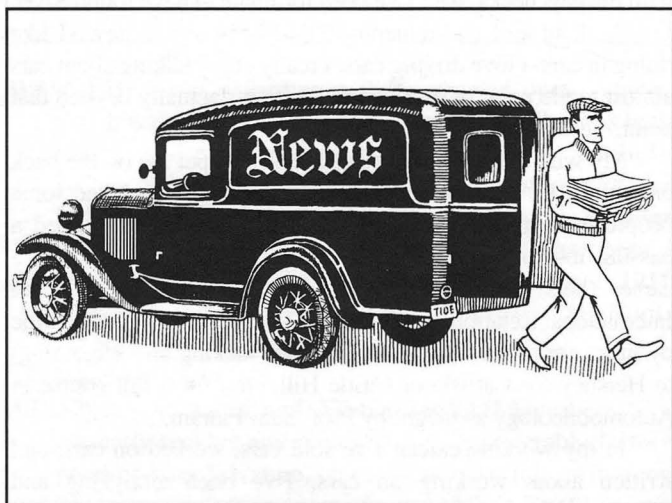


# SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

November-December 2000

Issue Number 189



## SUBMISSIONS SOUGHT FOR 2001 BENZ AWARD

Nominations for the 2001 Benz Award are now being accepted, reports committee chair Don Keefe. The award, which recognizes excellence in automotive history appearing in periodicals during the previous year, is presented every October at the annual SAH meeting in Hershey, Pennsylvania. One does not need to be a member of SAH to nominate an article for the award, or to accept the award. Anyone may nominate any article, as long as it appeared in some sort of periodical (magazine, journal, newsletter, monthly website, etc.) and it fits the automotive history criteria of the award.

Each article is evaluated by committee members on the criteria of historical research and presentation. The nominees are awarded a total possible 50 points in each category by each reviewer, for a total of 100. The results are then tabulated and a winner is chosen based on the total number of points earned.

For 2001, a minor changes will be instituted in the interest of simplicity and timeliness. Any article nominated must have at least one (1) original copy of the periodical in which it appeared in and five (5) photocopies. All nominations must be postmarked by April 1, 2001. No nominations will be accepted that are postmarked after that date. Please mail all nominations to:

Don Keefe, Chair, Benz Award Committee  
6173 Doe Haven Drive  
Farmington, NY 14425 USA  
Phone: (716)924-7664, Fax: (716)742-2129  
Email: donkeefe@rochester.rr.com or donaldjkeefe@aol.com

## RETROMOBILE CORRECTION

Tony Beadle points out that Paul Berliet's invitation to breakfast (*SAH Journal* No. 188) on "Friday, February 11, 2001..." must be in error, as the 11th is a Sunday. This date should be corrected to read "Friday, February 9, 2001." Please make the corrections in your calendar.

## DATES TO REMEMBER

Two of Europe's finest car shows are coming early in the new year. For those you can attend, add these to your 2001 calendar.

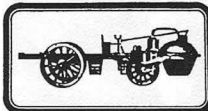
The biggest (and as I think greatest too) classic car show of the world "under roof", the Techno Classica (<http://www.siha.de>), will be held from 5th to 8th of April 2001 in Essen, Germany. Our Club, the MVC (see [www.MVCOnline.de](http://www.MVCOnline.de)) will be there with a very good stall. Probably as good as it was this year.

Additionally, one of the finest meetings for Mercedes-Benz cars from 1886 to 1963 will be held in Hildesheim (south of Hannover), Germany. The date is the same as the last thirty years, Whitsuntide 1st to 4th of June 2001. But it is the first time since 28 years that we change the place. To get further information on this show, visit [www.MVCOnline.de](http://www.MVCOnline.de) on the web or email [Pfingsttreffen@MVCOnline.de](mailto:Pfingsttreffen@MVCOnline.de)

- Jörg Enger

### Inside the Journal...

Editorial Comment .....	2
President's Perspective .....	3
25 Years Ago at SAH .....	3
2000 Fall Board Meeting and Awards Dinner .....	4
Obituary: <b>John Dugdale</b> .....	8
Obituary: <b>Bill Devin</b> .....	8
Additional News .....	9
"American Automobiles and Motorcycles in Czechoslovakia" by Marián Ďuman-Hreblay .....	11
It Happened Years Ago .....	12
Book Reviews	
<i>Cleaner Cars</i> .....	12
<i>Rescued and Restored</i> .....	13
<i>Hartnet</i> .....	13
Letters .....	14
Classified .....	15



**SAH JOURNAL**  
THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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

SAMUEL V. FIORANI, EDITOR  
307 Kingston Drive  
Douglassville, Pennsylvania 19518 USA  
Email: SAHJournal@AOL.COM

**OFFICERS**

Leroy D. Cole  
*President*

Michael Berger      Joseph S. Freeman      Christopher Foster  
*Secretary*                      *Vice President*                      *Treasurer*

**BOARD OF DIRECTORS**

*Through Oct. 2001*      *Through Oct. 2002*      *Through Oct. 2003*  
Darwyn H. Lumley      Charles W. Houser      James J. Schild  
Paul Lashbrook      Darvin Kuehl      Robert Ebert  
Gregg Merksammer      Dale K. Wells      Sam Fiorani

**PUBLICATIONS COMMITTEE**

Christopher G. Foster, Chair  
Taylor Vinson                      Samuel V. Fiorani  
Michael Lamm

**ADVERTISING MANAGER**

Sam Fiorani  
307 Kingston Drive  
Douglassville, PA 19518 USA  
(610)385-6990  
(610)277-2505 fax

**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

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

Find the Society on the web at [www.autohistory.org](http://www.autohistory.org)

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

©2000, The Society of Automotive Historians, Inc.

# EDITORIAL COMMENT

## MAKIN' THE PILGRIMAGE

I am a very lucky person. I've been fortunate enough to have been surrounded by people who understand my obsessions (like cars) and have learned to deal with it. I've been fortunate to have jobs I truly enjoy and can pay the bills with the paychecks. And I've been fortunate to have found SAH.

As long as I can remember, I've been a "car guy." I like riding in cars. I love driving cars. I really enjoy talking about cars almost to the point of fanaticism. Okay, it's actually beyond that point.

My wife and my friends either nod and pat me on the back or actually try to learn about this fascination. I've sucked some people into my little world. One of my best friends turned a passing interest in cars into a hobby which nearly became a career (he's become almost as good of a mechanic as an International Relations grad can be). The rest of my friends, little by little, are being dragged (sometimes kicking and screaming) to Hershey (or Carlisle or Castle Hill, etc.) for a full course in Automobileology as taught by Prof. Sam Fiorani.

In my working career, I've sold cars, worked on cars, and written about working on cars. I've been analyzing and consulting the automotive industry for a few years and enjoy it thoroughly. Sometimes, my automotive history knowledge comes in handy, but usually its my understanding of recent automotive history that works to my advantage.

Each October, I take my love of this hobby/field/industry to the one place where I can exorcise these demons. I sit down in the Hospitality Tent or at the Awards Banquet and listen. Those two places have exposed me to more automotive history than my entire library. Sitting down beside *Fred Roe* or *George Dammann* or *Mike Lamm* or *Bev Kimes* can provide an automotive junkie with enough of a fix to get him or her through another year. It does, however, wear off and another fix is needed.

This drug of mine, while addictive, seems to be harmless. I can't report any symptoms of deadly health problems. Small doses of *Automobile Quarterly* and *Collectible Automobile* keep me going from month to month until I can sit down again in that tent that keeps calling my name. You know the one located at WAY 11-12.

Each year, *Paul Lashbrook* organizes a cozy atmosphere for people to gather. Each year, I greet old friends and meet some new ones and listen to stories. Stories on old Tuckers or Buicks or Duesenbergs. They all sound so good.

If you've never been to Hershey and you're reading this newsletter, you're missing out on one of the wonders of the world. And WHEN you come to Hershey, come on over to the tent, say your "hellos" and "how-are-yous" and sit down. And listen.

There's so much to learn. If you need any further encouragement to put Hershey 2001 on your itinerary for next October, give me a call or drop me an email. I want to see you in the tent next year.

- Sam Fiorani

What a great Hershey week we experienced this year. The weather was not as severe as we were told it would be; heavy rain Wednesday evening and a few showers on Thursday, but not enough to drive us from the fields.

Tuesday was set up day, but by 1 p.m. there were enough vendors open to do some real shopping. The new yellow field offered challenges to both vendor and buyer, especially after the down pour on Wednesday night. I of course waited till after the rain to shop it. I am told by the native Americans in the area that the bottom land of the yellow field used to yield an abundance of blue gills and bass. Now just bull heads and carp are in it. This bull head picked up a 1919 Cole head lamp there, now I need just one more plus a car to put them on.

The hospitality tent, managed by the soul of hospitality, *Paul Lashbrook*, was the best site in any field. It is in the "way" row on the back side of *Jim and Bev's* lot. In direct proportion to the aging of the SAH is the time spent there by its members. I now find it equal in pleasure to actually running the fields. If you sit there "they" will come from around the world. It is like a divine magnet that draws historians to this place to meet others working on needful and neat projects. Here faces are put on names, authors are identified with books, new books emerge, new members are signed up and old members are reinstated. The guest book filled up and pages were added to it. Cold drinks and light refreshments were available. The chairs were often filled and the fellowship spilled out side the tent. We recruited the interested passer by. "What do you do?" "Automotive History!" "Can I join now?" "You bet."

The board meeting Thursday evening was uneventful and ended at 10 p.m. The business of the Society was done decently and in order and *Joe Freeman* was recruited by the president and unanimously approved by the board to finish the term of V.P. *Richard Scharchburg*. Joe and Richard had much in common and had "found" *Cliff Durant's* last residence, while they were in L.A. in March. Joe's labor on *Cliff Durant* the man is in the latest *A.Q.* Welcome, Vice President *Joe Freeman*.

The banquet is a long standing social event of the SAH. It is the continuation of the hospitality tents fellowship, but with clean shoes. On Friday we hurried from the tent, in our Hershey field attire and muddy shoes, shaped up and two hours later arrived at the Country Club of Hershey dressed for elegant dining. The banquet began with a greeting from the president and this year a hearty "Happy Birthday, *Paul Lashbrook*" was sung by the membership and guests. Paul turned 60 while sitting at the table. The meal was a delight and the dessert table was worth repeating.

Our youngest guest, *Chris David*, now a friend of mine, presented the president with a problem. He was having trouble cleaning up his plate and saw my dessert as I was walking by. As I sat down he was behind me and said, "You are the president, and you could tell my dad I can have dessert now." I went back to his table and with a wink to his dad said, "The president declares it is dessert time is that all right?" Dad, *Dennis David* of course went along with the scheme and *Chris* picked out his dessert. As I walked away he said, "Tell my dad

to give me a 100 dollars!!" It was all done in good humor and *Chris* has the marks of a good automobile historian.

The Awards were given out in the usual dignity, but also with care and compassion. The deep personal connection between presenter and receiver was evident through out. *Tom Warth's* acceptance speech as the Friend of Automotive History (there was a tie in the voting and *Paul Berliet* will also receive this award, in France.) was moving. He reflected our thoughts as to what a privilege it is to live in freedom and to pursue our interests in the car hobby.

The night ended with the traditional photo of next years Board and Officers, as well as retakes of the award presentations. There was no rush to the parking lot and old and new acquaintances stayed around and visited even more.

Resolve now to attend Hershey 2001. The first of the new century and the new millennium.

- Leroy Cole

## 25 YEARS AGO AT SAH

It has been 25 years since the Society of Automotive Historians has officially been a registered non-profit corporation. *Michael Lamm* proudly opened his "President's Paragraphs" in *Newsletter* No.45 with the announcement of this milestone. He went on to speak of how generous *Tom Warth*, *Terry Ehrich*, and *Scott Bailey* were in donating to the newly incorporated SAH. The established a great foundation for which the Society has built a firm organization.

The *Newsletter's* tradition of reporting on obscure marques continued with the November 1975 issue. *Stan Yost* reported on the Birmingham automobile and the unique demonstrations of the car's front suspension. Stan reported that in 1921, the Birmingham was publicly tested driving over 6x6 logs at speeds of up to 40 mph "without causing discomfort to the passengers." Just thinking about this stirs my stomach but there were the pictures of Birminghams being tested in various cities. The car's independent front suspension seemed to take bumps fairly well, especially noting the long travel allowed for each wheel.

Among the new members listed in No. 45 were *Ira Goldman* and the late SAH Vice President, *Richard Scharchburg*.

Reporting on the Hershey dinner (held at the Italian Club), the Cugnot winners were mentioned. Chosen by Cugnot Award Committee members *Mary Cattie* of the Philadelphia Free Library, *Howard Applegate*, *Irving Seltzer*, the Cugnot awards, at that time, were for books and articles. The book award was given to *Albert R. Bochroch* for his *American Automobile Racing, An Illustrated History*. Two articles were recognized: *R. Perry Zavitz'* "The Post War Babies, 1945-1959" from *Car Classics* and *Stan Yost's* "Taxi: A Look at Checker's Past" also from *Car Classics*.

Reading through the names in this issue, it is so reassuring to see so many people who are still members even a quarter of a century later. Don't remind them how much time has past.

- Sam Fiorani

# FALL 2000 BANQUET AND BOARD MEETING

November-December 2000

## Highlights from the October 5, 2000 SAH Board Meeting

### State of the Society

**Membership:** We have added 120 new people in the past year. Total membership is up by 55. The membership directory is scheduled to be published shortly.

**Annual Elections:** Jim Schild and Sam Fiorani were re-elected to the Board of Directors, along with first-timer Bob Ebert from Ohio. Society President Leroy Cole lauded the work and dedication of outgoing Board member Fred Roe.

**Finances:** The 2000-01 SAH operating budget was approved with the addition of \$1,000 for an award to be given to a student paper (see below). Kit Foster noted that the Society operates at a slight deficit each year to accomplish its many goals. A lively discussion ensued regarding the pros and cons of raising the membership dues. No action was taken, but Board members will return to this issue at the spring meeting.

**Remembrance:** Leroy Cole offered words of praise and comfort regarding Board member Richard Scharchburg, who passed away suddenly last June. His many contributions to the development of the Society were noted. All present agreed that he will be sorely missed.

**Special Elections:** Leroy nominated Joe Freeman to fill out the remainder of Richard's term as SAH Vice-President. It was so moved by Paul Lashbrook and unanimously approved. Joe's "promotion" created a vacancy on the Board of Directors. Past policy has been to fill such vacancies with the runner-up in the annual election. Gregg Merksamer was that person, and his appointment was moved and unanimously approved.

### Ongoing Activities

**Awards:** In addition to the traditional awards given by the Society at the fall Meeting and Awards Banquet, the SAH will for the first time bestow a Nicholas-Joseph Cugnot Award and a Cugnot Award of Distinction on books published in languages other than English.

**Periodicals:** Sam Fiorani reported that the publication of the Journal is back on schedule. Reader response has been very positive of late. Taylor Vinson noted that he plans to edit two issues of the Automotive History Review this year. Issue #37, due out in April, will be an eclectic one, with no overall theme; #38, scheduled to be published in October, will focus on East European cars.

**Book Publications:** We have sold 520 copies of Guy Hadsall's Javelin memoir, and our financial investment essentially has been recouped. Board members discussed whether we ought to continue in the book publishing business, either independently or in association with another group, such as the Society of Automotive Engineers (SAE). The key question seems to be: How does such an activity fit into the role and mission of the Society? Individuals with ideas on this topic were urged to contact Kit Foster.

**Website:** [www.autohistory.org](http://www.autohistory.org) is fast becoming an electronic arm of the SAH. It has given the Society a visibility that we previously did not have and has been instrumental in

generating membership inquiries. It continues to evolve as hot links are established with other kindred sites on the web.

**Silent Auction:** The catalog for the auction is in the computer and awaiting books still coming in. This continues to be a financially profitable activity for the Society and a mutually beneficial way to recycle books from one member's library to another.

**Automotive History Conferences:** Feedback from attendees at the March 2000 Conference in Los Angeles has been very positive. Kit Foster proposed that we again join forces with the National Association of Automotive Museums (NAAM) to sponsor another conference, this one in April 2002 at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana. Joe Freeman made a motion to that effect, which was approved unanimously, along with the understanding that the spring Board meeting that year would be held in conjunction with the conference.

**European Meeting:** Taylor Vinson reported that plans are moving ahead on the February 2001 dinner/meeting, which may be held at the Renault Museum rather than the traditional location of the Automobile-Club de France (ACF).

Michael Worthington-Williams, who was present as a guest, noted that the SAH chapter in England is now known as the Society of Automotive Historians in Britain. Its membership is growing and its profile more visible.

### New Initiatives and Proposals

**Affiliation with the American Historical Association (AHA):** Joe Freeman gave an update on the status of our proposed application to become an affiliate member of the AHA. Such affiliation comes without cost to our Society and would bring benefits in terms of prestige, credentials to use specialized archives and libraries, and the opportunity to hold joint meetings with the AHA and/or sponsor sessions at their annual conference. Joe was authorized to move ahead on this initiative.

Sinclair Powell continues to work on criteria for the aforementioned new student paper award. It will be named in honor of the late Griffith Borgeson. Board members engaged in a lengthy discussion regarding whether, in addition to a plaque, the award should include a cash stipend or scholarship, and how much that should be. The advantages and disadvantages of securing a corporate sponsor for the award also were discussed. It was felt that such sponsorship would put the award on a firm financial footing but might detract from it being a SAH honor. It was determined to place \$1,000 in the 2000-01 operating budget to underwrite this year's award, and to decide the nature of permanent funding at the spring Board meeting.

Joe Freeman suggested extending an invitation to the dormant Auto Racing Historical Association to join the Society as a chapter. There was general consensus that incorporating this special interest group was a good idea, and their members will be encouraged to submit an application for chapter status.

Board members considered a suggestion from George P. Hanley to name the Friend of Automotive History Award after P.M. Heldt, an early automotive engineer. After a lengthy

discussion, it was decided that this particular award ought not to be named after an individual, since it was bestowed by the Society as an organization.

President Cole presented both orally and in writing a number of ideas for future initiatives. These were introduced for feedback, but not action, at this meeting. One proposed an expansion of the award structure, to include an Archivist of the Year award, honoring Richard Scharchburg's legacy, and an award for privately-owned automotive museums, named after William E. Swigart, Jr.; a second idea called for the development of a SAH Hall of Fame, and a third, the creation of the position of Immediate Past-President or Board Chairman, to better distribute the mounting responsibilities on the existing officers of the Society. All three of these ideas will be considered further at the spring Board meeting.

- Mike Berger, SAH Secretary

## KARL BENZ AWARD

As many of you already know, the Benz Award recognizes the best article on automotive history appearing in a periodical. One need not be a member of SAH to receive the Benz award, or even to nominate an article, however the Benz committee is of course, comprised of SAH members. I would also like to thank Benz Committee members Bruce Berghoff, Dennis David, John Gunnell, John Sawruk, and Bill Warner for their help and guidance in the selection of those articles recognized.

This year, we are pleased to announce that in addition to the Benz Award, one runner-up has received an Award of Distinction.

Both articles were of extremely high caliber and displayed each author's superior research skills, which enabled them to locate and incorporate rare archive materials into their respective articles. From there, both authors combined this unique research with impeccable writing skill to chronicle automotive history in an interesting and entertaining fashion.



*Don Keefe presents Mike Lamm with his Benz Award for "American Originals: The Sports Cars of Frank Kurtis,"*

*- photograph courtesy of Leroy Cole*

Both articles were very well illustrated and though completely different in style, they successfully told their respective stories. In terms of the magazine format, each could be considered the definitive works on their respective subjects.

The 2000 Benz Award of Distinction goes to Karl Ludvigsen for his excellent biography: Edmund Rumpler: An Engineer's Life, which appeared as a 4-part series in the May-June-July and August, 1999 issues of *The Automobile*.

Congratulations Mr. Ludvigsen!

This year's Benz Award chronicles the life and sports cars of the legendary Frank Kurtis, whose race cars dominated the Brickyard in the 1950s. By using first-hand accounts from Kurtis' son Arlen and combining rare archive material with new photos of surviving cars, the author gave a beautifully crafted article which will no doubt be used as research material in years to come.

I am pleased to announce that the 2000 Benz Award goes to Michael Lamm for his article:

"American Originals: The Sports Cars of Frank Kurtis," published in the October, 1999 issue of *Collectible Automobile*.

Congratulations Mr. Lamm!

- Don Keefe

## FRIEND OF AUTOMOTIVE HISTORY AWARD

*This year, we had a tie in the voting for SAH's highest award. What follows are the two presentations given at the annual awards dinner for this noteworthy individuals.*

In 1988, the Society presented its James J. Bradley Award to the Fondation de l'Automobile Marius Berliet, headquartered in Lyon. The Society now honors the man behind the Foundation, Paul Berliet.

The Friend of Automotive History is given to a person who has made significant contributions to the Society and to automotive history. That Paul Berliet is a friend of the Society, there can be no doubt.. The Foundation's newsletter has promoted the Society in France and other countries over the past 12 years, and has provided space for the Society's membership fliers on its stand at Retromobile. Thanks to his membership in the Automobile-Club de France, the Society is able to have its annual dinners there each February. He welcomes visits of Society members to the Foundation and makes available to them its extensive research facilities.

Unlike any previous Friend, Paul Berliet is a part of automotive history itself. His father, Marius Berliet, was the largest manufacturer of motor vehicles in the Lyon area and placed him in charge of the industrial empire at the age of 21. Under the leadership of Paul Berliet, the company acquired other local manufacturers such as Luc Court and Rochet-Schneider, and was the largest producer of trucks in France by the time it was acquired by the state-owned Regie Renault. Although Paul Berliet lost a company, he gained a partner. A few years later, in 1982, he, his family, and Renault Vehicules Industriels organized the Fondation de l'Automobile Marius

Berliet, to promote and to preserve the patrimony of passenger cars of the Rhone-Alps region and of trucks of all of France. Before then, and to a large extent since, automotive history in France was and is represented primarily by numerous small museums. The Foundation is unique in France in preserving both vehicles and documents relating to them.

At 82, Paul Berliet remains an active and energetic soldier in the cause of automotive history, at his office every day, and traveling on an average of once a month to vehicle, industrial, and architectural history conferences in France and the rest of Europe. He continues as president of the Automobile Club's history section.

For all these reasons, the Board of Directors of the Society has named Paul Berliet a Friend of Automotive History.

- Z. Taylor Vinson

*Tom Warth* founded Classic Motorbooks in 1965. I well remember what those of us in automotive history had to endure before he arrived on these shores from England. Finding a book in our field here often required both the sleuthing talents of Sherlock Holmes and the patience of Job, and getting one from Great Britain which, it must be readily admitted, required waiting interminably or paying a king's ransom (well, actually, queen's) to get it airmail quick.



*Tom Warth accepts his Friend of Automotive History award from everyone's friend Bev Kimes.*

*- photograph courtesy of Leroy Cole*

Tom changed all that. He started in the bedroom of his Minneapolis home and ended up with an empire that was selling one million books a year. Along the way, he helped those of us in the field of automotive history immeasurably. After he sold his business in 1988, he started another one we all needed: dealing in rare out-of-print automotive literature. And he got himself into another as well, Iconografix Inc., publisher of transportation-related photographic books. He has himself been editor of a dozen such books on Mack and Brockway trucks.

A former member of the board of SAH, Tom has not to my knowledge ever missed one of our Annual Dinners, at least not since I've been coming, and that's a l-o-n-g time. Everybody knows Tom, but I suspect there is a lot about Tom Warth you do not know, and I'd like to tell you. In addition to all the foregoing, Tom has flown a two-seat helicopter nearly 1,000 hours in 10 years, including a trip to the Rockies. He has climbed Kilimanjaro and, most important, has tackled philanthropic projects just as formidable. Indeed, he is part of an Upper-Midwest based 1% Club dedicated to encouraging the wealthy to donate more of their wealth. In a jocular way, he is our Ted Turner. But he talks less and probably works harder. To raise funds for charity, he hiked across Wisconsin on the 1000-mile Ice Age Trail, and he's planning another trek across Minnesota.

In 1988, the same year he sold his business, he founded Books for Africa, an organization which now donates a million used and new school books a year to the children of that continent. He is board chair of the International Book Bank, a non-profit organization providing new donated books to developing countries around the world and he is a partner in BookSouth, Inc. dedicated to making low-cost educational materials available to those same countries. He is a board member of the Ghana Book Trust and Minnesota Trustee of CARE. The list goes on. He is obviously a friend to so many who need him. And he's been there for us for ages. He is of us as well. Like many historians in this room, he has several historic cars and apparently acquired them to have one for every occasion. The cars are a Cobra, a Phantom II, and a 2CV. Tom Warth has long been a friend of automotive history. This award just makes it official.

- Beverly Rae Kimes

## CUGNOT AWARD FOR NON-ENGLISH LANGUAGE

Last year, the Board voted to include a category in the Cugnot Award for the best book in a language other than English. The purpose of this action is to call attention to the books of high merit that might otherwise be unknown to SAH members. At the annual meeting in Hershey, it was announced that the first winner of the award is "La Hispano-Suiza, El vuelo de las cigüeñas 1916-1931," by Emilio Polo, published by Wings & Flags. An Award of Distinction was given to "Hanomag—Personenwagon von Hannover in die Welt" by Horst-Dieter Görg and Torsten Hamacher, published by Mundschenk Druck- und Verlagsgesellschaft mbH. These books first appeared in 1999.

The Cugnot winner, available only in Spanish, is the second volume in a series of three that Sr. Polo has undertaken on the history of the marque, which had manufacturing operation in both France and Spain. This exhaustive volume includes, among other things, research on the Czech models made under license by Škoda during the 1920s, and a chapter on Argentine operations. The first volume was also available in English but there appears to be

no present plans for a translation of the 1916-1931 book. The recipient of the Award of Distinction, published in German, is the first book on the history of the passenger car operations of the company which began with the economy Kommisbrot of the middle 1920s and ceased with the aborted Partner model of 1951.

*Ferdinand Hediger* and *Jan P. Norbye* nominated the contenders, four in all. To the extent practicable, the same criteria were used in judging the nominees as are employed in the English-language award. Richard Scharchburg, Cugnot Chair, and I comprised the committee. After his death, I consulted with the nominators and Publications Chair *Kit Foster* to reach a consensus. The copies of the books provided by the publishers for review will join the other Cugnot winners and nominees on the SAH shelf at the Auburn-Cord-Duesenberg Museum in Auburn, Indiana. We anticipate that the awards will be formally presented to the authors and publishers at the Society's annual dinner in Paris in February 2001.

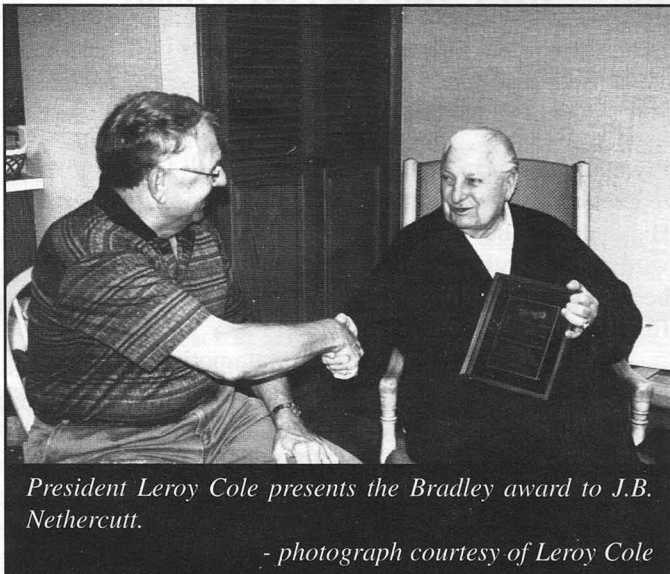
Any member may nominate a book published in 2000 for next year's award. Details will be provided in a forthcoming issue.

- Z. Taylor Vinson

## INGERSOLL AND BRADLEY AWARDS

The E.P. Ingersoll Award, for excellence in presentation of automotive history in other than print media, was presented to The (new) Cadillac Database, [www.car-nection.com/yann/](http://www.car-nection.com/yann/). An internet website devoted to Cadillac and LaSalle, the Database is compiled and maintained by webmaster *Yann Saunders*. It contains history, photographs, advertisements, sales literature and specifications for Cadillacs and LaSalles from 1902 to the present. It is jointly owned by Yann and the Cadillac-LaSalle Club. This is the Society's first award for cyberspace media.

The James J. Bradley Distinguished Service Award was presented to the Nethercutt Collection of Symar, California.



*President Leroy Cole presents the Bradley award to J.B. Nethercutt.*

- photograph courtesy of Leroy Cole

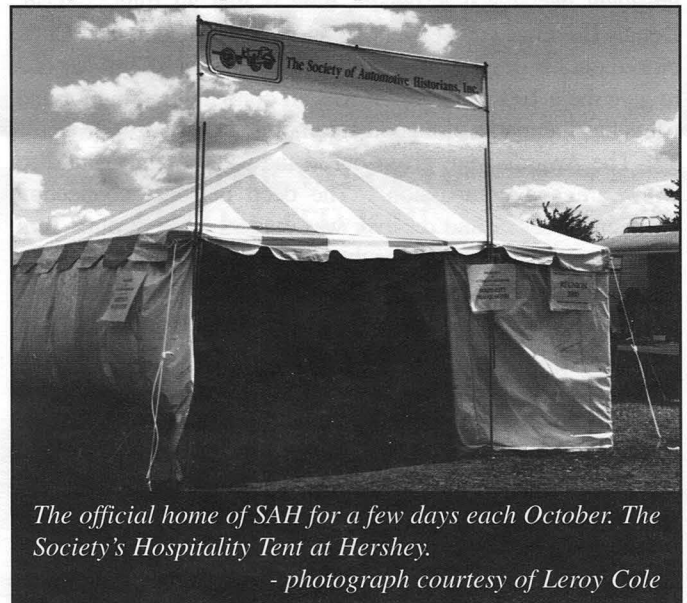
Established by J.B. and Dorothy Nethercutt in the early 1970s, the Collection opened to the public in 1974. The Collection has just added a new 40,000 square foot building to display 100 more automobiles and allow tours without appointment. Also in the new facility are the W.E. Miller library and research center, and a lecture room. Accepting the award for the Nethercutts was Byron Matson.

- Kit Foster

## HERSHEY: IN REVIEW

What a great Hershey week we experienced this year. The weather was not as severe as we were told it would be; heavy rain Wednesday evening and a few showers on Thursday, but not enough to drive us from the fields.

Tuesday was set up day, but by 1 p.m. there were enough vendors open to do some real shopping. The new yellow field offered challenges to both vendor and buyer, especially after the down pour on Wednesday night. I of course waited till after the rain to shop it. I am told by the native Americans in the area that the bottom land of the yellow field used to yield an abundance of blue gills and bass. Now just bull heads and carp are in it. This bull head picked up a 1919 Cole head lamp there, now I need just one more plus a car to put them on.



*The official home of SAH for a few days each October. The Society's Hospitality Tent at Hershey.*

- photograph courtesy of Leroy Cole

The hospitality tent, managed by the soul of hospitality, Paul Lashbrook, was the best site in any field. It is in the "way" row on the back side of Jim and Bev's lot. In direct proportion to the aging of the SAH is the time spent there by its members. I now find it equal in pleasure to actually running the fields. If you sit there "they" will come from around the world. It is like a divine magnet that draws historians to this place to meet others working on needful and neat projects. Here faces are put on names, authors are identified with books, new books emerge, new members are signed up and old members are reinstated. The guest book filled up and pages were added to it. Cold drinks and light refreshments were available. The chairs were often filled and the fellowship spilled out side the tent. We recruited the interested passer by. "What do you do?" "Automotive History!" "Can I join now?" "You bet."

The board meeting Thursday evening was uneventful and ended at 10 p.m. The business of the Society was done decently and in order and Joe Freeman was recruited by the president and unanimously approved by the board to finish the term of V.P. Richard Scharchburg. Joe and Richard had much in common and had "found" Cliff Durant's last residence, while they were in L.A. in March. Joe's labor on Cliff Durant the man is in the latest A.Q. Welcome, Vice President Joe Freeman.

The banquet is a long standing social event of the S.A.H. It is the continuation of the hospitality tents fellowship, but with clean shoes. On Friday we hurried from the tent, in our Hershey field attire and muddy shoes, shaped up and two hours later arrived at the Country Club of Hershey dressed for elegant dining. The banquet began with a greeting from the president and this year a hearty "Happy Birthday, Paul Lashbrook" was sung by the membership and guests. Paul turned 60 while sitting at the table. The meal was a delight and the dessert table was worth repeating.

Our youngest guest, Chris David, now a friend of mine, presented the president with a problem. He was having trouble cleaning up his plate and saw my dessert as I was walking by. As I sat down he was behind me and said, "You are the president, and you could tell my dad I can have dessert now." I went back to his table and with a wink to his dad said, "The president declares it is dessert time is that all right?" Dad, Dennis David of course went along with the scheme and Chris picked out his dessert. As I walked away he said, "Tell my dad to give me a 100 dollars!!" It was all done in good humor and Chris has the marks of a good automobile historian.

The Awards were given out in the usual dignity, but also with care and compassion. The deep personal connection between presenter and receiver was evident through out. Tom Warth's acceptance speech as the Friend of Automotive History (there was a tie in the voting and Paul Berliet will also receive this award, in France.) was moving. He reflected our thoughts as to what a privilege it is to live in freedom and to pursue our interests in the car hobby.

The night ended with the traditional photo of next years Board and Officers, as well as retakes of the award presentations. There was no rush to the parking lot and old and new acquaintances stayed around and visited even more.

Resolve now to attend Hershey 2001. The first of the new century and the new millennium.

- Taylor Vinson

## OBITUARIES

### JOHN DUGDALE (1914-2000)

John Dugdale, who received the Society's Award of Distinction in 1994 for Jaguar in America, died in New York on May 10, 2000. He was 86.

Born in Weybridge, Surrey, within earshot of the Brooklands track, John Frederick Dugdale took to motoring early on. At 18, he talked the legendary Sammy Davis, then sports editor of The Autocar into giving him a job as a

reporter, and there he remained the next 16 years, including war service, becoming assistant editor. This lent great authority to his first book, Great Motor Sports of the Thirties, which included an account of his own two seasons of road racing. John must have been one of the last eyewitnesses of John Cobb's land speed record run of August 1939 on the salt flats of Utah.

In 1948, he joined the export division of Rootes and was posted to the United States in 1950 where he spent the rest of his life. Leaving Rootes in 1954, he served as Jaguar's West Coast manager until 1959. In 1959, he was appointed resident representative of the Society of Motor Manufacturers and Traders (SMMT), running the British Automobile Manufacturers Association (BAMA) program in New York. During this time he formed the British Automobile News Bureau in New York and published the quarterly Automotive Business.

John Dugdale rejoined Jaguar in 1966 as vice president of advertising and public relations, and became national product publicity manager, with the combined British Leyland company, for Rover, Triumph, and MG and other BL marques until his retirement in 1980. He edited the Jaguar Journal for the company for 25 years, from 1966 until 1991.

He became a member of the Society of Automotive Historians in the early 1970's and was a lifetime member of the British Racing Driver's Club. He was also a member of the International Motor Press Association. John's other great interest emerged early in life also; it was painting and he was an accomplished water colorist, exhibited both in England and the US. Earlier this year, he published a small collection of his works which he referred to as his "artobiography."

Those who knew John Dugdale only from meeting him at Hershey in 1994 will recall a soft-spoken, slender man, impeccable in a navy blazer, courteous, a gentleman to the core. His wife and daughter were with him there and it's bound to be a keen loss for them.

- Taylor Vinson

### BILL DEVIN (1915-2000)

*AutoWeek* magazine reported that "the Enzo Ferrari of Okie Flats," died November 22 at the age of 85.

Quoting the magazine: "Starting as a Chrysler-Plymouth dealer in Fontana, California, Bill Devin moved to exotic cars and eventually specialized in racing Ferraris. His dream of becoming a car builder materialized in 1954 with the fiberglass-bodied Devin-Panhard. He ultimately became the world's largest producer of aftermarket fiberglass bodies in the 1950s."

To the student of American automotive history, Bill Devin and his cars hold a significant place. With his Devin SS and the later D and C models, Bill Devin joined the fraternity of small-run sports car producers on the American post-war scene.

- Sam Fiorani



## CUNNINGHAM IS COMING BACK, MAYBE; CHRYSLER IS STRUGGLING AGAIN, DEFINITELY

"There is sufficient wealth in the world to support an American supercar," said current Exide CEO and former Chrysler vice-chairman, Robert Lutz, in the October 2 *Automotive News*. He was announcing the formation of the Cunningham Motor Company, to produce V12-powered, 550hp, 200mph grand touring cars. Production is targeted to start in three years, with an eventual annual goal of 500 vehicles. The vehicle is intended to rival Aston Martin and Ferrari, the article said.

Credit Suisse First Boston has been retained to raise up to \$100 million for the new vehicle, through what presumably will be a private placement of equities.

Hoping to avoid the need for large cash outlays that proved insurmountable for previous startups, Mr. Lutz intends to create a "virtual" company that would contract with suppliers to provide engineering, manufacturing, and assembly. "You don't have to do what Delorean and Bricklin and Tucker did to get into the auto business," Lutz told *Automotive News*, "raising lots of money and building plants and expensive engineering operations. Now you just call a Visteon or a Delphi and a design house."

Design work on the engine has begun. However, it could not be determined at deadline whether there is any possibility of combining current designs for use in new cars. General Motors, for instance, has two DOHC sixes: one a V6 used in the Oldsmobile Intrigue and Aurora, and the second the company's new light-truck inline six.

Briggs Cunningham III is chairman of the new company, and yes, he is the son of Briggs Cunningham, Jr., who built and raced Cunninghams in the early 50s. Powered by 325hp Chrysler Hemi V8s, they reached for the holy grail of sports car racing, victory at LeMans, and failed. The failure in 1953, it was believed at the time, was due to the winning Jaguars' disc brakes, which enabled them to go further into corners before braking. Years later, Tom McCahill, an early Boswell of Cunningham's, viewed the failure differently. Writing in the September 1966 *Mechanix Illustrated*, he said of Cunningham at LeMans, "he came close and, in this writer's opinion, he could have won with some professional pit management."

Aston Martin and Ferrari have won the race. And with those two long-established brands as benchmarks, it will be interesting to see if the management of the new Cunningham mounts a fresh assault on LeMans to establish their mark and marque.

Meanwhile, back at Mr. Lutz's former employer, Chrysler, something happened that wasn't expected to happen after its takeover by Daimler-Benz: it lost money. As reported in the October 22 *Wall Street Journal*, the loss was admittedly just for the third quarter reporting period, not the entire fiscal year. But in a strong new car market, it was nonetheless a whopper: \$512 million. The reasons were many and varied. Some of the

problems were due to the combined entity's failure to realize expected cost savings; others were attributed to an inability, because of competition, to get higher prices for expensively redesigned products.

James Holden, head of Chrysler's US operations, cast the effect of the merger in a positive light. "At this particular moment, with some of the difficulties we're going through, it's good for Chrysler to be part of this larger group. The market we're currently operating in is absolutely a testament to why we did the merger," Mr. Holden said in the *Journal*. The next day, Chrysler announced the shutdown of seven US and Canadian plants for a week, with the layoff of 20,000 workers, to reduce inventories. To be continued....

- Pete Whittier

## STEIN JOINS BENTLEY PUBLISHERS

*Jonathan Stein*, formerly publishing director of *Automobile Quarterly*, has recently joined the publishing house Robert Bentley, Inc. of Cambridge, Massachusetts. Jonathan is an acquisitions editor in Bentley's Enthusiast Publishing Department. He may be reached at:

Robert Bentley, Inc.  
1734 Massachusetts Avenue  
Cambridge, MA 02138 USA  
Telephone (610) 779-9710  
Fax (610) 779-3705  
email: jonathan.stein@rb.com

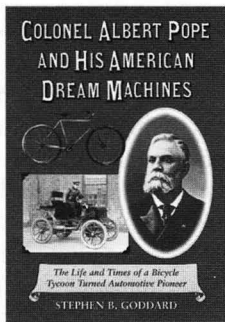
## THE VALUE OF AUTOMOTIVE HISTORY

Helen Earley and her twin sister, Bernice, shared my table at the Banquet again this year. As I sat there, I thought of what Helen had accomplished at Olds Motors and the conservation of Olds history. Richard Scharchburg and I drove to Lansing, MI on December 1st, 1999 for the ribbon cutting of the Olds Heritage Center. We met up with Sinclair Powell for the event. The speakers were well informed and they had a passion, caught from Helen, for automotive history.

The leader of the UAW in that area said something along these lines: (not a direct quote) [I came to work at Olds in 1965 and the automotive business has been good to me. It became more important to me as I studied the history of the automobile. One thing I learned through automotive history is that the auto business is constantly changing and if you don't change with it you are out of business.] This thinking in Lansing, MI has brought about a spirit of cooperation between the local government, GM management and the United Auto Workers. Five new plants and projects are the result of "learning from history."

Meanwhile, in Flint, we have lost Buick and Chevrolet Assembly and Ternsted, Fisher Body and most of A.C. Is the difference between the two major automotive cities the history lesson taught by the Olds Lady of Automotive History? History teaches us what to repeat and what to avoid.

- Leroy Cole



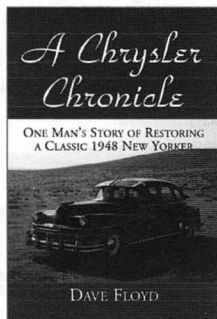
## Colonel Albert Pope and His American Dream Machines

*The Life and Times of a Bicycle Tycoon Turned Automotive Pioneer*

STEPHEN B. GODDARD

263 pages \$39.95 hardcover (7 x 10)  
Photos, notes, bibliography, index  
ISBN 0-7864-0921-5 2000

# rev



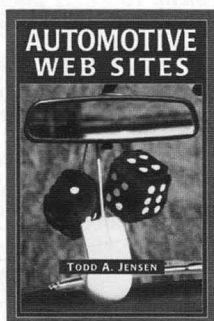
## A Chrysler Chronicle

*One Man's Story of Restoring a Classic 1948 New Yorker*

DAVE FLOYD

149 pages \$25 softcover  
73 photos, illustrations, appendix, index  
ISBN 0-7864-0910-X 2000

# up your engines



## Automotive Web Sites

TODD A. JENSEN

181 pages \$25 sewn softcover  
Lists, indexes  
ISBN 0-7864-0741-7 1999

## Drive-in Theaters

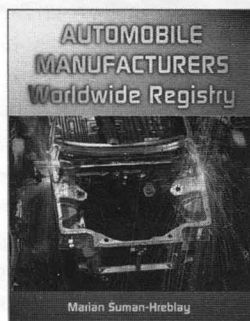
*A History from Their Inception in 1933*

KERRY SEGRAVE

296 pages \$38.50 library binding  
Photos, tables, appendices, references, bibliography, index  
ISBN 0-89950-752-2 1992

"WELL-RESEARCHED"—*Library Journal*

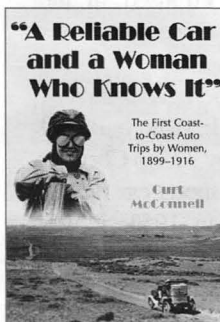
"RECOMMENDED"—*Choice*



## Automobile Manufacturers Worldwide Registry

COMPILED BY  
MARIÁN ŠUMAN-HREBLAY

327 pages \$39.95 softcover (8½ x 11)  
Bibliography  
ISBN 0-7864-0972-X 2000

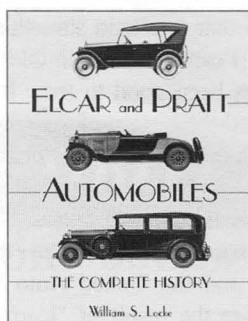


## "A Reliable Car and a Woman Who Knows It"

*The First Coast-to-Coast Auto Trips by Women, 1899-1916*

CURT MCCONNELL

184 pages \$29.95 softcover (7 x 10)  
69 photos, notes, appendix, index  
ISBN 0-7864-0970-3 2000

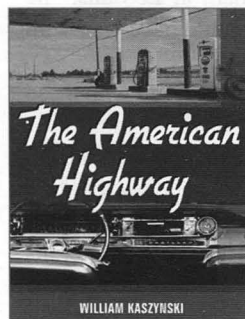


## Elcar and Pratt Automobiles

*The Complete History*

WILLIAM S. LOCKE

346 pages \$55 hardcover (8½ x 11)  
555 b&w photos & illustrations  
(plus 29 color photos), appendices,  
bibliography, index  
ISBN 0-7864-0956-8 2000



## The American Highway

*The History and Culture of Roads in the United States*

WILLIAM KASZYNSKI

237 pages \$45 hardcover (8½ x 11)  
313 photos, illustrations,  
bibliography, index  
ISBN 0-7864-0822-7 2000



# McFarland

Contact us for a FREE automotive history catalog

Box 611 • Jefferson NC 28640 • www.mcfarlandpub.com • ORDERS 800-253-2187 • PHONE 336-246-4460 • FAX 336-246-5018

# AMERICAN AUTOMOBILES AND MOTORCYCLES IN CZECHOSLOVAKIA

by Marián Ďuman-Hreblay

The fall of the Austro-Hungarian monarchy ushered in a new economic and political situation in Central Europe. Czechoslovakia, a new independent state since October 28, 1918, was the most important of the successor states that arose from the ruins of the Habsburg Empire. It inherited three-fourths of the Austro-Hungarian industry, and its exposed geographical position in Central Europe gave it strategic importance. The area of Czechoslovakia, with the territory of the Trans-Carpathian Ukraine annexed in 1919, measured approximately 140,000 square kilometers, with a population of about fifteen million.

From the very beginning, the Czechoslovak state was faced with serious economic problems, particularly those connected with the export of manufactured goods and the importing of raw materials. With the loss of former ample markets in Austria-Hungary and with the pressure of competition from technically developed countries, Czechoslovakia was in a difficult situation.

In the years of 1918-1920, the Czechoslovak government continued to be dependent on France, but Austria and Germany were important partners.

There were only a few cars in this territory after World War I. Most of them, when in good running condition, were required by the young Czechoslovak army. Production of Czech car manufacturers was oriented mainly to trucks.

An unfavorable economic situation in Austria and Germany was completed by the inflation of their currency. That is why, in the early 1920s, some Austrian (Gräf und Stift, Steyr, Puch) and German cars (Wanderer, Opel, Hansa Lloyd, Elite, Stoewer, Mercedes-Benz, AGA) were imported to Czechoslovakia.

Average monthly wages in Czech Crowns (Kèš):

	1921	1929	1937
workers	788	700	648
civil servants	1275	1367	1200

Retail prices of some kinds of goods, in Kèš:

	1921	1929	1937
bread, 1 kg	5.85	2.90	2.25
beef, 1 kg	15.95	15.45	13.30
milk, 1 litre	3.30	2.05	1.45
coffee, 1 kg	35.45	45.90	40.55
beer, 1 litre	3.20	2.95	2.95
suit, 1 piece	510.00	698.00	508.00
shoes, 1 pair	195.40	105.00	72.85

In the period 1921-1923, the Czechoslovak economy met with a sharp crisis, which affected mostly the coal and iron industries. During this crisis, there came a further concentration of capital and strengthening of the power of the strongest groups in the banking oligarchy at the expense of German and Hungarian capital.

In 1923, the Deutsche Mark was growing strong again and the prices of cars became uninteresting. From 1926, the Czechoslovak market oriented to French industry due to the cheap French Franc.

Many car marques were sold here, as Roland-pillain, Bignan, Ballot, Léon Bollée, Sequille Hoyau, Amilcar, senechal, Chenard-Walcker, Derby, Donnet-Zedel (later also Donnet with an American Continental engine), Salmson, Unicum, or GN. The era of cyclecars was alternated by modern small cars, as Renault 6 and Citroën 5.

Number of motor vehicles in Czechoslovakia:

	1922	1925	1926
motorcycles	2,489	10,142	14,551
three-wheelers	388	360	382
passenger cars	4,928	12,335	16,880
trucks	1,932	4,844	6,400
buses	126	520	676
special purpose vehicles	66	566	166

In the year 1923, there were 1,973 inhabitants for every passenger car in Czechoslovakia. In the Slovakia region of the Republic, the ratio was 7.775 to one.

The more backward economy in Slovakia in that period is seen in the following statistics of motor vehicles:

1918: 230	1919: 252	1920: 350	1921: 498
1922: 656	1923: 871	1924: 1147	1925: 1814
1926: 2606	1927: 3850	1928: 5845	

In Prague, the capital city of Czechoslovakia, there were 6,907 vehicles in 1926; in Bratislava, the largest town in Slovakia, only 615 motor vehicles in 1927.

The economic boom in 1923-1929 brought with a great advance in Czechoslovak industry. The development of the armaments industry (the Ďkoda Works in Pilsen and Zbrojovka in Brno), placed it among the first in Europe; the engineering industry, mainly motor car production, greatly expanded.

Motor vehicles in Czechoslovakia as of October 1, 1926:

Country of Origin	Motor-cycles	Three-wheeler	Passenger cars	Trucks	Buses	Special vehicles	TOTAL
Czech.	2450	260	9673	2963	475	286	16,107
USA	2656	3	1342	1502	135	233	5871
England	5153	5	86	1	-	-	5245
Belgium	420	-	154	8	1	-	583
France	261	1	1702	186	7	34	2191
Italy	71	-	1388	293	18	15	1785
Germany	2680	107	1383	298	15	50	4533
Austria	555	4	1094	1103	24	29	2809
Switz.	80	-	5	12	-	-	97
Other	225	2	53	34	1	7	322
TOTAL	14,551	382	16,880	6,400	676	654	39,543

American cars appeared on the Czechoslovak in 1921. The first of them was imported by Ing. Penídek. The true boom began in 1927 when Arnost Dietz visited Salon de l'Automobile in Paris and saw the new 6-cylinder Chrysler introduced in 1925. He decided to import these cars into our country. As there were customers interested in US cars, a new era of motoring in Czechoslovakia was born.

Import of goods from the USA to Czechoslovakia, in millions of Kèš:

1920: 4111	1921: 4547	1922: 2286	1923: 714
1924: 889	1925: 1118	1926: 765	1927: 1232
1928: 1149	1929: 1089	1930: 786	1931: 484
1932: 927	1933: 464	1934: 355	1935: 400
1936: 483	1937: 961		

# IT HAPPENED YEARS AGO

## *One Hundred and Five Years Ago...*

- November 1895 - The first issue of *The Horseless Age*, later renamed *Automotive Industries*, was published by E.P. Ingersoll.
- November 2, 1895 - The first automotive association was formed in Chicago, called the American Motor League.
- November 5, 1895 - Patent number 549,160 was granted to George Baldwin Selden for gasoline powered automobiles. The Selden patent was applied for in 1879 and was uncontested until 1911.
- November 28, 1895 - The race scheduled for November 1 finally took place. The 55 mile race consisted of six vehicles. J. Frank Duryea won the race in his Duryea Motor Wagon, averaging 7 1/2 miles per hour.

## *One Hundred Years Ago...*

- November 3-10, 1900 - The first National Auto Show of the Automobile Club of America was held in New York City. Held at Madison Square Garden, the show featured over 200 vehicles.
- November 30, 1900 - Germany patents front-wheel drive.

## *Eighty-Five Years Ago...*

- December 10, 1915 - Ford Motor Company builds its one millionth car.

## *Eighty Years Ago...*

- November 20, 1920 - Pierre duPont became president of General Motors, as well as continuing as chairman.
- November 25, 1920 - Gaston Chevrolet dies at the LA Speedway.
- November 30, 1920 - W.C. Durant resigned as president of GM.

## *Seventy-Five Years Ago...*

- December 1, 1925 - General Motors buys Vauxhall.

## *Sixty-Five Years Ago...*

- November 2, 1935 - Cord introduced the 810.
- November 2, 1935 - Ford Motor Company introduced the Lincoln-Zephyr.

## *Sixty Years Ago...*

- November 11, 1940 - The Jeep makes its first appearance.
- November 18, 1940 - Buick built its four millionth car.

## *Fifty-Five Years Ago...*

- November 1, 1945 - Lincoln and Mercury production resumed.
- November 21, 1945 - GM was shuttered by a strike.

## *Fifty Years Ago...*

- December 1, 1950 - Chevy produced its 25,000,000th vehicle.
- December 7, 1950 - Buick built its six millionth car.

## *Forty-Five Years Ago...*

- November 1, 1955 - Studebaker introduced the Hawk.

## *Forty-Five Years Ago...*

- November 30, 1960 - Chrysler announced the end of DeSoto production.

## *Thirty-Five Years Ago...*

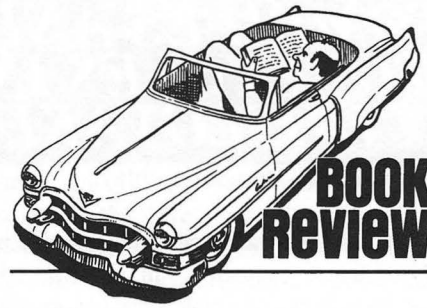
- December 22, 1965 - Fiat licensed the production of the Fiat 125 in Poland.

## *Thirty-Five Years Ago...*

- December 10, 1970 - Ford Motor Company names Lee A. Iacocca president.

## *Fifteen Years Ago...*

- December 26, 1985 - Ford introduced its first front wheel drive mid-sized cars, the Ford Taurus and Mercury Sable.



***CLEANER CARS: THE HISTORY AND TECHNOLOGY OF EMISSION CONTROL SINCE THE 1960s***, by J. Robert Mondt. Softcover. 262 pages, includes many line drawings, tables and charts, appendices, and index. ISBN 0-7680-0222-2. Published and distributed by Society of Automotive Engineers, 400 Commonwealth Drive, Warrendale, PA 15096-0001 USA. Phone: 724-776-4970. Fax: 724-776-0790. Web: <http://www.sae.org/BOOKSTORE>. Price: \$29.00 + shipping. Order No. R-226.

Despite major changes in vehicle sub-systems and technologies in the last 25 years, few books have tried to document them, let alone place them in historical context. *Cleaner Cars* attempts to fill the gap for emissions control. Despite some shortcomings, it largely succeeds, and it will provide a much-needed basis for future research.

Just over 30 years ago, American cars spewed out nearly 100 grams per mile of three major pollutants combined: unburned hydrocarbons (HC), oxides of nitrogen (NOx), and carbon monoxide (CO). Now, depending on the exact standard being met, the allowable figures total as little as 2 grams per mile (98% purity), and in day-to-day running most individual cars do far better, reaching over 99.9% purity. Catalytic converters, various types of vapor routing, and electronic engine controls backed up with sophisticated sensor systems do the trick with help from modern materials science. Mr. Mondt does a very good job of summarizing the various technologies used and, in most cases, detailing their history. While a few token engineering equations do make an appearance, he has aimed this book toward a general audience with some passing familiarity with how cars work. It is an interesting read.

One thing the book covers only very generally is the political fighting between the US automakers and the federal government, but as the subtitle indicates, this is beyond its scope. The tome that will cover the regulatory battles in Congress has yet to be written and will require an insider to write. Mr. Mondt does not, therefore, try to pass judgement on the regulators or the environmentalists; that isn't his motive or purpose. *Cleaner Cars* is simply meant to be about the technology and the raw numbers it is designed to meet.

But that brings up the book's shortcomings. Mr. Mondt is a retired General Motors (GM) engineer who worked on emissions systems during his career. He has impressive credentials to write on the subject, but his book suffers from a viewpoint that is too GM and too American. It would be interesting to read, say, Ford's story and how and why its research priorities may have differed from GM's, but you will find only a token statement from a Ford representative in an

appendix. Foreign automakers are barely mentioned, but they had to meet US emissions standards too. Their stories, were they willing to talk, would have been beneficial. More information about past European and Japanese emissions standards to compare with then contemporary US standards would be useful but isn't here. As an example of the "too American" criticism, Volvo's name doesn't appear, but it played a key role in the development of the oxygen sensor system that provides data to control the fuel-air mixture and help the catalysts work. All late-model cars use oxygen sensors.

In addition, though the 49-state and separate California emissions standards are well covered, the short-lived "Rocky Mountain" standards that affected the counties around Denver, Colorado, for several years until the early 1980s aren't mentioned. Finally, detail about the design logic and history of the OBD II (second-generation onboard diagnostic) system used on US-spec cars since 1996 is conspicuous by its absence. Who came up with this system, and why was it strictly necessary to monitor over 100 parameters? OBD II is mentioned mainly in passing and was being developed just before his retirement, so he may not have been as familiar with it.

Though perhaps you should look at Mr. Mondt's book more as a history of GM's emission control development, there really isn't anything else quite like it out there. This more than overcomes its shortcomings. More such works are sorely needed. Otherwise, we risk that years from now much about today's cars will be a complete mystery to people trying to find out about their technology. Better a book about recent engine development, or lubricant history, or chassis construction, than yet another one on Ferrari, I say. After all, which type of topic will be more relevant to future automotive historians?

- Edwin Krampitz, Jr.

**RESCUED AND RESTORED: CANADIANS AND THEIR COLLECTIBLE CARS**, by James C. Mays. Available from Quad Printing, (519)695-2302 (9-5 Eastern Time). Price: US\$20 plus shipping and handling.

What do you look for when you are browsing the auto bookrack? For me, it's entertainment first, then information. If the book in question meets those criteria and also pushes some nostalgia buttons, then that book will wind up in my hands and on my bookshelf.

I recently had the pleasure of reading James C. Mays latest book, "Rescued and Restored, Canadians and their collectible cars." I first heard of Mays when I was researching an article on an American Motors car, and several folks pointed me towards this knowledgeable and friendly Montreal dweller.

Inside you'll find an interesting and eclectic collection of stories that range chronologically from a 1923 Ford Model T Deluxe centre-door sedan to a 1987 AMC Eagle. My favorites include the 1964 Buick Skylark, the 1970 AMC Javelin Mark Donahue Edition and the 1976 Toyota Celica ST. What is unique about Mays' book is that each story not only gives you accurate historical information about the car, but also manages to give you an enjoyable look at the individuals who own them.

- Mike Costello

**HARTNET: Portrait of a Technocratic Brigand**, by Joe Rich. Softcover, 7 x 10 ins. 184 pages with 8 black and white illustrations. Published by Turton & Armstrong, 21 Lister Street, Wahroonga 2076, Australia. Fax: 61 2 9489 6719. Email: turtarm@attglobal.net. Price: AU\$39.95.

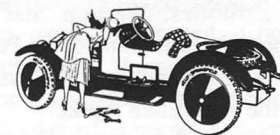
Laurence James "Larry" Hartnett was a General Motors executive for 21 years, and a major figure on the Australian industrial scene. English by birth, he sold Buicks in Singapore, then joined General Motors Export Company in 1926, charged with supervision of distributors in the Madras division of India. In late 1927, he was made sales manager of GM Nordiska AB, covering Sweden and Finland; a year later, he returned to England as export sales manager for Vauxhall Motors. After resisting transfer for as long as he could, Hartnett was sent to Australia early in 1934 as general manager of General Motors-Holdens Ltd., GM's joint-venture with veteran Australian body-building company, Holdens Ltd.

Hartnett ran GM in Australia through the recovery years of the 1930s and the war years; apart from major contributions to the war effort, he committed GMH to Australian car production, treading a narrow path between the insecurities of government policy (Australian governments were keen to see local production, but feared overseas control) and the concerns of GM head office—though A.P. Sloan eventually conceded that Australian production was inevitable and GM should participate. Hartnett parted with GM in May 1947, after he had been relieved of his position of managing director, and instructed to report to New York; he refused and resigned. The break was bitter, and he was excluded from the later launch of the Holden, the first quantity-produced Australian car.

He struggled to retain a position in the motor industry, first with a venture to produce the 2-cylinder Gregoire car (see *SAH Journal* No. 140 through 143), then by importing the German Lloyd car, and finally as pioneer importer of Nissan cars and trucks. He died in 1986, at a time when his biographer had interviewed him at length but had scarcely begun to work through the available manuscript sources.

The result of this rare combination of personal access and good archival research is an almost model biography of an

## WANTED: AUTOMOBILE LITERATURE, 1900-1975



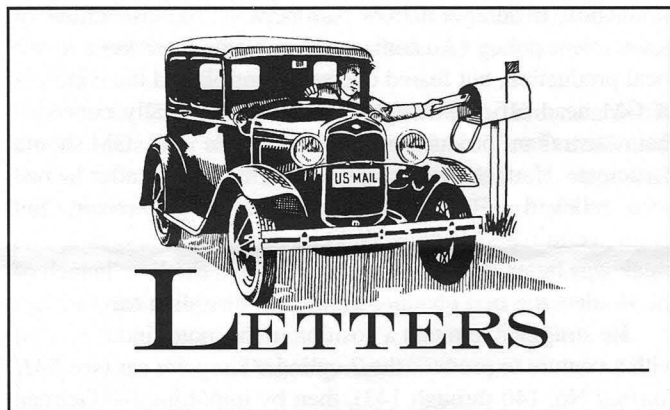
WALTER MILLER  
6710 Brooklawn Parkway  
Syracuse, NY 13211 U.S.A.  
PHONE: 315-432-8282, FAX: 315-432-8256

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.

industrialist; as the sub-title indicates, the tone is not reverential, but neither is there any harping on failings or attempts at psychological insights. As motor historians, we would probably have liked more matter on the day-to-day challenges of running a remote but substantial "outpost" of the GM empire; some glimpses are given, but in a relatively brief work the author has rightly given the political aspect more cover. It is altogether an excellent book, and could be valuable to anyone outside Australia with a general interest in the history of corporations.

There is, too, some icing on the cake. Hartnett wrote his autobiography (*Big Wheels and Little Wheels*, Melbourne, 1964, and two later versions), a very readable book with quite an element of "puff" about it; in the absence of better material, it has been widely quoted and drawn on by historians and journalists. Joe Rich's book frequently deflates the puff. May we hope that some day soon, Alfred Sloan's *My Years with General Motors*, so widely referred to and so carelessly read, will also be given an objective spring-cleaning.

- David Manson



## WESTERN PENT/TRI-STAR

Further to the item on the DaimlerChrysler swallowing Western Star as seen in *SAH Journal* No. 187.

In consequence of the White collapse, its Canadian operation, Western Star, was cast adrift when Volvo declined to accept it with the package. Also declined was the Australian branch of White at Wacol, Queensland.

Local re-financing, however, kept both entities alive in their respective territories. Western Star Trucks Australia, under the direction of Messrs. Shand and Peabody, constructed trucks using components drawn from Canada and assembled DAF models for the Australian market.

However, in 1991, when the local financiers sold out of Western Star, Canada, the Australian executives became the proprietors of the whole of Western Star. Terry Peabody then moved to Canada and Australian production tailed off; terminating in 1993 with the roll-out of the 1000th unit.

That Terry Peabody will "assume control of Western Star's Australian operations" is another way of saying that, having sold out, he will return to Australia as branch manager. **Max Gregory, 1185 Main Sth Road, Drouin 3818, Victoria, Australia.**

## HENRY FORD HISTORY

Mr. Edwin Kramitz, Jr. did an excellent job evaluating how World War II affected automotive history, and his article ["The Echoes of World War II in the Auto Industry," *SAH Journal* No. 187] will prompt more discussion on the subject. It should be noted that Henry Ford also hated Catholics, but that was just a part of his overall blind bigotry.

I would like to refer to another title "Did Henry Ford Help the Nazis?" which was published in the October 1994 issue of *Vintage Truck and Fire Engine Monthly*. Mr. Krampitz wondered if Henry Ford actually helped Hitler once the war started. After the invasion of Poland in 1939, Ford engineers in Michigan completed the design of the new 018/098 T truck series. The entire design package was handed over to Köln in 1940, and the Wehrmacht dubbed this design with its flathead V8 the "V 3000 5." Ford Werke AG turned out 15,316 of these trucks in 1941 alone. These modern trucks were used on all fronts against the Allies who mysteriously spared the factory from bombing in 1945. **Albert Mroz, P.O. Box 2286, Menlo Park, CA 94026.**

## METALLURGIQUE HISTORY

*This is from a letter sent to Michael Worthington-Williams. All replies should be to the letter's author.*

We spoke earlier today about a mystery surrounding one of my ancestors, which has puzzled me for some years. In some family papers, which I inherited when my mother died, there is a record of the following memorial inscription:

"In loving memory of Frederick Lawrence and William Faux who lost their lives whilst testing the Metallurgique on February 10th 1911.

"Together they boldly went, To test it was their intent,

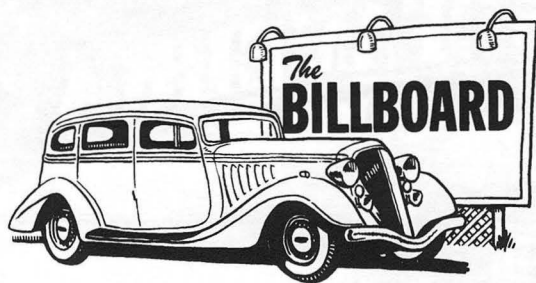
"Together o'er the bonnet they went, Together they died."

"Chap 4 Silent Knight"

So far, I have not been able to find any official record of the deaths in official records. From this I assume the accident must have happened outside the United Kingdom.

I would be grateful for any information you or any of your members may be able to give me into the circumstances surrounding this event. I am particularly interested in knowing where the accident took place, where the deceased are buried, where the epitaph is sited, together with details of the car involved and whether there are any photographs available in any archive.

I would appreciate any help that you can give me in solving this mystery and I look forward to hearing from you in due course. **Roger Faux, 11, Brackenbury, Andover, Hampshire, SP10 3XJ England.**



**WANTED:** Leads regarding a three-wheeled open vehicle, which was to be operated by a "tiller." The tiller was both to steer and provide acceleration and braking. I believe such a vehicle was shown in an issue of one of the following publications: *Popular Mechanics*; *Popular Science*; or *Mechanics Illustrated*; in the period approximately 1947-1948. **Darwyn Lumley 1911 Goodwin Drive Vista, CA 92084. E Mail: CARevent@aol.com**

**ATTENTION: Asian and Australian SAH Members.** I'm currently seeking any printed material, preferably factory press or sales literature, on the Timor car. Information on this company/car is scarce in the United States in any form. Any assistance would be greatly appreciated. **Sam Fiorani, 307 Kingston Drive, Douglassville, PA 19518. Email: SVFiorani@aol.com. Fax: (610)277-2505.**

**INFORMATION WANTED:** For a book I am writing, I would appreciate any information on the history of the Renault 40 CV in the United States (there was a dealer in New York City c. 1922-1927), as well as the later pre-war large cars Reinastella and Nervastella. **Claude Rouxell, Résidence Lamolinerie, 9A rue Lamolinerie, 33200 Bordeaux, France.**

**INFORMATION WANTED:** Recently purchased a 1969 Checker Marathon Wagon. Interested in information on this particular model (wagon) and company. **Nathan Swanson, 5018 Green Oak Drive, Durham, NC 27712 or email nswanson@unctv.org.**

**FOR SALE:** "Automobile Engineering" published by the American Technical Society in 1926. This is a 5 volume set covering Engines, Drive Trains, Electrical Systems, Wiring Diagrams, and Motorcycles and Tractors. Good condition. \$60.00 **Donald Paul, 1952 Ward Ave. Muscatine, Iowa 52761. Email: dhlvpaul@muscanet.com**

**FRANK GARDNER,** financial partner of the Serpollet brothers, U.S. Civil War veteran. Can anyone direct me to a source of biographical information (an obituary, perhaps) as I wish to investigate the often-made statement that his fortune was made in Australian gold mining. **David Manson, 157 Ashley Street, Chatswood 2067, Australia. Email: davidsmanson@hotmail.com.**

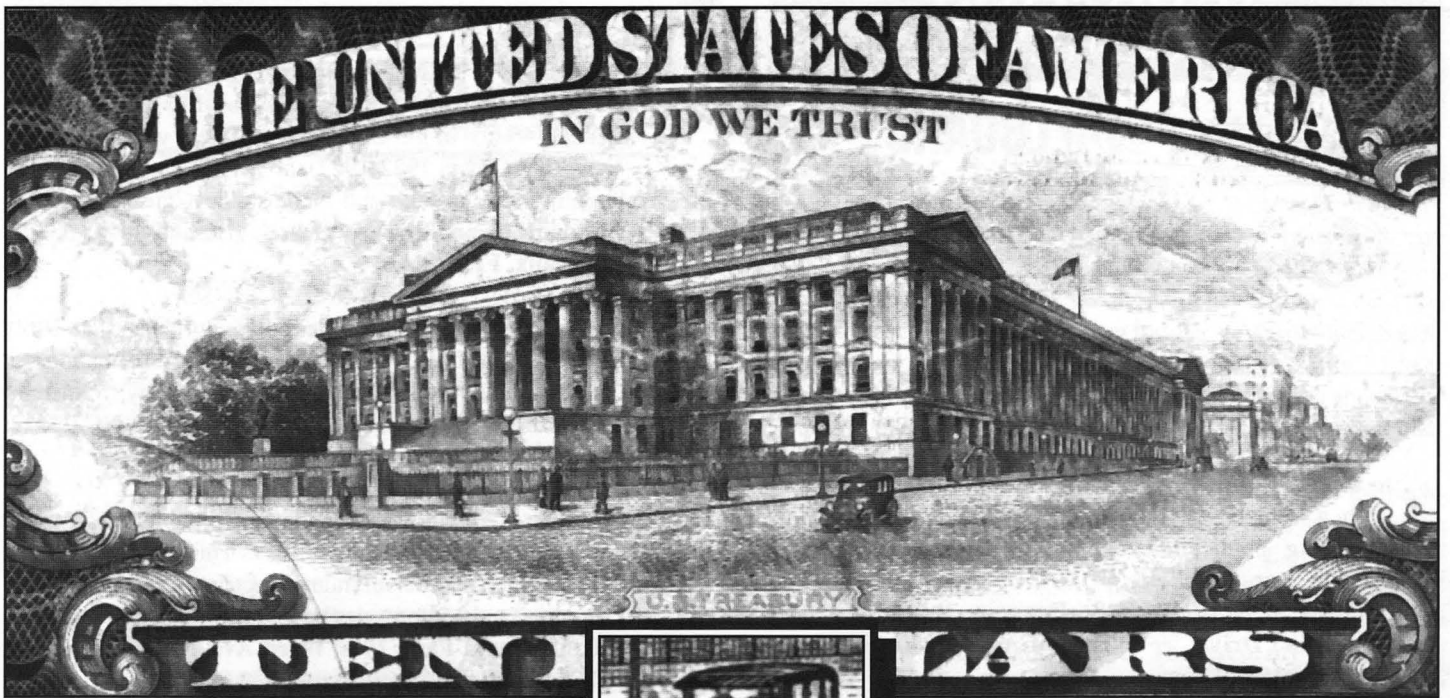
*Merry Christmas!*

*Happy New Year!*

*Happy Hanukkah!*

*Happy Holidays!*

*From the Fiorani family to yours*



Over the past few years, the United States Federal Government redesigned its paper money. Starting with the \$100, they have worked down to the more common bills including the \$50, \$20, \$10, and most recently, the \$5. Nelson Bolan noticed that with these changes, one of automotive history's most famous mysteries disappeared. At the top is the \$10 bill as it was printed from 1928 until this year; the bottom picture shows the new \$10 bill. The inset picture shows a close-up of the aforementioned car. SAH members have written about this car on a number of occasions including *Automotive History Review* #21 (Winter 1986-87), *SAH Journal* No. 108 (May-June 1987), and *SAH Journal* No. 122 (September-October 1989). It was said that this car was a Ford Model A or a Hupmobile, but in Dennis David's research (*SAH Journal* No. 172, January-February 1998) it was uncovered that it was neither. "Legal requirements will not allow the U.S. Government to indicate it's endorsement for any commercial firm or product." Model A or not, the car is gone.

- ten-dollar bills courtesy of the U.S. Treasury