawa and Tadashi Kume were rejected from other companies and yet they worked their way up to lead this company which would become one of the most powerful in Japan. Kume explained Honda as a "great teacher, and most important, he listened to everyone's ideas. He constantly was asking everyone for their opinions, so consequently people felt comfortable expressing themselves." Other Japanese companies did not work with this type of open policy which is said to have contributed to Honda Motor Company's success.

Soichiro Honda did much of market research for his products. This research went as far as traveling to races all over the world and examining the competition's motorcycles. Once a benchmark was set with a competitive product, Honda would take this information home and strive to top that mark. His attitude took Honda motorcycles from a disappointing finish in their first international race in 1954 to a manufacturer's team prize in the 1959 Isle of Man race in Honda's first year at that race.

Honda's racing successes converted to sales successes. In 1959, Honda had topped the Japanese motorcycle sales chart with 285,000 units. Two years later, Honda was selling at rate of 100,000 units a MONTH!

In defiance of MITI's desires, Honda announced its intention to enter automobile production in the early 1960s. MITI felt that Japan's automotive industry of ten manufacturers should be merged into two international majors (namely Toyota and Nissan) and one minicar manufacturer. Honda went ahead and introduced the S360 sports car anyway.

This desire to enter the automobile field took a similar path as the entry into the motorcycle field had before it. Honda entered racing in the Formula 1 series in the early 1960s. By 1965, Honda had achieved a first-place victory in the Mexican Grand Prix and several wins in Formula 2 the following year.

When it was decided for Honda products to begin exporting, the United States was chosen as a key target. The United States was, from all reports, singled-out as a market to avoid initially, concentrating instead on Southeast Asia and Europe. Fujisawa explained that the company was always to face its toughest challenges first, and America would prove to be that.

The first Honda motorcycles were introduced into the United States in 1959. The Japanese government, again, stood in Honda's way by restricting the amount of investment that could leave the country, cutting Honda's desired investment by 25%. And then came the problems with the product.

Soichiro Honda believed his products to be world class and informed the sales and marketing staff of this. The American public saw this differently when Honda motorcycles began blow head gaskets and lose clutches. Stunned by this, Soichiro brought the motorcycles back to Japan.

Working with the funds which the government had capped, Honda was able to re-engineer the motorcycles to meet the demands of the American consumer. Americans ride motorcycles at much higher speeds than Japanese riders which led to the failures on the motorcycles. Honda discovered the problem and corrected it in an amazingly short period of time.

By 1963, Honda was the top-selling brand of motorcycles in the United States.

Soichiro Honda's unique leadership has allowed the Honda Motor Company to become a world power in the automotive fields. Mr. Honda's views went counter to the direction of his own government and yet his company has prospered. With innovation developed by Mr. Honda as a basis, the Honda Motor Company has become a technological force in the motorcycle and automobile industries in Asia, Europe, and North America. Today, Honda stands as the largest motorcycle manufacturer and the 9th largest automobile manufacturer in the world.

THE ECHOES OF WORLD WAR II IN THE AUTO INDUSTRY

by Edwin Krampitz, Jr.

World War II may have ended 55 years ago, but events of that time continue to reverberate today. Motor vehicle manufacturers' and executives' activities before and during the war have recently come under new scrutiny.

On December 17, 1999, after more than a year of negotiations, German government and business leaders formally agreed to set up a fund to pay \$5.1 billion to as many as 2.3 million forced and a slave laborers who worked in German factories during the Nazi era. In exchange, some 70 participating companies will be protected from litigation over the issue in the United States; US law was recently changed to allow such suits. Companies targeted in US litigation that will or are expected to contribute to the fund include DaimlerChrysler AG (formerly Daimler-Benz AG), Adam Opel AG (the Germany subsidiary of General Motors), and Ford-Werk AG (the German subsidiary of Ford Motor Company). On December 13, Opel had agreed to participate, making GM the first US firm to accept responsibility for the use of forced labor. Generally, "forced labor" is used to mean a requirement to work under humane conditions; "slave labor" means work under inhumane conditions including lack of food, medical care, and other necessities.

Though some reparations had been paid in the 1950s to Jews forced to work in German factories and labor camps, this new agreement will attempt to compensate others for the first time, many of them scattered throughout eastern Europe. The German government is paying about one-third of the fund with the rest coming from businesses. US firms will pay about \$520 million. Upcoming negotiations will decide how to disburse the money. Establishment of the fund follows similar negotiations with Swiss banks and insurance companies alleged to have held assets or withheld payments to survivors of Nazi abuses.

Along with the threat of US lawsuits, what may have served as a catalyst for the eventual settlement is the publication in Germany in 1996 of *Das Volkswagenwerk and seine Arbeiter im Dritten Reich* (*Volkswagen and Its Workers During the Third Reich*) by Hans Mommsen with Manfred Grieger (Düsseldorf: ECON Verlagsgruppe), which focused attention anew on slave labor during the war. Mommsen in particular is a respected historian and prolific author on German society before and during the war. Volkswagen had paid him \$2 million to write the book, which caused great controversy in Germany (no English translation is yet available). He called the firm's founder Ferdinand Porsche "morally indifferent" to the use, abuse, and deaths of slave laborers at the plant, saying, "Porsche walked through these crimes like a sleepwalker." VW had reached its own settlement with many of these laborers back in the 1950s, but Mommsen's book came out as the storm began to build over Swiss bankers' hoarding assets of Holocaust victims.

Whether American firms with operations in Germany should have been held responsible for abuses in German plants is a sticky issue. Nobody in charge then is in charge now, for example. Once the bullets started flying, any remaining American control ended, and it was during the hostilities that forced and slave labor were generally used. Export controls even before the war kept currency from leaving Germany and filling American coffers. Some critics note

that the survivors are quite old and dwindling in number, and they suspect that most of the money will end up in lawyers' and heirs' hands.

In the words of the renowned automotive writer LJK Setright, in June 1940 GM had "resigned from any and all responsibility for Opel activities, acknowledging 'with some regret that Mr. Hitler is the boss of our Germany factory.'" Contrasting with tales spread in recent years that Allied bombers were told to spare Opel plants, those at Rüsselsheim and Brandenburg had been heavily damaged in bombing raids, and the Soviet Union snatched another in Berlin and transported its equipment back east. The prewar Opel Kadett therefore became the postwar Moskvich. The Ford plant in Cologne (Köln) was in a relatively protected location and suffered little direct bombing damage; instead, shattered windows had led to weather damage. However, GM and Ford apparently sought compensation from the US government for the damage to their German plants. And Lothar Evers of the Nazi Victims' Support Center in Cologne recently claimed, "there were people in charge of the Ford plant during the war who were promoted to the top levels of Ford in Europe after the war." Those people would have been complicit in the use of forced labor.

In a related issue, 500 American former prisoners of war (POWs) filed suit against five large Japanese companies on September 14, 1999, seeking apologies, reparations, and prohibition against doing business in the US. No specific dollar amount was given, and the estates of deceased POWs would also benefit. The companies include Mitsubishi International Corporation and Kawasaki Heavy Industries. Presumably, if the suit is successful, there could be no more sales of Kawasaki motorcycles and Mitsubishi cars, trucks, and vehicle components in the US, and Mitsubishi's American assembly plant would have to close. The POWs were used as slave labor in mines, plants, and shipping operations.

Their lawyer, Eli J. Wallach, said that this suit was delayed until now because evidence and information held by the US government was just recently declassified. Also, some ex-POWs said that US intelligence agencies told them not to discuss their treatment or experiences; some were even required to sign documents agreeing not to talk. Previous unsuccessful suits named the Japanese government as a defendant, but this one names the companies directly. A spokesman for the Japanese embassy in Washington, DC, would not comment on the suit but added: "but we are well aware of the fact that during World War II we committed serious mistakes in colonizing neighboring countries and causing tremendous damage and suffering to many countries, including the United States."

All of this has led to renewed criticism of auto pioneer Henry Ford, a notorious anti-Semite who influenced and probably helped to fund Adolf Hitler and the Nazi party in Germany during the 1920s, before Hitler assumed power. Though SAH members named Ford as the century's most influential automotive celebrity, we should realize that not everybody feels such warmth toward him [*the survey was not good or bad, just influential—svf*]. In fact, Henry Ford's name is anathema to some even today, and to his harshest critics his actions from his hatred of Jews negate his positive influence in history in bringing the low-priced, mass-produced automobile to the world. In 1999, Ron Rosenbaum, author of *Explaining Hitler*, took Ford Motor Company to task for using footage of Henry and the Model T in a TV ad a few years ago: "for

decades, the Ford company had had the good grace or good sense to keep the most vile old coot out of its ads." He calls Ford "one of the most vile and repulsive figures in American history," "whose most important legacy was not the Model T but Adolf Hitler."

Ford's anti-Semitism is known to date back at least to World War I, when he sent a "peace ship," the *Oscar II*, to Norway with delegates to attempt to negotiate an end to the hostilities and keep the US out of the war. He later claimed he found out during the trip that "Jews" were behind the war. As the fighting ended in 1918 after US involvement, he bought the *Dearborn Independent* weekly newspaper and wasted little time pouring millions into its distribution as anti-Semitic screeds appeared in it—many under his name. It was sold on the street, made available at Ford dealers, and even given to Model T buyers. On May 22, 1920, came the headline "The International Jew: The World's Problem," the beginning of a long barrage against the Jews. During the mid-1920s, circulation of the paper reached 500,000, and many of its articles were reprinted in one volume as *The International Jew* that was translated into at least 16 languages—including Arabic and German. The *Dearborn Independent* faded only after Ford settled a libel suit in 1927 with cash and an apology.

According to James and Suzanne Pool in *Who Financed Hitler*, Ford's "anti-Semitic publications led many Germans to become Nazis" and one defendant at the war crimes trials at Nuremberg after World War II named the German edition of *The International Jew* as having a "great influence...on the thinking of Germany youth." Hitler admired Ford enough to have Ford's picture beside his desk. Some have noticed similarities in phrasing between Ford's publication and Hitler's later book *Mein Kampf*. To summarize these repugnant works very briefly, both men accused the Jews of conspiring to start wars, establish Communist regimes, and undermine economies, all to profit somehow.

Ford went further. Even company operations were affected: Jewish employees were routinely fired in those years. So were company executives who objected to anti-Semitic policies. But most notorious is his role in what has become known as the "American Dreyfus affair," in which the *Dearborn Independent* hounded the US Justice Department to indict US Army Captain Robert Rosenbluth for the shooting death of Major Alexander Cronkhite under bizarre circumstances during World War I. After years of pressure by Ford's paper, a jury finally found Rosenbluth not guilty and the government withdrew its charges.

The gravest charge of all against Henry Ford is that he financed Hitler. The evidence is circumstantial but fairly strong. The Pools found several possible conduits for money to have been sent to Hitler. The composer Richard Wagner's English daughter-in-law Winifred, a Nazi supporter, described a meeting with Ford at the Fairlane estate near Detroit in 1924: before she could even mention the idea of support, she said, "Ford told me that he helped to finance Hitler with money from the sales of automobiles and trucks that he had sent to Germany." This was just one path. The amount of money involved may never be known. The novelist Upton Sinclair claimed without providing proof that Ford spend \$40,000 to translate *The International Jew* into German and sent Hitler \$300,000—then an amazing sum. On Ford's 75th birthday in 1938, Hitler's regime awarded him the Grand Cross of the Supreme Order of the German Eagle, the first American to receive the highest decoration a non-German could then be given. Concerning critics' protests, Ford told

a friend, "they told me to return it or else I'm not an American. I'm going to keep it." The next year, Ford's Cologne operation offered Hitler a gift of one million marks for his 50th birthday.

Rosenbaum goes even further in his vituperation. Hitler told an American reporter, "you can tell Henry Ford that I am a great admirer of his. I still do my best to put his theory into practice in Germany, which is very backwards as far as motorization goes." Rosenbaum asks, "[D]id he have another use for Fordian 'motorization' in mind? Was it an accident that the mechanization of murder in the Final Solution began with the use of truck motors [to kill with carbon monoxide]?...Was Zyklon-B the Model T of mass murder methods?"

Whether Ford's mass-production methods really influenced the Final Solution must remain conjectural, but this accusation seems over the top. And hard proof that Ford sent money to the Nazis will probably never turn up; Peter Collier and David Horowitz note in *The Fords: An American Epic* that Henry's grandson Henry II had many family records destroyed before researchers could have access to them. There can be no excuse for hatred of an entire people, and the only ameliorating factor in Henry Sr.'s anti-Semitism is the general evidence that he was increasingly incompetent as the years went by, especially when he began to have strokes in the late 1930s. (Also, keep in mind that expressions of open prejudice were far more accepted then.) He went from offering workers the unheard-of sum of \$5 a day in 1914 to turning thugs on labor members in the 1930s, for instance.

When he took over the *Dearborn Independent*, he was already in his late 50s, which was old for the time; the average age of death in 1900 was 49 and in 1935, it was 62. He was manipulated by others, especially Harry Bennett, to the increasing exclusion of his own capable son Edsel in handling company affairs. His behavior became increasingly peculiar during the 1930s, which led to some calling him "Crazy Henry"—an old childhood nickname. His company was in such sad shape after Edsel's death during the war that Henry II was called home from military duty in the Pacific to straighten the mess. Henry II had already disavowed *The International Jew* and moved to stop its distribution. And despite a Jewish boycott of Ford products during the 1920s, Henry Sr. seemed unable to understand how his publications affected individual Jews: he actually asked a rabbi why he had returned a gift of a new Model T. According to one account, when Ford saw a film showing the horrors of one Nazi liquidation camp, he suffered his final stroke during the screening. Maybe he had realized the outcome of the hatred he had preached. He lingered until his death in 1947.

Whether Henry Ford's beliefs and support of the Nazis should affect his standing today among automotive historians is hard to answer. It should be obvious that today's Ford Motor Company should not share in the blame for his personality shortcomings. Indeed, the company had little to do with Henry's activities: he paid personally from his fortune for his publishing expenses. In Albert Lee's book *Henry Ford and the Jews*, Lee notes that since the war Henry II made huge contributions to Jewish charities and had invested enough in operations in Israel that many Arab countries—including Saudi Arabia—have boycotted Ford products. Unfortunately, he died in 1987 and can no longer defend the family name. But if you thought for even a minute that World War II has little relevance in today's automotive world, these recent debates should show otherwise.

"CARLORE": AN ELABORATION OF MY 1999 SOLICITATION

by Michael Bell

"Carlore" is my term for the whole territory of Unofficial, Word-of-Mouth knowledge (and pseudo-knowledge) about cars—the "folklore" of car owners and mechanics. That includes Rumors, Tips, Jokes, Tales, Do's and Don'ts, Customs, Slang, and probably some types I haven't even thought of. Examples, in order:

Rumor: The car industry bought up the patent for a carburetor that gets 150 miles a gallon, and kept it off the market.

Tip: Drill a hole in the bottom rear of your muffler to give rust less of a foothold.

Joke: Guy goes into a parts store and says, "I want a rear-view mirror for my Yugo." Clerk thinks for a minute and says, "OK, sounds like a fair trade to me."

Tale: These can be [1] personal stories about cars and adventures in them. *Car & Driver* solicits these (disaster w/ borrowed car, etc.) At the end of page 2 is the core of a "heroic car" story; though *composed in writing, it was a genuine personal experience. (Though Horror stories may be more common.) [2] "Urban Legends" like "Hook Killer," "Killer in Back Seat," "Vanishing Hitchhiker," "Stolen Corpse," "Sale of Car for Husband's Mistress," and many more. The latter are usually told as true; sometimes they spread widely enough to they catch the attention of TV and newspapers (and so are more foregrounded).

Do's / Don'ts: You should always (no, never!) let your car warm up. (We've all heard word-of-mouth do's and don'ts that present themselves as Gospel Truth.)

Customs: Lifting your feet off the floor when passing a graveyard, crossing a bridge, going through a tunnel, etc.

Slang: Rice rocket, necker knob, Detroit iron, burnin' rubber, "Found On Road Dead."

Although people vary a lot in their automotive knowledge, I'd bet that almost everyone has heard at least one Unofficial, Word-of-Mouth item of Carlore. We may not realize that we know any, because cars are so much a part of our world that the lore usually resides right under our noses, where it's hardest to see.

Also, much of it is pretty bland and colorless, not quaint and "foregrounded" as we might expect folklore to be. For instance, my father advised me: "The cops around here will give you nine miles over the speed limit.;" "Tap your brakes after you go through a big puddle to dry out the drums.;" "A tankful of high-test gas once in a while is good for the engine, even if it usually burns regular." If your car is overheating in hot weather, turn on the heater to give the coolant a bigger *area circulate in." This is Lore because I got it by word of mouth; and it's unofficial. That's they key. Lore is what you hear from your parents and friends, even if it agrees with what Driver Training or owners' manuals teach you. (It usually doesn't.)

Lore usually claims to be Gospel Truth, and often claims to be Official: "They say..." or "The car company said..." or "Mechanics tell you..." - And much of it may be true and even official; though usually when you try to trace the advice ("truth") to its "Official" source, the closer you get, the more it evaporates. And this is the place to mention that "Lore" and "Truth" are not necessarily

opposites. Example: The early Ford Contour owner's manuals specified correct tire pressures in two different chapters. One of the specifications was wrong. Because bad tire pressure can damage brake systems, the word (including correct tire pressures) got out through Contour owners' discussion clubs on the Internet. Not precisely word-of-mouth, but close enough.

What's the point of collecting it? First, it's a gigantic body of "Oral Tradition" that's been almost completely neglected. Second, it's interesting and fun. There's even a chance that it could tell us something about the conflicts between peoples' absolute certainties ("Duelling Gospels"?), which can contribute to family tension, poor owner-mechanic relations, and probably occasional fights in bar parking lots.

That's only partly a joke. If you listen to the "Car Talk" radio program, callers often use language like settle this dispute, always yelling at me, longtime argument, etc. Click and Clack have said, only half jokingly, that a few of these disputes require marriage counsel-ing.

What are the disputes about? Mainly stuff like this: Should you always (or never) warm your engine up, rotate your tires, use Pennzoil, put your automatic transmission in a lower gear going down a steep hill, park a standard-shift car in neutral, "floor" your accelerator on the highway to "burn out the carbon"? For a personal sample: I've given up telling my girlfriend she shouldn't push in the clutch 50 yards before every stop sign. I just take comfort in the Magliozzi's comment that, "If you don't stall out once a day, you're wearing out your clutch." Who's right is not always the point; the point is the variety of things that people will believe, the way the beliefs are passed on, and how passionately they hold to those beliefs.

A Word about Categories

I mentioned Carlore categories like Jokes, Tips, Rumors, Customs, etc. Well, reality is too slippery to entirely fit in categories, of course. If you think of something that might be Carlore, send it along even if you're not certain. And please don't worry about what category it fits in; the lore is the important thing, and categories are often artificial.

I hope this isn't too confusing. If it is, I'll send SAE and see if some more explanation can help any.

Two Ways to tape-record your Information

1. If you have a cassette or micro-cassette recorder, dictate your material onto it and send me one of the enclosed postcards so I can reimburse you for tapes and postage. (Eventually, I'll figure out a way to send a postpaid envelope for tapes.)

2. Let me know of some hours that are convenient for you, and when you'll have at least a few minutes to shoot the breeze about cars. I'll phone you and tape-record it at this end.

3. I've found that a questionnaire is *unsuitable; but will send one on request anyway, in case it jogs anyone's memory.

[Hero story:]

"Driving out of Spain we lose second gear, then third, a hole in the gas tank, the suspension wonky, and feeding water out of empty wine bottles into the hissing spitting radiator. As we arrive back in London the aged Morris loses the front suspension just as we stop in front of the house—such bravery!"

IT HAPPENED YEARS AGO

One Hundred and Forty Years Ago...

July 1, 1860 - Charles Goodyear, inventor of vulcanization, died in New York City at the age of 59.

One Hundred and Twenty-five Years Ago...

August 29, 1875 - George F. Kettering was born.

Ninety-five Years Ago...

July 2, 1905 - The world's first 24-hour race began at the Driving Park track in Columbus, Ohio. The Soules brothers won in their Pope-Toledo, covering 828.50 miles.

Eighty-five Years Ago...

August 15, 1915 - Ford introduced the first automotive rebate. Everyone who purchased a Model T in the previous year was refunded \$50.

Eighty Years Ago...

August 1, 1920 - Maxwell went into receivership.

August 12, 1920 - Walter P. Chrysler took over the controls of the Maxwell Motor Company with John N. Willys as executive vice president.

Sixty Years Ago...

July 1, 1940 - The final Hupmobile was built.

August 18, 1940 - Walter P. Chrysler died.

Fifty-five Years Ago...

July 1, 1945 - The Wartime Production Board announced that assembly line reconversion could begin for civilian vehicles. The WPB predicted that initial production would not appear for another 60 days.

July 3, 1945 - Henry Ford II drove the first post-war civilian car, a 1946 model, off the Rouge assembly line.

July 26, 1945 - Kaiser-Frazer Corporation was formed.

August 15, 1945 - Gasoline rationing came to an end.

August 20, 1945 - Truck production restrictions were lifted.

Forty-five Years Ago...

August 5, 1955 - Volkswagen built its 1,000,000th model.

Forty Years Ago...

August 22, 1960 - Volkswagenwerk AG was registered as a commercial operation.

Thirty-five Years Ago...

August 1, 1965 - Nathan Altman, a Studebaker dealer in South Bend, Indiana, introduced the Avanti II. Produced by the Avanti Motor Corporation, the Studebaker-based design was powered by a Chevrolet engine.

Twenty Years Ago...

July 28, 1980 - Nissan Motor Manufacturing Corporation U.S.A. was formed in Smyrna, Tennessee.

Fifteen Years Ago...

July 1, 1985 - Honda began engine production in its Anna, Ohio assembly plant.

July 1, 1985 - Toyota began testing the earliest prototypes that would become the Lexus.

Ten Years Ago...

July 30, 1990 - The first Saturn, General Motors newest automotive venture, rolled off of the assembly line at 10:57am.

Some information provided by Douglas A. Wick's Automobile History, Day By Day.



CHARLES-HENRY BRASIER (1864-1941): UN ENFANT D'IVRY LA BATAILLE, by Michel Bricard. Softcover, 20 x 28 cms. ISBN 2-84340-134-2. Published by Pages de Garde, 76410 St. Aubin les Elbeuf, France. Phone: 235-77-95-41. Fax: 235-77-74-75. Price: 148ff.

This book—in French of course—is by the mayor of Brasier's hometown and he is not a vintage motorist. The book reports Brasier's life and the makes with which he was associated: Mors, Georges Richard, Richard-Brasier, Unic, Brasier, and Chaigneau-Brasier. The book covers the Gordon Bennett participations and has many good but grainy photographs. There are photographs of Delahayes, too.

The book is so French! There is no index and the foreword is used by a well-known historian to ride his own hobby horses. When Edge's Napier, the only British entry, won in 1902 because all three French cars failed, the win was luck. In 1905, things were different. Lancia seized his engine when in the lead allowing Therry on his Richard Brasier to win. France demonstrated itself as unbreakable!

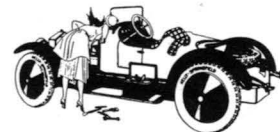
Worth the £15 price.

- Bryan Goodman

AMERICAN CAR HAULERS, by Richard J. Copello. Hardcover with 224 pages, over 400 black and white photos and 100 color photos. Published by Motorbooks International. Distributed by Classic Motor Books (P.O. Box 1, Osceola, WI 54020-0001). Price: \$24.95 (£16.99 in the UK).

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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.

detailed material from the 1930s to the present. Photos illustrate not only the vehicles being shipped, but also the shipping units themselves. Some shipping units carried only a single new vehicle while others carried as many as ten or eleven vehicles, new or used.

The book is well thought-out showing a wide variety of automotive vehicles being shipped as well as a wide variety of trucks used to do the hauling. Even trailers hauling only 3 or 4 up to some of the giants of today that carry loads of over 50,000 lbs., which can approach the legal limits of public roads. Richard Copello highlights the names of the trailer and semi-trailer manufacturers and the many brands of trucks used. He even gives some history of the shipping firms.

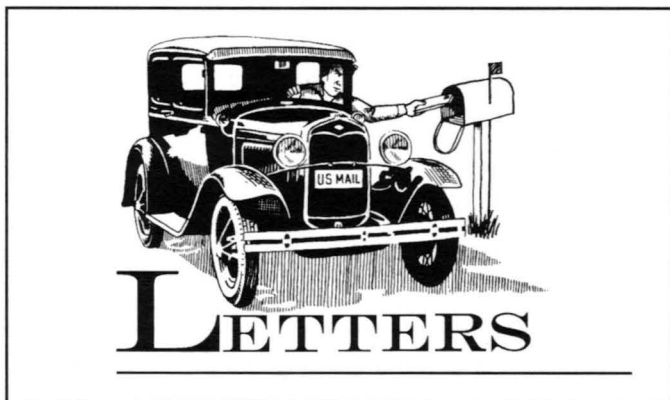
Highlighting the history of the hauler, the book shows many unusual designs of bodies and semi-trailers. Showcased are brands like Montpelier, Peterbilt, Kenworth, GMC, Ford, Dodge, and many more. The brands of cars are even more varied.

In addition to cars, some large truck and bus units are among the freight pictured. Some pictures even show farm tractors being hauled. But vehicles like Corvettes, Thunderbirds, Mustangs, and Ramblers are much more commonly pictured and this may be where *American Haulers* is of interest to most historians.

This subject is one that the author studied for years, up close. Mr. Copello worked as a manager of a dealership for quite some time.

Little has been published on these vehicles and I found it very enlightening. The assortment of information here is amazing.

- Elliott Kahn



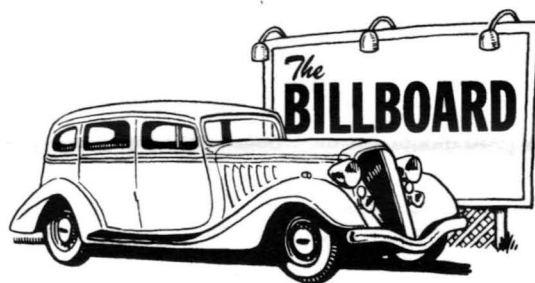
JOWETT JIVE

I purchased my first Jowett, a Jupiter, in 1975, and shortly thereafter established the North American Jowett register. This is based on the Jowett factory records and attempts to trace the entire history of all Jowett cars and commercial vehicles imported into the USA and Canada. The register is based on vehicle chassis number and has been successful in tracking down well over half the Jupiters imported, identifying and logging them. It has been less successful with Javelin sedans, most of which can to Canada. Only two Bradford trucks have been logged, but one prewar Jowett.

In 1986 I began editing and publishing a newsletter, *Jowett Jive*, issued quarterly. It lasted through issue number 41 when

other pressures caught up with me. I am hoping to resume publication in the near future. Other projects have included reprinting manuals, parts books and some memorabilia. Current projects include the reprinting of Javelin and Jupiter service bulletins and technical notes, the compilation of a descriptive checklist or Jowett-issued promotional and technical literature of which two editions have been published (hors commerce), and an annotated list of Jowett-related mentions in print media. The ultimate goal is to publish a world bibliography of the Jowett. I have had a great deal of help from individuals and Jowett clubs worldwide.

I am always pleased to correspond with anyone with an interest in or information regarding Jowetts, and take great delight in talking to Stateside owners of the past to get an idea of what Jowett ownership was like when the cars were young. I am currently looking for information on four early Javelin sedans acquired by Chrysler, Studebaker, Ford and Nash for research purposes. I have some information on the Chrysler and Studebaker cars, but little on the other two. **Ted Miller, P.O. Box 387, Santa Paula, CA 93061, (805) 525-3739 days, email ewmiller@jps.net**



WANTED: Photographs and information on any multimode vehicles: flying cars, amphibious vehicles, and those that can operate on railroad tracks. **George W. Green, 3421 Detroit Street, Dearborn, MI 48124-4169. Phone: (313)563-9107.**

HUGH DOLNAR: Who can tell me more about this pioneer motoring journalist? I believe the name is a pseudonym, the surname being an anagram for Arnold. He wrote for *Cycle and Automotive Trade Journal* and also appeared in *The Autocar* in England. Who was he really, and what was his background? **Kit Foster, 1102 Long Cove Road, Gales Ferry, CT 06335-1812. Phone: (860) 464-6466. Email: foster@netbox.com.**

WANTED: Need the following coachbuilding information, xerox copies are welcomed: *Autobody*, *Motor Body Building*, *La Carrosserie & Omnia* magazines. Also would like to purchase books on coachbuilding; *A History of Coachbuilding* by Barker & Harding, *Automobile Body Design* by Beattie; *The Designers* by Setright; and *Confessions of an Automobile Stylist* by Thomas. Please contact **David Edyvean, P.O. Box 363, Rotterdam Junction, NY 12150-0363.**

WANTED: Dodge military vehicles. Information required, especially cuttings and articles relating to pre- and post-war periods. Please respond initially giving details/photocopies to **John Dowdeswell, 24 Ducks Hill Road, Northwood, Middlesex HA6 2NR. Email: John@Brooklands-books.com. Fax: 44-1923-820224.**

INFORMATION WANTED: A friend of mine owns a small fiberglass truck—a 1961 Sabra, manufactured by a firm in Israel. Supposedly production ceased when the plant was bombed during one of those middle east skirmishes. Does anybody out there have information on the truck (or other members of the line-up), production figures, parts availability, and the firm's history? Thanks. **Nathan Swanson, 5018 Green Oak Drive, Durham, NC 27712. Email: nswanson@unctv.org. Phone: (919) 479-1430**

NEEDED: Information to complete an article in preparation for the *Automotive History Review* on the history of the use of aluminum pistons. Information is needed in the following specific areas: 1. Anything on a French foundry called CORBIN who were making aluminum pistons as early as 1910. It is claimed they supplied Chenard-Walcker and Panhard before making them for W.O.Bentley in 1913. 2. Information on the 1906 Aquila-Italiana which is claimed to be the first production car to fit aluminum pistons. 3. Early American experience, including Harry Miller and his race cars, up to 1930. 4. Any information on pre 1914 Rolls Royce work on light alloy pistons. One reference claims Royce experimenting as early as 1903. Any other relevant information would be appreciated. **Contact: Graham J. Orme-Bannister, Hillcroft, Bighton Lane, Bishop's Sutton, Alresford, Hampshire SO24 0AU, UK. Fax: +44 1962 734467. Email: GJOrmeB@aol.com**

WANTED: Sale of Dodge Brothers Company to Dillon, Read & Company in 1925—I'm seeking a photograph and/or article on the sale of the Dodge Brothers Motor Car Company to Dillon, Read & Company in 1925. Specifically, I am hoping to locate a photo showing the Dillon, Read & Company representative Albert M. Barnes, who was present at Dodge Brothers Company receiving the deed to the company while Clarence Dillon was in NYC presenting the \$146M check to Dodge Brothers attorneys. Do any SAH members have photos/information on Mr. Barnes? **David W. Schultz, 1221 Providence N.E., Massillon, OH 44646. Phone: (330) 833.3316 evenings, weekends only. Email: dwschultz@sssnet.com.**

WANTED: Photos of Austro-Daimler raced by Hans Stuck and either of the Nacional Pescaras racecars. Also need Stuck's hillclimb racing record. **Jerry McDermott, 4900 E. Placita Arenosa--Tucson, AZ 85718 USA. Phone: (520)529-4915, fax: (520)299-9577. E-mail: mcdpegaso@aol.com.**

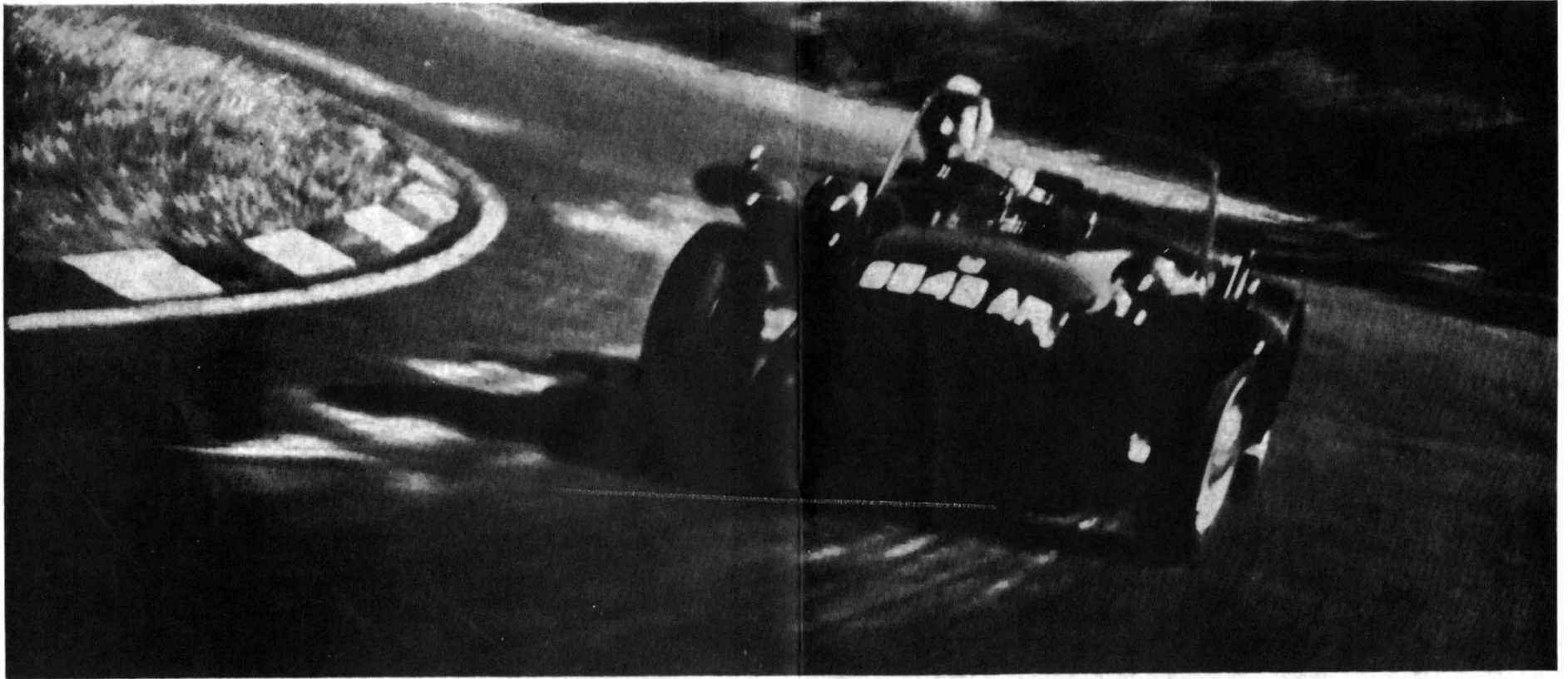
WANTED: Any information on the Czech coachbuilder O-Uhlik or the American marque Harroun. **Greg Perigo, P.O. Box 80520, Fort Wayne, IN 46885-5020. Phone: (219)420-5415, fax: (219)420-5624.**

WANTED: South Umpqua High School Mechanics class needs help in restoring a 1965 Chevella. Help us once so that we can pay our own way restoring our next classic car. **Tom Hull (teacher), P.O. 211, Myrtle Creek, OR 97457.**



Billy, Dick, and Dallas. Richard Scharchburg standing in front of Detroit and between Billy Durant and Dallas Dort.

LOTUS SEVEN AMERICA!



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Ever driven a Grand Prix car?
Few have . . . but owners of the Lotus Seven America can tell you how it feels . . . this Lotus is the nearest thing to a full-blown Formula Racing car that meets road-going criteria and tractability. Get a glimpse of what the future can hold for you by taking a trial run today!

One of the most-revered sports cars of the post-war era, the Lotus Seven even survived model cancelation. After Lotus took the little Seven out of production, Caterham purchased the rights to the ultra-lightweight car. Twenty-seven years since Lotus stopped production and forty-three years since it was initially introduced, the Seven is still being built by Caterham. This advertisement appeared in the December 1961 issue of Car and Driver.

- from the editor's collection