

SAH JOURNAL

The Newsletter of the Society of Automotive Historians, Inc.

March-April 2001

Issue Number 191

NEW ADDITIONS TO THE SCHARCHBURG ARCHIVES

On Tuesday, Jan 23, 2001, two semi trucks arrived at the Kettering-GMI University docks, carrying the SAE Archive and Patent Collection to its new home. This priceless (\$5 million value) collection is to be housed in the Richard P. Scharchburg Archives.

The Patent Collection was formerly owned by the American Automobile Manufacturers Association (AAMA) and includes patents from 1790 to 1999. Richard Scharchburg began tracking the collection since AAMA donated a large portion of its library to Kettering. While choosing what he thought would be useful to the Kettering Archives, Richard wondered what had become of the Patent Collection. Content to know that the SAE had acquired it, he was, very active to acquire it for Kettering when he learned it would be placed in a University. The news conference and the events surrounding the delivery are the direct results of his effort.

In a well publicized induction of the Collection into the R.P.S. Archives, SAH member and archive curator, William P. Holleran stated that creative initiative and technical genius of generations of workers within the automobile industry can be tracked in this historic collection. "Patents represent an evolution of a product -- the beginning of a product to the present. It's all here -- transmission development, heaters in automobiles, suspensions, steering, brakes, engine lubrication. The history of the automobile has virtually been delivered to Kettering University."

Kettering President James E. A. John commented, "This is a particularly meaningful donation for Kettering University, we have been entrusted to collect and preserve materials that have created and shaped the automobile industry. It is particularly fitting that such historic documents will be permanently housed in facilities named for one of the foremost automotive historians (Richard P. Scharchburg) at a university named for one of the greatest inventors of our age (Charles Kettering)."

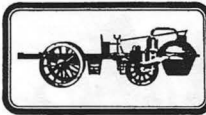
Daniel M. Hancock, chairman of the SAE Foundation, wrote "By establishing a home at Kettering University, SAE is also providing an opportunity for its members and others to add significant contributions that will further enrich the SAE Archives. We are confident the collection will be preserved and maintained in the highest standards and made accessible in keeping with the mission and goals of SAE and Kettering University."

Fifteen hundred boxes containing 396,000 patents are now a part of the Richard P. Scharchburg Archives.

THE 19TH ANNUAL LITERATURE FAIRE & EXCHANGE sponsored by the SAH Southern California Chapter will be held on June 24, 2001. As always, this is a swap meet of literature and small collectable items (no vehicles or parts). It will be held at the Irwindale Speedway 13300 East Live Oak Avenue, Irwindale, CA. The speedway is just west of the 605 Freeway, north of Interstate 10, and south of the 210 Freeway. Selling begins at daybreak, or slightly before. Most sellers close up shop by about 1:00 PM. Free parking, no admission charge for buyers or browsers. For information call (714) 229-9100.

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EDITORIAL COMMENT

IT MAY BE GOODBYE, BUT IT'S HARDLY THE END

I've had a great time as editor of this fine publication. It has been nearly six years since I took the helm of the *SAH Journal*. At this point, I have been the editor for 34 issues, but it is time for me to step down.

As I am trying to transition in a new editor, I want to take this chance to say a few things to the Society.

I've told this story a few times, here and to members in person, and I'll burden you with it just once more. I spent years looking for an organization where I could share my love for all things automotive. After a few false starts, I fell into the Society of Automotive Historians. I have been a steadfast support of this group, telling everyone who would listen about the Society, accidentally gaining a few members in the meantime.

Each October, I spend some time in the SAH tent at Hershey absorbing the atmosphere. If you haven't been there, make the time. *Paul Lashbrook* has organized a fine group to put a face on our group. He'll tell you stories, just as anyone who's spent some time there, about people coming in off the fields who *are* automotive history. It's living history and no museum can top that.

I've met many people, travelled to a number of wonderful places, and learned many things since joining the organization. Some of the biggest thrills I've had have included meeting *Mike Lamm*, *Karl Ludvigsen*, and *Fred Roe*. I'm glad that I had the chance to meet Richard Scharchburg. I've been proud to get to know people like *Don Keefe* and *Dennis David*. I want to thank the many people who have helped me with my research and I look forward to helping others in the future, as was SAH's original intention. I've enjoyed visiting museums and collections in Los Angeles; St. Louis Cleveland; Springfield and Brookline, Massachusetts; and Detroit. And I intend on meeting more people and visiting more places.

Specific to the *Journal*, I've enjoyed talking to and corresponding with members from all over the world. I've made some mistakes. The *Journal* generated some of its best publicity during my tenure as well, including mention in magazines like *Sports Car International* and four consecutive *Old Cars Weekly* Golden Quill awards.

It's been six very memorable years. *Pat Chappell* gave me my start here and I would like to thank here for that.

Now, I would like to introduce you to the new Associate Editor. His name is *Tom Jakups* of West Hartford, Connecticut. Before the year is out, he will take over as editor. I wish him all the best and, from his background, I'm sure he'll do an outstanding job.

Since becoming editor of the *Journal*, I've moved from a lowly position as an editor for Chilton Books to the automotive market analyst for an automotive consulting/analytical firm. And I'm not done yet...I've got plenty left to do. And SAH continues to be part of that future.

- Sam Fiorani

Mail your donations to:

SAH Silent Auction, c/o Leroy Cole
PO Box 183
Goodrich, MI 48438

The New Year has been exciting with both good and bad news. Being president demands you deal with both. I can report that the Society is well and progressing in the activity for which it was created. For those of you "on line," our web site is growing in connective value. Plans are in place to increase the regularity and efficiency of the *Journal*, and the next History Conference is being set up for 2002.

I have scanned through almost 190 *Journals* from #1 to the present and have observed over 30 years of ideas. We have always desired to operate in areas of usefulness to the Society as we do our research in libraries and archives and the question arises, "Should we start our own?" Only if we have millions set aside to fund it. Creating a research center would drain volumes of energy from research. The same can be said for a museum, publishing or any other permanent structure.

What we can do with and for established institutions is what we do with each other, share our knowledge and experience. We are "weighing" our response to such opportunities.

Now for a commercial announcement:
"The Silent Auction"

Every member should have a pile on their desk marked, "Silent Auction Donation." When it grows enough to put it in an envelope or a box send it on to the S.A. Chair. Bill Franson, member #0393, must do this as we receive literature from him regularly.

Be Alert in your collecting and always take "2" of a Special Handout! One of our members picks up auto literature at European car shows and dealers and sends them to the SA. They sell because most of us have no such access.

While searching for books at a yard sale (and we all do?) pick up that .25 to \$1.00 car book that you already have two of and put it on the SA pile.

Clean out your duplicates and encourage your literature vendor to make a donation as well. It's great PR!

Autographed books are always well received. Have you sent us a copy of your published work? Autographed of course!

Down sizing? The SA will double the value of your pruning! First to distribute the literature to a fresh user, and second to raise money for the Society.

NOTE: There is no dead line for the silent auction other than now. When you have some items send them "now" no matter what month it may be. Our new system of cataloging is continuous. We enter them as they come in and at the dead line we print the catalog, send it out and the next catalog is begun with the next shipment received. So you have no dead line to meet other than "NOW!" But may I throw out a cliché or two: "There is no time like the present!" and "Don't put off until tomorrow, what you can do today!"

25 YEARS AGO AT SAH

Issue No. 39 opened with an introduction of the Society's new president. *Mike Lamm*, at the ripe old age of 39, became the group's fourth president. This youngster's resume reads like a who's who of American publications from *Motor Trend*, and *Special Interest Autos* (which he co-founded) to *Better Homes and Gardens* and *Catholic Digest*.

Mike presented his "bare-bones outline" of what he planned for his presidency. "A permanent oral history committee" and "video interviewing committee" do not exist at this point and should (although *Hemmings Motor News* donated a "Panasonic Model RQ-2245 tape recorder" for the oral history committee). With everyday that goes by, someone has been permanently silenced and their stories have passed with them. The "fund raising committee" was listed as "very important...we can't be much more than armchair historians without good financing."

Some ideas just keep resurfacing, even a quarter of a century later. Discussions among SAH board members recently in Cleveland reinforced Mike's desire to start a "research source & cataloging committee" and an "indexing committee."

Even Mike's own statement is that other members, at the time, felt that his plan was "ambitious." Apparently, so ambitious that 25 years later, only remnants of these ideas remain.

As a follow-up to his March comments, Mike discussed a point brought up by *John Conde* in the April issue. John wondered if the Society shouldn't gather items usually tossed out. In addition to the press releases and other paper items Mike mentioned in his March report, John added things like "TV commercials," "radio commercials," and "training and sales films and cassettes." This is the same idea discussed in these pages just last year when the thought of collecting non-paper press kits and web site information was introduced.

At the time, Mike didn't want to "load the Society down with yet another committee." At the time, this could have been a problem with only a couple hundred members. Today, these are all ideas that should be re-examined since the organization now numbers nearly 1,000.

Among non-SAH business as covered in the pages of No.40 was the article about GM's "biggest announcement" of the fall of 1974. *Perry Zavitz* wrote "All Others Towered" about the Terex Titan truck. The 33-15 model Terex could haul 150 tons while the prototype 33-19 "Titan" had a capacity of 350 tons. The bed of the Titan could carry 10.2 Henry Js, by Perry's estimation. (See the illustration on page 7)

- Sam Fiorani

OBITUARY

ARCH BROWN (1920-2001)

My friend and colleague Arch Brown of Chico, Calif. died February 19, 2001 after a long and brave battle with cancer. He was 81 years old.

Over nearly 25 years Arch had built up a nationwide following of fans who looked forward to reading his "driveReports" and "comparisonReports" in *Special-Interest Autos*, his monthly "Freewheeling" column in *Cars & Parts* and his numerous articles in *Collectible Automobile*.

A former teacher and school administrator in the Stockton, California system, Arch came to automotive writing almost by accident. When I first took the editor's chair at *SIA* in 1978 I received a fine set of photos of an Ajax taken by a former employee of *Hemmings* who had moved back to Stockton. I wanted to run the photos, but of course we needed words to go with them.

The photographer recommended that I contact Arch, who was a great Nash enthusiast. We talked, we clicked, he wrote his first driveReport about the Ajax and he was off on a second career, which commenced in earnest in 1981 when he retired from the education profession. His work for *Special-Interest Autos* became so prolific, in fact, that we used to run articles in the same issue under his pen names of Josiah Work and Alex Meredith along with his own byline.

In the 21 years we worked together as editor and writer we never had a single misunderstanding and he never missed a deadline or goofed an assignment. That is the mark of a real pro in this or any business, and his work was virtually mistake-proof as well, so conscientious was his research.

Yet Arch was the most unassuming of men; even-tempered, quiet, non-judgmental, with a wickedly good sense of humor. He was also an accomplished lay preacher in the Methodist Church and a popular public speaker about auto history and car collecting. Oddly enough, he never owned any collector cars himself but probably knew more about many of them than the owners themselves.

Despite all the assignments from magazines he also found time to write a number of books including *Jeep: The Unstoppable Legend*, *Chevrolet Chronicle* and *Great Cars of the Twentieth Century*.

Arch was a native of Berkeley, California, a Navy veteran of WW II and held a Master's Degree from the University of California. He was also one of the finest gentlemen I have ever had the privilege to know.

-Dave Brownell

EDWARD ROTH (1931-2001)

Edward "Big Daddy" Roth was a custom car builder in California. If the name still doesn't ring a bell, his work should. Not his cars but his artistry.

Automotive history extends to more than just cars and trucks. It reaches into automobilia, where Roth made his biggest mark. Roth was the creator of the "Rat Fink" cartoon character. Rat Fink made his way into nearly every type of media including t-shirts and model cars. Roth's other creations

included other cartoon characters and more than a few custom cars. But Roth was best known for Rat Fink.

According to the *AutoWeek* obituary, Edward Roth passed away on April 4, 2001, in Manti, Utah, at the age of 69. He is survived by his wife, five children, four step-children, and fourteen grandchildren.

JAMES SCHEFTER (1940-2001)

Schefter worked on a number of projects in his career. He spent seven years covering the Gemini and Apollo space programs. He later became the west coast editor for *Popular Science* covering space, electronics, computers, and the west coast automotive scene. He wrote about the creation of the Apple Macintosh computer and was in the running to fly aboard the space shuttle.

In 1997, seven years of research went into one of the best first-hand accounts of the modern automotive industry. The book *All Corvettes are Red* told the story of the fifth-generation Chevrolet Corvette. He had access to many internal meetings having to do with the Corvette's development, showing a side of GM few have ever seen.

James Schefter died January 21, 2001, in Salt Lake City, Utah.

ADDITIONAL NEWS

SAH STUDENT PAPER COMPETITION INITIATED

An annual competition among university students for the best paper in the area of automotive history has been established by the SAH Student Paper Award Committee. The competition will get underway this year, with the initial award (a plaque and a cash prize of \$500) to be made in October, 2001.

Persons submitting papers must be students at educational institutes (thesis-level, undergraduate or graduate level) at the time of submission. Papers should not exceed 10,000 words, with an original and four copies to be submitted. Deadline for entry is June 1, 2001

SAH members are urged to bring this competition to the attention of all potentially interested persons. Complete details on the competition can be obtained from **Sinclair Powell, Chair, Student Paper Award Committee, SAH, 8 Ruthven Place, Ann Arbor, MI 48104-2612**. Other persons serving on the committee are *Charles Blackman, Robert Ebert, David Lewis and Craig Pascoe*.

ERSKINE REGISTER

Florida car hobbyist Dave Oliver has compiled a register of around 50 Erskine automobiles (built between 1927-1930) and is looking for others to add to the list.

The Register is now available on the Internet as well as in print.

If you have an Erskine or know of one, Dave would like to hear from you. Contact him at:

Dave Oliver
1144 Dockside Drive
Lutz, FL 33549
Phone: (813)948-1822
Fax: (813)948-8353

Email: SeaRayDave@prodigy.net

http://members.tripod.com/~erskine_register/erskine.html

AWARD-WINNING PARIS MEETING

SAH 6, Rétromobile 26, ACF 105. Thus might read a box score for longevity in Paris, where the Society held its sixth annual European meeting and dinner, February 8th, 2001, at the 105-year-old Automobile Club de France, on the eve of the 26th Rétromobile show. For SAH, at least, it was a record-breaker, with 41 members and guests attending, proving that word gets 'round about a good thing, even when the publicity machine crashes.

Paris regulars were there en masse, joined by a number of new faces. Members in attendance included *Patrick Fridenson, Ferdy Hediger, Peter Moore, Malcolm Jeal, Peter Cahill, Bryan Goodman, Robert Cumberford, Paul Berliet* and his son *Yves, Dave Brownell, Chuck Houser, Kit Foster, Jean de Kerchove, Timo Laitinen, Jasmine Borgeson, Alain Cerf, Marc-Antoine Colin, Jean-Francois de Laitre*, and organizers *Taylor Vinson and Laurent Friry*. Our numbers were so great that the previous venue, ACF's Salon Bugatti overlooking the Place de la Concorde, was too small, so we dined in the Panhard et Levassor salon, where a rich photographic heritage of the marque substitutes for an outdoor view.

Highlight of the evening was an award ceremony, honoring a number of recipients who were unable to come to Hershey last October. The Cugnot Awards for books in other than English language both went to European authors and publishers, who were well represented at the dinner. The Cugnot Award of Distinction was presented to Horst-Dieter



Z. Taylor Vinson (right) enthusiastically congratulates Friend of Automotive History Paul Berliet

- Chuck Houser photo

Görg and Torsten Hamacher for *Hanomag-Personenwagen von Hannover in die Welt*. Andreas Asche, who also designed the book, received the publisher's award for *Mundschenk Druck- und Verlagsgesellschaft mbH*.

Winner of the Cugnot Award for the best book on automotive history in other than the English language went to Emilio Polo, for *La Hispano-Suiza: El vuelo de las cigüeñas 1916-1931*. Sr. Polo received his award, and accepting for publisher Wings and Flags was Britt-Marie Eriksson y Thorns.

The culmination of the evening was the induction of Paul Berliet as a Friend of Automotive History. M. Berliet headed Automobiles M. Berliet, the auto and truck manufacturing firm founded by his father in Lyons, until its acquisition by Renault in 1978. In 1982, M. Berliet established the Fondation de l'Automobile Marius Berliet to promote and preserve the patrimony of passenger cars of the Rhône-Alps region and trucks of all of France. The Foundation, which preserves both vehicles and documents relating to them, received the Society's James J. Bradley Distinguished Service Award in 1988. Further visibility was given to the award and M. Berliet when Taylor Vinson repeated the presentation on the Berliet stand at Rétromobile the following morning.

There are plenty of reasons to visit Paris year-round. For car folk, though, the off-season is ideal, for while the weather in February might not be perfect there's Rétromobile and the SAH European meeting. The eve of the opening of Rétromobile is the traditional date for the latter, so mark your calendars for 2002.

- Kit Foster



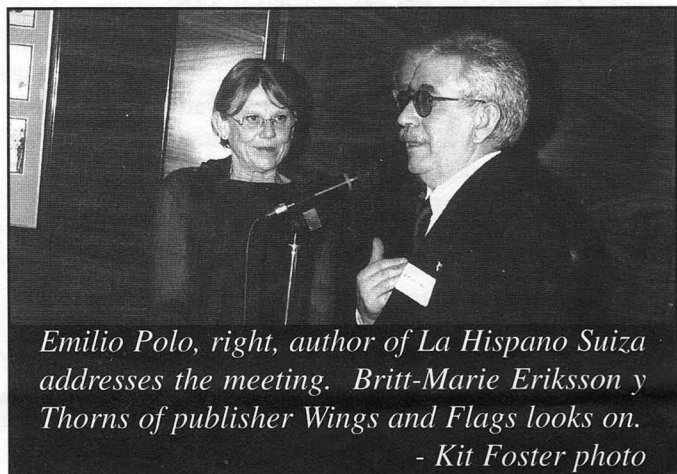
*Award recipients at 2001 Paris SAH dinner are, back row, left to right, Emilio Polo, author *La Hispano Suiza: El vuleo de las cigüeñas 1916-1931*, Friend of Automotive History Paul Berliet, Britt-Marie Eriksson y Thorns of publisher Wings and Flags, and Torsten Hamacher, co-author of *Hanomag-Personenwagen von Hannover in die Welt*. In front, left to right, are Hanomag co-author Horst-Dieter Görg and Andreas Asche of publisher Mundschenk Druck.*

- Chuck Houser photo

XXVI

Rétromobile is hardly France's Hershey nor her Beaulieu Autojumble, for it resembles neither of those events. Americans who have not attended probably have no concept, because, as Bostonians are tired of hearing, there's nothing like it. It's part auto show, part indoor flea market, but unlike old car events in the USA it has heavy manufacturer participation. Much of the space in the two-hectare hall at the Paris Expo grounds is devoted to club displays, some of them with the automakers' backing, so the stands tend toward the elaborate and exotic.

It's not all show; you can buy stuff, too. Automobilia and literature are most in abundance, but parts for your Gobron-Brillie just might be on sale. It's indoors in February, though, and the rent is high, so you won't find any casual vendors of



Emilio Polo, right, author of La Hispano Suiza addresses the meeting. Britt-Marie Eriksson y Thorns of publisher Wings and Flags looks on.
- Kit Foster photo

one could board a vintage bus outside the hall and have a one-hour self-paced tour of the facility, which includes displays of cars from all periods of Renault's history, a number of concept cars, and a hall of competition machines. An added bonus was the opportunity to walk through the restoration shops and observe the works in progress.

There's plenty to see in Paris outside of Rétromobile, too, most of it as appealing in the off-season as in springtime. And when you've tired of art and culture you can always stroll down the Champs Elysées and ogle the grand auto showrooms.

- Kit Foster



Horst-Dieter Görg, co-author of Hanomag-Personenwagen von Hannover in die Welt, delivers remarks while Andreas Asche (left) of publisher Mundschenk Druck, co-author Torsten Hamacher and Taylor Vinson listen intently.

- Chuck Houser photo

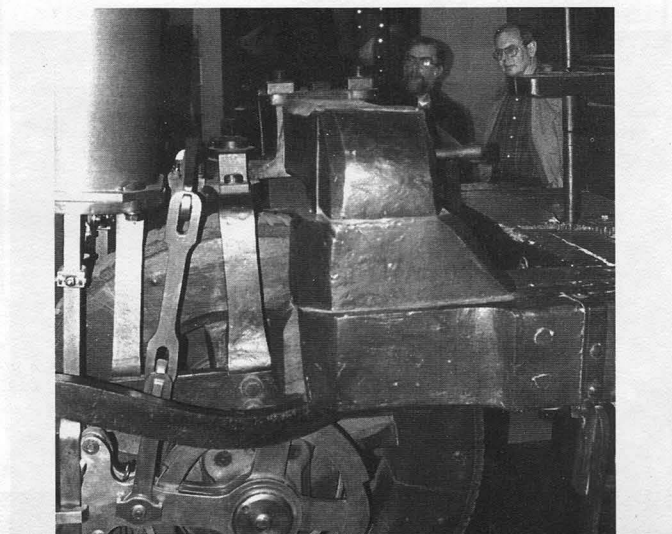
rusty metal. About a tenth of the floor space is given over to the concurrent Rétronautique show of antique motorboats, and this year the centerpiece of the show as occupied by the two experimental Aérotrains of Jean Bertin, both propelled by aircraft engines and built to run on a raised monorail track.

An added bonus is the opportunity to visit the Renault Collection in the old factory complex at nearby Billancourt. The collection does not presently have regular visiting hours, but by advance reservation at the company's Rétromobile stand



Taylor Vinson, right, presents Cugnot Award of distinction to Torsten Hamacher (left) and Horst-Dieter Görg.

- Chuck Houser photo



Taylor Vinson and Kit Foster inspect the Cugnot fardier's front-wheel drive mechanism

- Chuck Houser photo

GOING HOME TO MOTHER

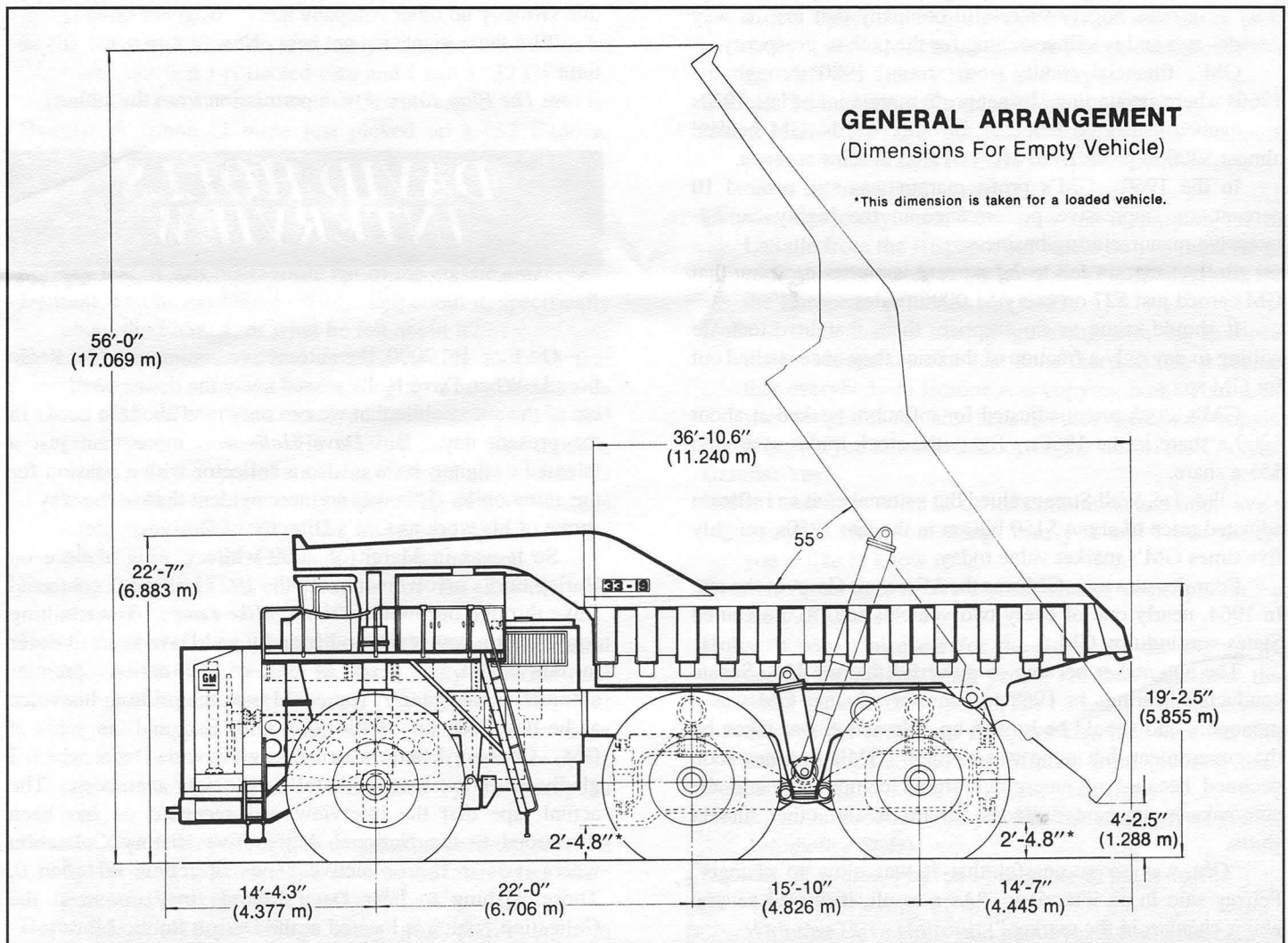
Soon after its founding, the Society adopted as its logo the image of Nicolas-Joseph Cugnot's *fardier a vapeur*. Since then, the profile of this machine has become almost second nature to us, as we see it in our publications, show it to the world on our brochures, and wear it proudly on our lapels. Charles Bishop has written extensively about it (see *Automotive History Review* No. 21, inter alia), as has nearly every historian concerned with France's pioneer role in the motor industry. I suspect, however, that a distinct minority of us have ever seen this "mother machine" in person, which is a shame because it's readily accessible to all visitors to Paris - except on Mondays.

The vehicle that survives is not Cugnot's first *fardier*, that of 1769, but rather his second, begun the following year and completed in 1771. Tales abound of its frightening and destructive maiden voyage, which I shall not embellish here since the historic record is unproven, but it is regarded as the world's first motorcar (or, rather, truck, since *fardier a vapeur*

translates into "steam dray"), and it's largely original. Certainly the teakettle boiler bears the patina and scars of age, and the massive wooden chassis has not been a tree for centuries. The moving parts, the engine and drivetrain, though, look like more recent fabrications, as does the "fuel tank," the wicker basket that hangs beneath the driver's seat to hold firewood.

For years the *fardier* was displayed by the Musée des Arts et Métiers in a dark chapel, but following a year-long renovation of the facility it has been accorded its own, better-lit *endroit d'honneur* at the base of a grand staircase. You can even walk up and inspect the mechanics, though there's a guard on hand to make sure you "*Ne touchez pas!*" The Musée is located at 60 rue Réaumur in Paris, and has its own Metro stop on the M-3 and M-11 lines. It's open Tuesdays through Sundays from 10:00 AM to 6:00 PM, with evening hours on Thursdays. Admission is 35FF, about \$5.00 US. You can check it out at www.cnam.fr/museum/.

- Kit Foster



Accompanying his article in the April 1975 (No. 40) issue of the SAH Journal, Perry Zavitz included this wonderful illustration. The Terex 33-19 "Titan" weighed in at 509,500 lbs unloaded. The engine's two banks of eight cylinders were split by a 45-degree angle. Built by GM's locomotive division, the 10,320 cubic inch (169.5 liters...not a typo) V16 diesel engine produced 3,300hp.

- reprinted from the SAH Journal, Issue No. 40 (April 1975)

TELL-ALL TOME

GM-published history includes company's woes

by Rick Haglund

DETROIT — There's a reveling new book out about General Motors, published by ... General Motors.

"General Motors: Priorities and Focus — Yesterday, Today and Tomorrow" is a warts-and-all history of the automaker, which is struggling to regain dominance in the hyper-competitive auto industry.

Written by Bill Pelfrey, GM Chairman Jack Smith's speech writer, the book will be used as a text in a leadership class Smith teaches at General Motors University, the automaker's in-house training and education center.

A series of charts at the end of the book provides a pretty good Cliff's Notes version of Pelfrey's 292-page, college-textbook-size paperback.

Those charts chronicle GM's financial history from the early 1900s through the end of 1999. The numbers tell the story of a once hugely successful company that lost its way decades ago and is still searching for the path to prosperity.

GM's financial results from around 1920 through the 1960s were astounding. Its net profit margin in the late 1920s approached nearly 20 percent. In other words, GM banked almost \$200 in profit from every \$1,000 in sales revenue.

In the 1960s, GM's profit margin was still around 10 percent, an impressive performance in the highly capital-intensive manufacturing business.

But net margin fell to 2.7 percent last year, meaning that GM earned just \$27 on every \$1,000 in sales.

It should come as no surprise, then, that investors are willing to pay only a fraction of the price they once shelled out for GM stock.

GM's stock price, adjusted for inflation, peaked at about \$260 a share in the 1960s. Today the stock trades at around \$55 a share.

Likewise, Wall Street valued the automaker at an inflation adjusted price of about \$150 billion in the late 1960s, roughly five times GM's market value today.

Four decades ago, GM was the Microsoft Corp. of the era. In 1964, nearly one of every two vehicles sold in the United States was built by GM.

The automaker became so powerful that the U.S. Senate conducted hearings in 1968 to consider whether GM was a monopoly and should be broken up. No action was taken by the government, but none was needed. GM's fortunes soon declined because of emerging foreign competition and the automaker's arrogant attitudes toward it and other market shifts.

"GM was so successful that it was slow to change," Pelfrey said in an interview. "As a result, it missed several major changes in the market."

Perhaps the biggest was the replacement of the station wagon with the minivan in the early 1980s. Being first to market with the minivan turned Chrysler into an automaking powerhouse for nearly two decades.

GM had its own minivan prototype ready in 1978. The automaker decided against putting it into production, even

though the company's research identified potential buyers in every segment of the market

Pelfrey writes that GM "feared that the (minivan) would cannibalize sales of highly profitable station wagons offered by all GM car divisions but Cadillac. The project died quickly and quietly."

Pelfrey said he hopes his book will give thousands of GM executives valuable insight as to what went wrong at the company, so the mistakes of the past won't be repeated.

He concludes his book by contemplating the end of GM, pointing out that the average life expectancy of a multinational, Fortune 500 company is fewer than 50 years. GM is 93 years old.

In the final pages of his book, Pelfrey quotes GM Chief Executive Officer Rick Wagoner as saying GM must stop its decades-long slide in market share and profitability.

"We, as leaders of General Motors, stand on the shoulders of giants — people like (former CEOs) Alfred Sloan, Charles Wilson and Tom Murphy — and this gives us an advantage that virtually no other company has," Wagoner said.

"But those giants are not here. Now, it's up to us. It's our time."

[From *The Flint Journal* with permission from the author]

DAVID HOLLS INTERVIEW

by Dennis David

On June 16, 2000, the automotive community lost a true friend. When Dave Holls passed away the door closed on an era of the automobile that we can only read about in books in the present day. But *Dave Holls* was more than just a talented designer; he was also a collector with a passion for the automobile. This was no more evident than in the way he spoke of his work as GM's Director of Design.

So it was in March of 2000 while writing a piece on Harley Earl's involvement with the 1927 LaSalle, I contacted Dave through our mutual friend, *Mike Lamm*. The resulting conversation was warm and friendly and Dave seemed eager to talk about his years as one of the nation's premier automotive designers. You could hear the pride in his voice as he described his relationship with Earl and his years at GM. Contained here is that interview with Dave, which I gladly wish to share with fellow Society members. The actual tape that the interview was recorded on has been forwarded to the National Automotive History Collection where it is in the protective hands of fellow historian O. Those wishing to hear Dave's words may do so at the Collection, which is located at the Detroit Public Library.

Subject: Harley Earl's involvement on the 1927 LaSalle

Dennis: Dave, what was your official title at General Motors?

Holls: I was Director of GM Design, but now retired.

Dennis: You started at GM in 1952?

Holls: Yes.

Dennis: Do you recall your first meeting with Harley Earl and what it was like?

Holls: I sure do! I had been assigned to work on the 1953 Eldorado, the one with the wraparound windshield. I was busy working on the other production cars as well, and that [the 1953 Eldorado] was referred to me as an assignment and I worked with Mr. Earl on that.

Dennis: Really?

Holls: That was his baby.

Dennis: So the first time you met him you working on it and he just happened along?

Holls: Oh no, I saw him in the hallway and he was introduced to me as a designer, but you know that's not the same.

Dennis: So you worked closely with him on the '53 Cadillac?

Holls: Yes.

Dennis: Did he ever mention his work on the LaSalle to you?

Holls: Oh yes, I talked to him many times because when he found out that I collected cars and I had a '32 Cadillac, well that put me in a whole different league.

Dennis: A friend of mine just picked up a '32 Cadillac Roadster.

Holls: That was his favorite car.

Dennis: Really, it was?

Holls: Even more than the LaSalle, well maybe I shouldn't say that, it was his favorite car of the classic era.

Dennis: Did he ever mention anything about it, specifically about the LaSalle, or what he felt about it?

Holls: Yes, you know he had virtually no time to throw that car together as he was also setting up a new design area for GM. They were involved in making models and other things as well. He wanted to do clay models, which was the typical stuff that they did and he had his hands full just to get everything going so he said, "If I could have a rub-off of the most beautiful car in the world, which is the Hispano, I'd be doing good."

Dennis: That was his inspiration for the LaSalle, the Hispano?

Holls: Yes, but it wasn't until the 1934 LaSalle that General Motors Styling made its first truly international automobile statement. That car [the 1934 LaSalle] went beyond anything that anybody else had ever done because you could see that a lot of American cars of the classic era were kind of influenced by the European cars.

Dennis: Did you ever see any correlation between what he did for the LaSalle and his work in the latter years when you were working with him?

Holls: He took little things every now and then from previous cars and put little touch-ups on them for newer cars.

Dennis: What about the Y-Job and the LaSabre that he built, those were basically one-offs built from scratch?

Holls: Yes, they were all new, there wasn't anything copied from the older cars on those, that's for sure.

Dennis: What about the book you wrote with Mike Lamm, *A Century of Automotive Style*, it's so comprehensive, it must have taken years to write.

Holls: Well, it was a labor of love, but I had all of the pictures. There are over 800 factory photographs and those aren't newer cars.

Dennis: What do you think made Harley Earl so good at what he did?

Holls: Well, he sure was a good picker of design because he wasn't really a designer himself, but when the designers would put the pictures up, boy he sure knew how to pick the right one.

Dennis: So he kind of knew what the public wanted?

Holls: Yes, and that was his foremost thing, picking the right design because like I said, he really wasn't a designer. Bill Mitchell was an excellent designer.

Dennis: What was GM like after he left?

Holls: Well, it was very refreshing in a way because he'd been there for so long. Then Bill Mitchell was showing a new direction with the cars that he was doing and I thought they [Mitchell's designs] were even better than the stuff that Harley Earl was doing.

Dennis: So Earl left a big impression at GM?

Holls: Harley Earl did, but Bill Mitchell always wanted to pattern himself after Earl. He would sometimes say, "I'd never let him [Earl] down."

Dennis: Obviously then, Earl drew his inspiration for the LaSalle from the Hispano, but where do you think he got his inspiration from in his latter years? Do you think that the European influence was lost?

Holls: I think that he tried to go along with the European influence, and once he had done that LaSalle, it seemed that everybody in Europe was copying him. That really was delightful for him because they were now copying him. Do you know that scoop on the side of the Corvette?

Dennis: Yes?

Holls: I was there when he called Pininfarina and said, "We're going to steal something from you and I just thought you'd like to know it!"

Dennis: As an automotive stylist, what is your opinion "of the 1927 LaSalle"?

Holls: It was a nice car for the time, and the timing was perfect for it. But when people see those cars now, they don't think much of them. [The LaSalle] You have to see them in the context of the other cars that were out there and this [the LaSalle] was different from anything else.

Dennis: Dave, thanks for giving me your time.

Holls: Oh, no problem, did you like the book? (*A Century of Automotive Style*)

Dennis: Of course, I haven't been able to put it down!

With that Dave Hollis said goodbye. I could not help but notice that he spoke of the automobile with the enthusiasm of a 16 year-old kid with his first car. With Dave's passing, we have grown a little more distant from the roots of the automobile. Dave was a talented designer and automobile lover, but to those who were fortunate enough to have known him, he was a friend.

DeDION MOTORETTE COMPANY AND KENNETH A. SKINNER

by Gordon Brooks

De Dion Bouton vehicles were well established in Europe by the turn of the century and many examples still survive. A small number of survivors are claimed to be of American origin and this article is an attempt to establish what actually occurred at this great distance from the manufacturing source.

The introduction of the De Dion Bouton motor vehicles into the United States was originally controlled by the De Dion Motorette Company based at Church Lane and 37th Street, Brooklyn, New York. Advertisements published in November 1900 show a vehicle that has a marked similarity to the Clement of the same period. It was certainly not of the standard De Dion Bouton design but it did have a De Dion engine.

The exhibits in the Madison Square Garden Show, held during November 1900, included De Dion Bouton vehicles that were standard designs, to the original factory specifications. *The Motor Vehicle Review*, November 8th 1900, Page 27, contains an illustration of the vis-a-vis "New York Motorette".

Horseless Age of September 11, 1901, details the entries for the New York to Buffalo Endurance Run and includes four entries from the De Dion Motorette Company, one being driven by K. A. Skinner. Kenneth A. Skinner also conducted a De Dion in the Long Island Automobile Club races in November 1901 but this time the vehicle was a tricycle with "two rather large motors" The results list suggests a rating of 11 horsepower but the performance is not recorded as the race officials neglected to time his performance.

Once again reference is made to *Horseless Age*, this time the November 27, 1901 issue. The list of exhibitors at the Boston Show included the De Dion Bouton Motorette Company and there was a special exhibit of a 5 horsepower De Dion Bouton Motorette owned by Kenneth A. Skinner. This is quoted as being the first and only automobile to have made the run from Boston to New York in a single day.

The connection between the De Dion Bouton Motorette Company and Kenneth A. Skinner is, therefore, well established.

The visit of the local sheriff to the New York offices of the De Dion Bouton Motorette at 57 West 66th Street and the seizure of three "Motorette" vehicles (*Horseless Age* October 16, 1901, page 615) indicates that the company was in trouble but they did have a stand at each of the exhibitions recorded above after the date of the Sheriff's visit and under the original company title.

In the later half of December 1901, the same K. A. Skinner was offering for sale the exclusive rights to sell and manufacture De Dion Bouton vehicles in the USA. One question that still needs an answer: did he acquire the rights from the De Dion Bouton Motorette Company or had he held the rights from the very beginning? If so, what was his position within the organisation?

At this point the availability of suitable reference sources in the Veteran Car Club library show a gap of eighteen months but reference has been found to a description published in *Horseless Age* on November 19, 1902. Does this throw any light on the matter?

It has been possible to pick up Mr. Skinner's activities again on July 8, 1903. He was now trading as the De Dion Auto Station,

March-April 2001

179, Clarendon Road, Boston, Mass. Note his move from 66 & 68 Stanhope Street.

The following advertisement ran, in *Horseless Age*, from July 8, 1903 until October 7, 1903:

DE DION-BOUTON CO., PARIS, FRANCE.

Standard Automobiles and Motors of the World.

1903 MODELS.

Single and double cylinder Tonneaus, Phaetons, Limousines, Coupes, Surreys, Voiturettes and Delivery Wagons. The little Populaire Voiturette, of 6 h. p. motor, in front. The sensation of Paris and all Europe; 2,000 orders taken the first week of the Paris Show. De Dion Automobiles are not a freak in the experimental stage. There are fully 35,000 of them in use all over the world. A De Dion 5 h. p. Tonneau holds the Boston-New York record, and also the Boston-New York and Return record; the round trip covered in 24 hours 58 minutes time from start to finish, including all stops. No part of the machine was repaired on the whole trip. A doctor's machine, a business man's machine, a pleasure machine—the machine for everybody. Suitable for city use or for touring. Reliable, easy to run and of best workmanship. De Dion-Bouton Single and Double Cylinder Motors from 1½ to 18 h. p. Fully half the automobiles exhibited at the Paris Show had De Dion Motors. Leading manufacturers all over the world use them because they are the best. Beware of worthless imitations! A large supply of all size motors and accessories in stock. Address all communications to
DE DION-BOUTON CO., 179 CLARENDON STREET, BOSTON, MASS.

This was immediately followed by a much less impressive advertisement that ran until March 2nd 1904:

De DION BOUTON

Motors and Automobiles.

STANDARD OF THE WORLD!

All Parts Kept in Stock.

K. A. SKINNER, Sole U. S. Agent,

179 Clarendon Street, BOSTON, MASS.

During 1903, advertising space was also taken in the *Cycle and Automobile Trade Journal* (April 1st. 1903, page 39) and the illustration indicates the De Dion Bouton "Populaire" model. In the same issue (page 87), we find a review of the De Dion types offered by Kenneth A. Skinner. All illustrations appear to have been lifted direct from the French sales leaflets.

From March until November 1904, Mr. Skinner was advertising that he was the sole US Agent for "BOYER and DE DION imported French cars" The last advertisement found in *Horseless Age* is dated June 22, 1904.

However, in the *Cycle and Automobile Trade Journal* of May 1905 (page 271), he claims sole agency for:

K. A. SKINNER

179 Clarendon St., BOSTON, MASS.

Sole U. S. Agent for

DE DION BOUTON CO., BROUHOT & CO.,

C. E HENRIOD & CO.

three of the largest and most reliable automobile manufacturers in France. Single, double and four-cylinder cars, all models. Sold at American car prices. Just arrived, a large shipment of De Dion Motor Parts for all size motors. 1905 Model genuine De Dion Spark Plugs and Porcelains. Having secured the whole output for American trade of these famous Spark Plugs, I am in a position to offer the best prices to manufacturers to be had in the United States. Beware of unscrupulous supply houses advertising De Dion Spark Plugs and Porcelains, they only have imitation Porcelains. Unless D. B. is burnt in the Porcelains they are only worthless imitations. Write for special prices. De Dion Spark Plugs repaired with Genuine De Dion Porcelains.

Although at the same Clarendon Road address, he is now trading as the Back Bay Automobile Station.

At this stage the trail runs cold.

What is established is that De Dion Bouton cars, were available through the De Dion Bouton Motorette Company and the subsequent activities of Mr. Skinner from 1901 until 1905. The indications are that they were all imported direct from France.

When you look at such information after a delay of 100 years, it may not be possible to interpret the published facts in the correct manner. Can any member help to fill in the missing history of the De Dion Bouton Motorette Company and Kenneth A. Skinner?

OLDSMOBILE'S LAST DAYS: A DEALER'S PERSPECTIVE

by Pete Whittier

Profiled in a January 29 *Automotive News* article, Oldsmobile-only dealer George Nahas of Tavares, Florida, took a couple of hours out of a busy day at the end of February to talk with the *SAH Journal* about the impending shutdown of Oldsmobile.

Among his insights:

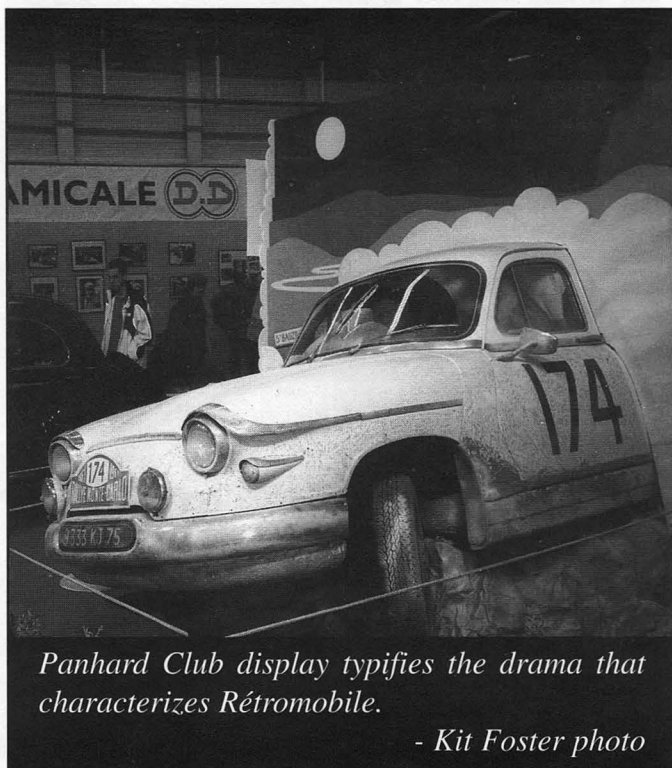
- On the memorable "It's Not Your Father's Oldsmobile" advertising campaign, he saw it as not helpful, not right for the times, because there weren't (as he feels there are now) the products to back it up.
- The dropping of the V8 engines from the lineup after the 1985 model year had no special impact, because it came as part of the more radical change to front-wheel drive in the full-sized cars.
- As a Chevy salesman, Mr. Nahas did regularly see a spike in Monte Carlo sales just after a NASCAR win. Oldsmobile's success with the Aurora V8 racing engines has produced positive results, but not as noticeable an impact.
- Heard from some Oldsmobile dealers is the assertion that absence of a bench front seat option in all Olds's newer cars hurt sales; an idea that Mr. Nahas dismisses. He notes that Oldsmobile's decline started and continued while bench seats were available, and while he was losing sales to bucket-seated Toyota Camrys.

- The dropping of the venerable "88" and "98" badges from the line didn't matter, but it was a huge mistake to leave the Oldsmobile name completely off the cars. A lousy marketing decision, as Mr. Nahas sees it, was GM's decision to offer the (new) 1988 Cutlass Supreme only as a two-door; a decision that he says cost the company 100,000 sales to the Ford Taurus and other makes.
- In the *Automotive News* interview, George Nahas indicated that selling used cars or an import brand didn't appeal to him, while recognizing that Saturn was the only GM brand not represented in his area.

I asked him what he thought about one aspect of that possibility, "no-dicker-sticker," one-price selling. He was emphatic: "I worked at a dealership where we offered special, rock-bottom prices to clergy, and they all knew that they were getting that price. And the *still* wanted to negotiate."

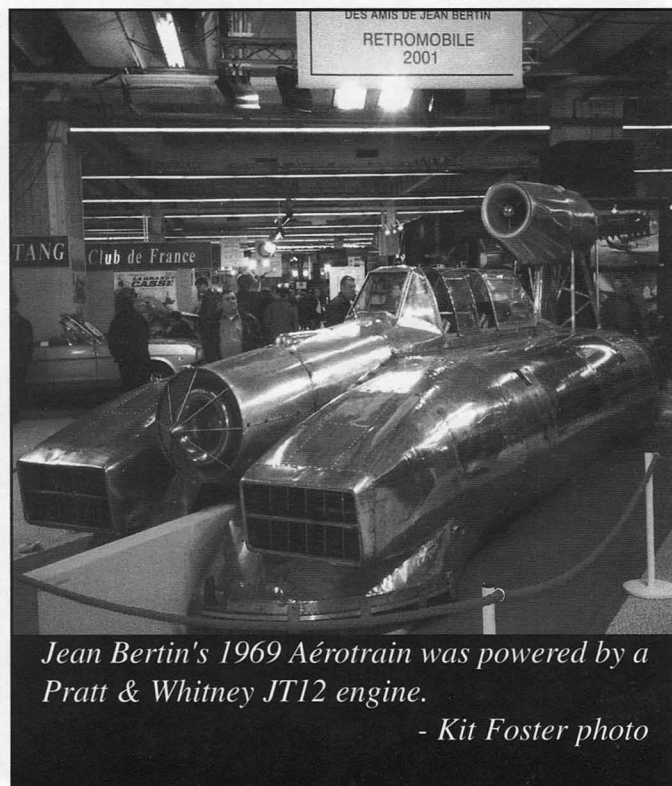
A longtime successful Oldsmobile marketer, Mr. Nahas conveys a sense of long-suffering frustration: "Oldsmobile dealers suffered for years with 15-year-old products. We got a succession of great new cars, and then the dealers weren't given the time to develop the products, to transition our customers to them. Three years wasn't enough.

The "rough first draft of history," as seen by one key participant. For other takes on the Oldsmobile situation, see Csaba Csere's and Patrick Bedard's columns in the *April Car and Driver*.



Panhard Club display typifies the drama that characterizes Rétromobile.

- Kit Foster photo



Jean Bertin's 1969 Aérotrain was powered by a Pratt & Whitney JT12 engine.

- Kit Foster photo

One Hundred and Five Years Ago...

April 2, 1896 - Barnum and Bailey Circus featured a Duryea Motor Wagon in its parade.

One Hundred Years Ago...

March 1, 1901 - A fire destroyed the Olds Motor Works factory in Detroit. A new beginning took form in the curved-dash model that followed. Subcontractors hired in the Detroit area created the basis for America's Motor City.

March 6, 1901 - According to *Automotive Industries (The Horseless Age)*, "The Say Sugar Refinery builds a heavy electric truck that uses a special 3 hp motor for steering. This was the first power steering application that appears in our pages."

Ninety Years Ago...

1911 - General Motors combined the Rapid and Reliance Truck companies, along with a number of other firms, to form General Motors Truck Company.

1911 - The 500 mile Indianapolis Speedway Race was run for the first time. Ray Harroun won the race driving a six-cylinder Marmon "Wasp" in 6 hours, 42 minutes and 8 second.

Eighty Years Ago...

March 4, 1921 - Warren G. Harding became the first President to ride in an automobile, a Packard Twin-Six, to his inauguration.

Seventy-Five Years Ago...

1926 - SAE introduced viscosity ratings from 10 to 70.

Seventy Years Ago...

March 21, 1931 - Fiat licensed the use of its cars for the Polish market.

Sixty-Five Years Ago...

1936 - Buick produced its 3,000,000th car.

April 1, 1936 - The Model AA rolled off the assembly line as the first automobile built by the Toyota Automatic Loom Company.

Sixty Years Ago...

1941 - Ford produced its 29,000,000th car.

1941 - Dodge produced its 5,000,000th car.

1941 - Plymouth produced its 4,000,000th car.

1941 - The final Pierce-Arrow was built by the Pierce-Arrow Buffalo Parts Company out of spare parts. The part years were averaged and a model year of 1934 was given to the car for registration purposes.

Fifty Years Ago...

1951 - Hugo Bork was elected Chairman of Volkswagen's Works Council where he remained until 1971.

Forty-Five Years Ago...

1956 - The final Packard to be built in Detroit rolled off the assembly line.

March 8, 1956 - The first Transporter rolled off Volkswagen's new Hanover factory.

April 2, 1956 - GM chairman Alfred P. Sloan retired.

Forty Years Ago...

1961 - The Jaguar E-type was first displayed at the Geneva Motor Show.

Thirty-Five Years Ago...

1966 - Oldsmobile introduced the Toronado, the first front-wheel-drive built in the United States since the Cord went out of production in 1937.

1966 - Jaguar merged into the British Motor Corporation

March 1, 1966 - The final Studebaker automobile rolled off the assembly line in Hamilton, Ontario, Canada.

Twenty Years Ago...

March 29, 1981 - Ford recalled the Pinto model.

Five Years Ago...

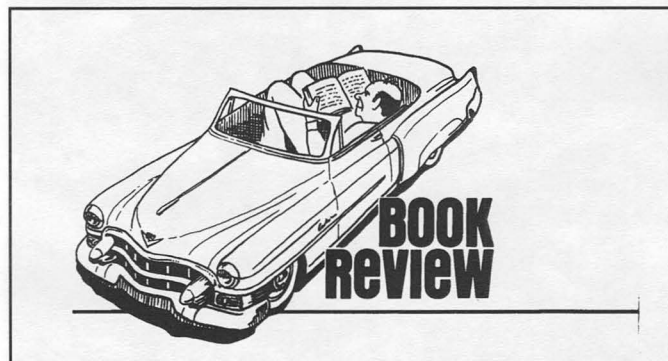
March 4, 1996 - The Daewoo-FSO Motor Corporation was created.

Dr. Robert Ebert Hosts Spring Board Meeting in Cleveland Ohio

I would like to publicly thank Bob and his wife, Marcia, for the hospitality they displayed in every way to the Board of Directors and Officers. Their extensive planning opened doors for us and moved us through them expeditiously.

A full report on the Spring Meeting will be included in the next Journal along with the minutes. See pictures on autohistory.org.

- Leroy D. Cole, President



AUTOMOBILES BY ARCHITECTS, by Ivan Margolius. 160 pages, 114 black-and-white and 41 color illustrations. Softbound, 9-1/2 x 8-3/4 inches, ISBN 0 471 60786 X. John Wiley & Sons, Chichester, West Sussex, UK, £27.50; \$54.95 from amazon.com.

At first thought, it may be puzzling what architects and automobiles have in common. Architects, after all, design buildings and other fixed structures, while automobiles are made to move. Most of us, however, will recall Frank Lloyd

Wright's fascination with automobiles and the ways (not always happily) he gave them his individualistic signature. In the first century of the automobile, Wright is merely the tip of the iceberg.

Ivan Margolius is an architect practicing in Britain. He is also historian, SAH member of long standing, and an accomplished author with books on Tatra and Skoda/Laurin/Klement to his credit, winners of the Society's Cugnot Award of Distinction in 1991 and 1993, respectively. It comes as no surprise, then, that he would bring his vocation and avocation together, examining in detail the point at which they intersect.

Automobiles by Architects takes a detailed look at 21 principal participants in this crossover discipline, from the aforementioned Wright to Buckminster Fuller (of geodesic dome and Dymaxion fame), Le Corbusier (the proposed Voiture minimum of the mid-1930s) to Walter Gropius (Adler Favorit and Standard models). Perhaps more familiar, though forgotten by most of us if in fact we knew its patrimony, is the Citroën 2CV, brainchild of Pierre-Jules Boulanger, an architect whose forte was low-cost housing for French factory workers. Some other, lesser-known architects and their associated works are treated more generally in a separate chapter.

This subject sounds a bit weighty, the sort of thing one of our learned colleagues might make into a cumbersome thesis. It is not. While Margolius has done his work carefully, and all is referenced, he's produced a good and concise read, well-illustrated, and summed up with some insightful (and certainly not tedious) analysis. It's readily available from both specialist and volume booksellers, though the justification for the price premium in the Western Hemisphere is not readily apparent.

-Kit Foster

WHEELS WITHIN WHEELS: An Unconventional Life, by Lord Montagu of Beaulieu. Hardcover with dust jacket, 9 1/4 x 6 1/4 ins. ISBN 0-297-81739-6. 322 pages with 64 black and white photos. Published by Weidenfeld and Nicolson. Distributed by Trafalgar Square Publishing, P.O. Box 257, Howe Hill Road, North Pomfret, VT 05053. Price: \$40 plus \$5 shipping & handling.

Lord Montagu of Beaulieu is internationally known as an undisputed authority on automotive history, as an author, and particularly for establishing the National Motor Museum of Beaulieu, England, with its notable collection of motor vehicles and adjoining automotive library. He perhaps inherited his fascination of the motor car from his father, John Montagu (2nd Baron Montagu) who was largely more responsible for Britain's acceptance of the automobile than any other person, having acquired his first car in the 1890s, as editor of a popular British motoring journal, and convincing the Prince of Wales (later, King Edward VII) that the automobile had come to stay.

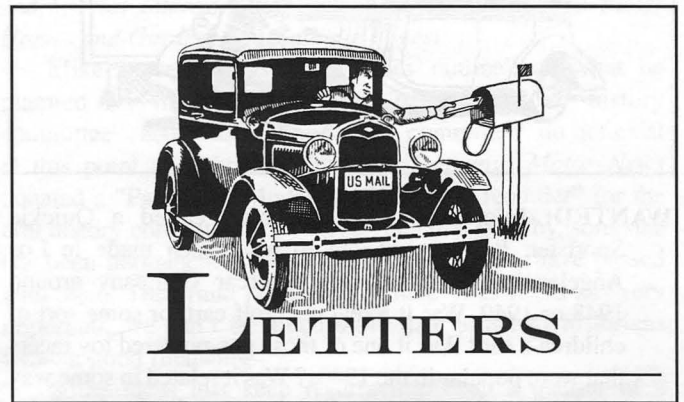
For many years, the present Lord Montagu edited *Veteran & Vintage*, a popular magazine, and has written several books on automotive history including *Lost Causes of Motoring*, *Royalty on the Road*, and *Daimler Century*. He is a frequent visitor to this country and prominent in various motoring

rallies and similar events both at home and abroad.

Here he discusses his personal life and other varied interests, touching on his schooling in Canada during World War II and more recently his formation of the motor car museum and automotive library, both near Palace House, the family estate at Beaulieu. His memoirs have been augmented by diaries kept by his mother who died at 101, five years ago.

Lord Montagu is one of the longest serving and active members of the House of Lords and one of 92 peers, elected in 1999, to continue to sit following the Labor Government's reforms. He is well known in veteran automobile circles for his work surrounding their history. This book gives the reader a glimpse of the man and his other interests and accomplishments.

- Keith Marvin



AUTHENTICITY IN AUTO RESTORATION

I am a graduate student in historic preservation. I am writing my master's thesis on the Lustron house, an all-steel porecelain enameled prefab house manufactured according to automobile assembly line techniques and marketed through a dealer network (1947-1950). The Lustron house (only 2,500 were manufactured before the company went bust) is gaining recognition for its post-war historic significance. I am arguing for the use of salvage parts in retaining authenticity (since the maker is out of business it is impossible to get parts otherwise).

The closet corollary I can think of is antique and vintage cars (you can see the relationship between the Lustron and cars; auto designers helped design it!). I wanted to know how authenticity is viewed among the antique auto community.

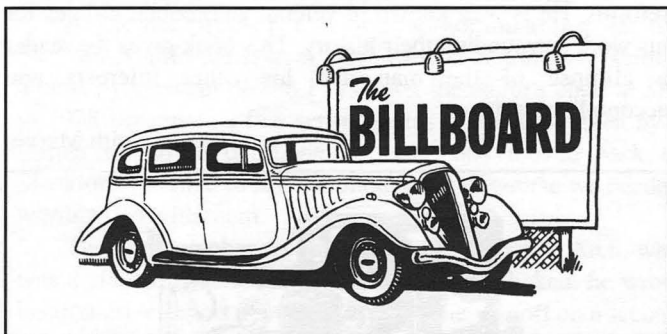
To what extent do antique auto restorers concern themselves with authenticity? Is it considered acceptable to use a new part in the restoration of an antique or vintage car? Does a restoration done with "new" parts reduce the value of an antique car? Is salvage acceptable? What if original parts are rare or hard to come by? To what degree does economics contribute to this issue? For example, I imagine it is quite expensive to have custom reproduction parts made.

Can your organization provide the names of premier auto restorers and/or museums or publications on this issue? Thanks for your help. **Michele Boyd**, michele.boyd@verizon.net

IN GRATITUDE FOR GRIFF

This is a quick, belated note to say thank you to all those who mentioned Griff among the great chroniclers of the automobile during the Twentieth Century. Thanks especially to *Beverly Rae Kimes* for the excellent resumé of Griff's career.

I know Griff would appreciate the recognition that the members of SAH have given him. **Jasmine Borgeson, Campagne Mirail, F-84240 La Motte d'Aigues, France**



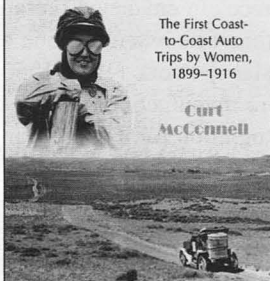
WANTED: Information on something called a Quickie Sportster. It was supposed to have been made in Los Angeles by the Moreland Motorcar Company around 1948 or 1949. Was it a real car, golf cart, or some sort of children's car? Was it one of those gas-powered toy racers that were popular in the 1940s? Was it related in some way to the Moreland Truck Company of Burbank? **John Perala, 1407 South 59th Street, Richmond, California 94804-5005.**

"A Reliable Car and a Woman Who Knows It"

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

Curt McConnell

"A Reliable Car and a Woman Who Knows It"



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WANTED: When the LS400 Lexus and Q45 Infiniti were released in 1989/90 both companies published books on the design and development processes for their respective models. I've contacted both Lexus and Infiniti over the years for zero result on both counts. Can any SAH members help me on this? **Gavin Farmer, roadkill@eisa.net.au**

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: For ongoing research into car body structures I would appreciate any historical information on E.G. Budd, the Budd company and his introduction of the all-steel body. **Paul Nieuwenhuis, 193 Caerphilly Road, Cardiff, Wales, CF14 4QD, UK, Email: paul.nieuwenhuis@ntlworld.com**

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.**

WANTED:



AUTOMOBILE LITERATURE, 1900-1975

WALTER MILLER

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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.

SOCIETY OF AUTOMOTIVE HISTORIANS AWARDS

The **Nicholas-Joseph Cugnot Award** recognizes the best book in the field of automotive history published in the prior year. Nominations can be made to:

Michael L. Berger
Beaver College, Ofc. Academic Affairs
450 South Easton Rd.
Glenside, PA 19038-3295

The **Nicholas-Joseph Cugnot Award for Languages Other than English** recognizes the best book in the field of automotive history published in the prior year. Nominations can be made to:

Taylor Vinson
1314 Trinity Drive
Alexandria, VA 22314-4726

The **Carl Benz Award** recognizes the best article in the field of automotive history published in the prior year. Nominations can be made to:

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

The **E.P. Ingersoll Award** recognizes the best treatment of automotive history in media other than print. Nominations can be made to:

James Wren
5930 Glen Eagles Drive
West Bloomfield, MI 48323

The **Richard and Grace Brigham Award** recognizes the best overall treatment of automotive history for a magazine as a whole. Nominations can be made to:

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

The **Friend of Automotive History Award** recognizes exceptional contributions to the cause of automotive history by an individual. Nominations can be made to:

David L. Lewis
2588 Hawthorn Road
Ann Arbor, MI 48104

The **James J. Bradley Award** recognizes outstanding contributions to automotive history by an organization. Contact:

James Wren
5930 Glen Eagles Drive
West Bloomfield, MI 48323

The new **Student Writing Award** recognizes the best treatment of automotive history by a student. Nominations can be made to:

Sinclair Powell
8 Ruthven Place
Ann Arbor, MI 48104-2612

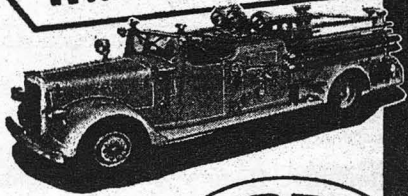
All award deadlines are **May 1**, except for the English language Cugnot, which is **June 1**.



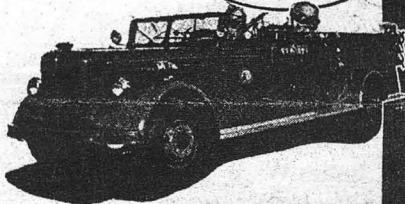
Oldsmobile will pace the Indianapolis 500 for the 11th and final time, and the third time since 1997. This time, leading the pack will be the 2002 Bravada sport-utility.

-photo courtesy of GM/Wieck

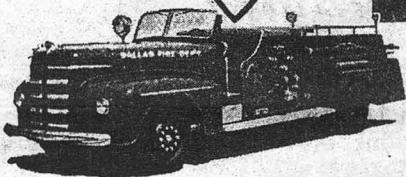
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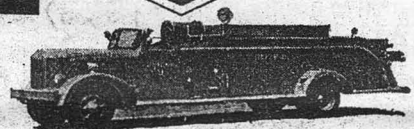
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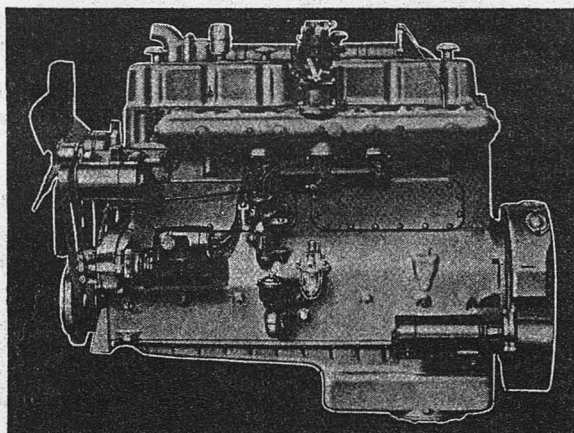


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AUTOMOTIVE INDUSTRIES, June 15, 1950

Ralph Dunwoodie writes to many SAH members all the time. Sometime, his memo paper is just as interesting as his writing on it. This one in particular caught my attention.

- courtesy of Ralph Dunwoodie