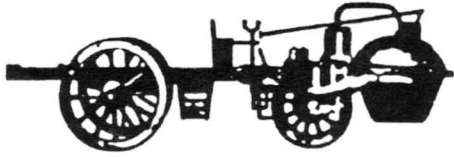
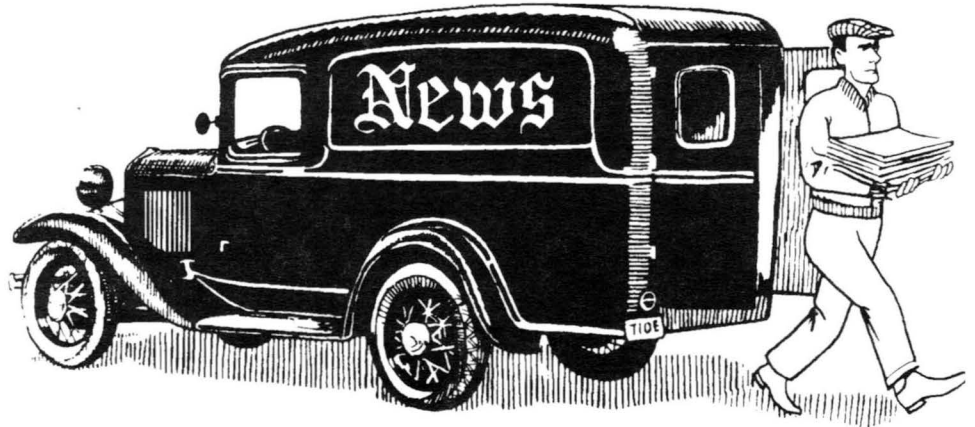


SAH Journal

The Society of Automotive Historians, Inc.
Issue 206
September–October 2003



www.autohistory.org



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Fifth Biennial Automotive History Conference Call for Papers

The Society of Automotive Historians and the National Association of Automobile Museums are seeking proposals for papers to be presented at their fifth biennial automotive history conference to be held in March and April 2004 hosted by America's Packard Museum. Entitled "Off We Go—In the Automobile," the conference will be a symposium exploring the development and impact of the automobile in the world and the directions in which it might be headed. Of interest to a wide range of people, from academic researchers to lay historians to museum professionals, it will be held March 31st to April 3rd at America's Packard Museum in Dayton, Ohio USA.

Proposals are invited on topics pertaining to the development of automobiles, refinement by their designers and manufacturers and the changing nature of the automobile market. Potential topics of interest might be automobile manufacturing, directed marketing, design evolution, motor sports or the future of the self-propelled vehicle. Given Dayton's heritage in the development of powered flight, topics involving the relationship of automobiles and their manufacturers to aviation might be particularly appropriate.

The Society of Automotive Historians is a worldwide organization of people with a common interest in the history of the automobile and its industry. Founded in 1969, the Society's purposes are to encourage research, preservation, recording, compilation and publication of historical facts concerning the development of the automobile and related items.

The National Association of Automobile Museums is an organization for the institutions and people dedicated to the automobile and its history. The Association's mission is to link auto museums, enabling them to foster education, share exhibits and exchange vital data about collections.

America's Packard Museum, devoted to the products and philosophies of the Packard Motor Car Company, is situated in the restored building of Citizens Motorcar Company, Dayton's Packard dealership from 1917. It also serves as the headquarters of Packard Automobile Classics, The Packard Club. The Museum's neighborhood has been designated Dayton's Motorcar District.

Proposals should include the title of the submission, names and affiliations of presenters, chairs, participants, etc., together with addresses, phone/fax numbers, e-mail addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a

continued on page 4

End-of-Summer Bits and Pieces



Thomas S. Jakups, Editor

matic testimony to how an industry can take over and transform a city. The Henry Ford Museum is a showplace for American ingenuity and craftsmanship. Walking through the exhibits I felt a sense of pride—and sadness—that I was seeing America at its zenith as a manufacturing society.

As you will note in my neighbor's column, this issue marks Dale Wells' last as SAH President. Joe Freeman will be moving into his spot starting with *Journal* 207. Dale has been a pleasure to work with these past two years. His column was always good; it always fit; and it was always on time. Dale, you may no longer have Page 3, but I hope that you will not be a stranger to the *Journal*.

SAH Journal has been awarded a Golden Quill Award for 2003 by the editors of *Old Cars Weekly*. I want to thank all the members who took the time to send in articles, news items, reviews and letters. It is your contributions that make the *Journal* what it is. So stand up and

take a bow—then get back to sending me stuff. Also a thank you to Kit Foster, Taylor Vinson and my wife, Judy, for helping me keep the *Journal* as error free as possible.

Until I became a member of SAH, October was a melancholy month of dwindling car shows, trying to stay warm at cruises that ended earlier and earlier and preparing to put the cars away for their long winter's nap. Once a member, and particularly after I became editor of the *Journal*, I learned why SAH is such a wonderful organization for automotive aficionados—there is no off season. Between now and next May I can count on Hershey and the Fifth Biennial Automotive History Conference in Dayton. And I know that one of these years I will attend the European Meeting in Paris in February. Add to that the news, reviews and letters that members send me along with postings on the SAH website, and you can see that there is no end to the gathering of automotive information.

—Tom Jakups

When you read this it will be only a few weeks until Hershey and the SAH Annual Meeting and Awards Banquet—time to start praying for nice weather.

This summer I had the opportunity to visit the Sloan Museum while attending the Buick Centennial in Flint, Michigan. While out there I also visited the Henry Ford Museum and the newly renovated Greenfield Village in Dearborn.

Greenfield Village is a living, breathing embodiment of early American history. The Sloan Museum provides dra-

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The Society of Automotive Historians, Inc.

Find the Society of Automotive Historians on the web at www.autohistory.org.

Copy Deadline for *Journal* 207
October 31st



Dale K. Wells, President

With this issue of the *Journal*, my term as president is coming to an end. At the awards dinner in Hershey, I will pass the gavel to incoming President *Joe Freeman*. My term has been a wonderful experience—perhaps the “frosting on the cake” in my avocation of reading, writing and talking about things automotive. During my life-long interest in automobiles, I have belonged to about a dozen car clubs, served as an officer in half of them, and five times as a president. Each has been a pleasant and rewarding experience, but none nearly as exciting and interesting as serving SAH. The officers and members I have met and worked with are absolutely the BEST, and you should be proud of the time and dedication given by all of them as well as the board members and those serving on committees.

It is particularly rewarding to meet members whose interests and activities are similar to mine. The members of various car clubs also tend to associate more with others of similar interests and tastes in cars. Although the AACA, HCCA and VMCCA were the earliest national car clubs, I was not aware of them until the 1950s. Since then I have been a member of each club at one time or another, but the first club I joined was the ACD somewhere around 1958. I came across some references to the mighty Duesenberg and wanted to know more about it and where I might buy such a car.

As a teenager, I was fascinated by Hollywood detectives and radio stories about “cops and robbers.” Among the

The Last Words

stories I enjoyed were *Gang Busters*, *The Green Hornet*, *Perry Mason* and *Ellery Queen*. I started reading mystery stories, and in most of the Ellery Queen books, he was driving a Duesenberg. This really stirred my curiosity, as I had never heard of such a car. My father said he thought it was some rare German make.

In my hometown the only big luxury cars were an occasional Packard, Cadillac or Pierce-Arrow. But when I later found pictures of Duesenbergs and some information about them, I was certain that would be the ultimate car to own. Big-city newspapers advertised old classic cars from time to time, and many Rolls-Royce and Duesenberg cars were occasionally listed at prices from \$800 and up. Maybe I could have saved that much and bought one after high school, but the Korean War came along and Uncle Sam was breathing down my neck, so I joined the U.S. Air Force for four years and then took advantage of the G.I. Bill to go to college. Soon after that it was marriage and time to start raising a family. (Sound familiar?)

Then a funny thing happened in the 1960s. Old cars that friends were fixing up and driving for fun began to get more valuable. The \$1,000 Duesenbergs were now selling for \$2,000, and a decade later were selling for tens-of-thousands of dollars. I still remember seeing the Greta Garbo Duesenberg go across the Auburn auction for about \$60,000, and I was sure there would never be another old car selling for more than that. Well, how wrong could I be. Many of the beautiful old classic cars are now becoming works of art (and priced accordingly) to be studied and admired like a Rembrandt,

but seldom driven more than a few miles from the garage to the show field.

If the museums are to become the repository for most of these works of art, then I am fortunate to have joined the Classic Car Club of America in the early 1960s and now live within 25 miles of its museum. I have served on the museum board of trustees for many years and am now the local coordinator for its annual Concours. This also makes it possible for me to serve as curator and a research associate with access to its library. There are hundreds of rare automotive books on file there, along with manuals, brochures, advertisements and clippings. The CCCA Museum library is also the repository for the remaining Derham Body Company files, some Ray Dietrich memorabilia and some of the Judkins Body Company records. What a privilege it is to be able to read through some of this material and do research for museum members.

So I will go on admiring Duesenbergs and all the other great classic cars, reading about them and talking cars with everyone who comes along. And whenever I want to see old cars “in the flesh” I can just step out of the library and walk around the museum a few minutes or take in an area car show. I am now at an age when I cannot work on old cars very well without constant help in lifting and moving around heavy parts, so I no longer aspire to own more cars. I have been fortunate to own two Stutz cars, which my family and I have enjoyed on tours, picnics and parades for many years. After all, they were built in Indianapolis—same as the Duesenbergs. That’s about close enough isn’t it?

—Dale K. Wells

SAH News continued from page 1
one-page abstract describing the content of the presentation. **The deadline for proposals is October 31, 2003**; notification of preliminary acceptance will be made by November 30th. Proposals should be submitted to

Christopher G. Foster, Program chair
1102 Long Cove Road
Gales Ferry, CT 06335-1812 USA
Telephone 860-464-6466
Fax 860-464-2614
email <foster@netbox.com>

Election Results In

The ballots are in! The slate of officers—President *Joe Freeman*, Vice-President *Mike Berger*, Secretary *Darwyn Lumley* and Treasurer *Kit Foster*—have been elected along with Board Members *Sam Fiorani*, *Bob Ebert* and *Pat Yongue*. *Mike Bromley* will be appointed by the Board to fill the remainder of *Darwyn Lumley's* term.

Annual Meeting and Banquet October 10th

The 35th SAH Annual Meeting and Awards Banquet will be held on the Friday evening of Hershey weekend, October 10th, at the Hershey Golf Club, 1000 East Derry Road, Hershey, Pennsylvania. Members and guests will gather for the Fluid Drive social ¾-hour at 6:30 PM and dine at 7:15. The Society's 2003 publication and service awards will be presented after dinner.

Menu for the evening will be the traditional three-entrée Roadmaster Buffet, with beef, chicken and salmon entrées and all the fixings at the all-in-one price of \$42.00 per person. Reservations with payment should be made by September 30th to

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

To reach the Golf Club from the flea market fields, take Hersheypark Drive east to the end. Turn right, cross over the railroad overpass and turn left at the next stop sign. The Golf Club is the next driveway on the right. Enter via the upper doorway and walk straight in to

the SAH registration table.

Rest Your Feet, Meet a Friend, Recruit a New Member at the History Tent WAY 11-12

The History Tent will again offer respite, shelter and good company at White Field spaces WAY 11-12. Light refreshments will also be available. Volunteers are needed to staff the tent on Thursday, Friday and Saturday. **Please contact Hospitality Chair Paul Lashbrook at 954-587-5785 or email lashbrook@mindspring.com to sign up for a two-hour shift.**

Genevieve Obert **(1959-2003)**

"All this, and the world's highest mountain." *Prince Borghese's Trail*

Genevieve Obert, automotive writer, historian and racer, records not only exhilaration at reaching the base of Mount Everest during the 10,000 mile 1997 Peking-to-Paris Motor Challenge but also wonder at the myriad experiences of participating in such an extraordinary race. *Prince Borghese's Trail* is Genny's award-winning personal, historical and cultural narrative about the second Peking-to-Paris endurance rally. She and co-driver Linda Dodwell piloted and navigated a 1968 Hillman Hunter to the Women's Cup victory. The first Peking-Paris was run ninety years earlier by eleven cars, dominated from start to finish by Prince Scipio Borghese's 2700-pound, four-cylinder, 40-horsepower Itala.

Genny Obert, who died from congestive heart failure July 21st, the day after her forty-fourth birthday, was from start to finish an automotive enthusiast and expert. She could drive, navigate and repair a car as deftly as she could write about it. Fortified by a Master's degree in International Business from the Monterey (California) Institute of International Studies, she also succeeded in the business of automobiles, as she and her husband, Chris, converted a tiny repair shop in a barn behind their Santa Cruz, California, home into Fiat Plus, an international parts distributorship and the largest importer of Fiat, Lancia and Abarth parts in the United States. Genny

programmed the computers for the company, established the company's on-line facility and web site and developed and edited its newsletter, *Ciao! NEWS*. Her literary friends, delighted by the engaging style as well as content of *Prince Borghese's Trail*, were equally delighted to discover she was composing a series of murder mysteries whose star sleuth is a female auto mechanic.

Motor sport journalists and automotive historians, however, know Genny principally for her expertise in vintage and classic European cars and motor sports. Her primary venue was the international event. Fluency in French and Italian both enriched her research and created a particular emphasis. She was a devotee of the historical and contemporary Italian Mille Miglia. She had most recently covered the May 2003 Mille Miglia and the June 2003 Art de l'Automobile gala in Monaco featuring the Bugatti Veyron, and she was planning for the Monterey Historic Weekend in August 2003. In 2001, she attended the Inca Trail, a 55-day rally around South America. In 2000, she traveled to Alaska for the last segment of the Around the World in 80 Days endurance rally. She also competed in the 1999 Cannonball Classic and the California Mille, before illness forced her to discontinue her racing. Her writing she sustained to the end. Genny's articles have appeared in *Auto Italia*, *AutoWeek*, *Bimmer*, *European Car*, *Forza*, *Sports Car International*, *Vintage Motorsport* and other print and on-line journals.

Prince Borghese's Trail, which received the 1999 Motor Press Guild "Dean Batchelor Award" for best print work, is an exemplar of motorwriting. The narrative is a masterful integration of the physical, technical and emotional dimensions of contemporary endurance racing. As travel writing, it is equally stunning, for it provides readers with topographical, geographical and cultural realities, many of which—from mountain vs. desert driving conditions to practices affecting all women in Muslim countries—significantly increased the technical and social complexity of the race.

Genny's pre-race research uncovered Luigi Barzini's *From Peking to Paris*, Barzini's eyewitness account of Borghese's race, a book which generated more research and Genny's post-race plan to describe the 1997 rally in terms of its 1907 ancestor, including details of the participating vehicles in both races. *Prince Borghese's Trail* excels, finally, as double-tiered motor sport history.

Genny's work in progress is a history of pre-World War II women automobile racers, a history she had been assembling and refining for several years and, ironically, did not complete because her research was so thorough. Participation in the Peking-Paris had come to her by chance, but a women's vintage motor sport history had been a long-term goal. In fact, just a few days after her death, her husband received packets of research material Genny had collected in Italy for the project.

In addition to her husband, she is survived by her son, Jesse, and daughter, Molly, her parents and several siblings. Memorial contributions, to benefit her children's education, may be made in care of Bank of the West, 2020 N. Pacific Avenue, Santa Cruz, California 95060.

—Patricia Lee Yongue

Briggs Swift Cunningham, II (1907–2003)

When Briggs Cunningham was inducted into the International Motorsports Hall of Fame in Talladega last spring, they described him as "a great athlete." Besides his achievements in sports car racing, he won the first post-war America's Cup sailing the Twelve Meter *Columbia* in 1958, as well as championships in Atlantic Class and Six-Meter boats. He also excelled at football, bobsledding, golf, tennis and aviation.

Cunningham took his American sports car team to Europe to compete with honor at Le Mans, Sebring, Rheims and Silverstone, beginning in the early 1950s. At his plant in West Palm Beach he built several road and racing iterations of his own Cunningham cars, including the successful C-4R and C-5R. After the company closed, he campaigned English

and European cars, racing for 18 years in Jaguar, OSCA, Maserati, Ferrari, Porsche, Cooper, Lotus, Brabham, Stanguellini and Abarth machines.

His team won the 12-hour endurance race at Sebring three times: in an OSCA, a Cunningham C4 and a D-Type Jaguar. He contested the 24 hours of Le Mans six times, finishing as high as third twice, in cars of his own manufacture. The Europeans loved to see the white and blue Cunningham cars because they knew he raced with his heart. He also won numerous national championships in Sports Car Club of America events and was a longtime supporter of SCCA.

He was an excellent driver himself, especially in long-distance events, and a great judge of driving talent. Those who drove for him included John Fitch, Phil Walters, Walt Hansgen, Sherwood Johnston, Bill Spear, Paul Richards, Frank Bott, Ed Crawford, Bill Lloyd, Dick Thompson, Dan Gurney, Augie Pabst, Stirling Moss, Bruce McLaren and Roger Penske.

Briggs Cunningham was the first to arrive at races with semi-truck car haulers having a machine shop onboard. He was the first to organize a racing program the way it is done today. At one Bridgehampton race in 1962 he entered nine cars: two Cooper-Maseratis, a Cooper-Buick, a Jaguar XK-E, two Cooper Formula Juniors, a Brabham FJ, a Tipo 60 Maserati and an Abarth 1000.

His racing career spanned the three eras of American and international road racing: events on closed public roads, SAC base and other airport races and purpose built racing courses. He raced at all the major courses in the East and Midwest, including Watkins Glen, Bridgehampton, Thompson, Lime Rock, VIR, Cumberland, Marlboro and Road America.

His last race was at Sebring in 1966, at the age of 59, with co-driver John Fitch, driving a Porsche 904. A valve let loose on lap 148, and the car retired. After that, he opened a wonderful car museum in Costa Mesa, California, where many of the treasures of his years in motorsport were put on display for car

enthusiasts to enjoy.

His reputation for sportsmanship is legendary. There was possibly no one in racing as universally liked as Briggs Cunningham. His drivers remember their years with him as not only the high point of their racing careers, but of their very lives.

He leaves his wife, Laura, son, Briggs III, daughters Lulu and Lynn, stepsons Bill Elmer and Joe Elmer, nineteen grandchildren and thirty-one great-grandchildren as well as hundreds of friends and admirers in the world of sport.

—Carl Goodwin

Karen Christine Miller (1945–2003)

Karen Christine Miller (née Kirse) passed away peacefully on May 23rd after a long illness. She was a founder and organizer of the Jaguar Cars North American Archives and was named Archivist in 1991, a position she held until her death.

Her enjoyment of Jaguar and other British sports cars and their history led her to become a contributor to automotive publications, including *Jaguar International*, *Jaguar World* and *Jaguar Journal*, where she served as associate editor for 18 years. While at Jaguar, she participated in organizing many new-car introductions and other meetings in the United States and the United Kingdom. She was responsible for locating the Jaguar E-type sports car donated to the permanent collection of New York's Museum of Modern Art by Jaguar Cars. For many years, she participated in vintage racing and hill-climb competition with a Jaguar XK 120 roadster prepared by her husband, Edward. Among many racing accomplishments, she set the record for fastest time by a Jaguar in the Mount Washington (NH) Hillclimb. A member of the Jaguar Clubs of North America (JCNA) and its Empire Division for more than 30 years, she served as a director, was a member of the business committee and co-authored the first JCNA Rule Book.

She began her career as an advertising artist but, following a lifelong enthusiasm, became a professional horsewoman, working on private estates in

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AUTOMOBILIA AUCTIONS LLC

Announces an Extraordinary Opportunity

The Ralph Dunwoodie Archives to Be Sold at Public Auction October 25, 2003 at No Reserve

Ralph was a very well-known automotive history researcher/SAH member who worked as Bill Harrah's personal assistant at the Harrah Auto Collection in Reno for many years. Subsequently he set up his own automotive research service using this amazingly comprehensive collection, which has aided and assisted countless collectors, scholars, journalists and historians worldwide.

Automobilia Auctions is pleased to have been selected by Ralph's heirs to auction this outstanding resource. Amazing collection of files on marques from Abbott-Detroit to Yellow Cab from 1895-1985: American and European cars plus coachbuilders, early magazines and more.

The auction will also sell at no reserve a fascinating cross-section of consignments including sales literature featuring classic and prewar Alfa Romeo, Delage, Isotta Fraschini, Hispano-Suiza V-12, Cadillac, Lincoln, Packard and more along with tin and porcelain signs, tin toys, early auto and aircraft lithos by Montaut and others, racing posters and ephemera, collection of rare radiator badges, original Helck drawings, factory press kits including Corvette, Ab Jenkins racing material and more.

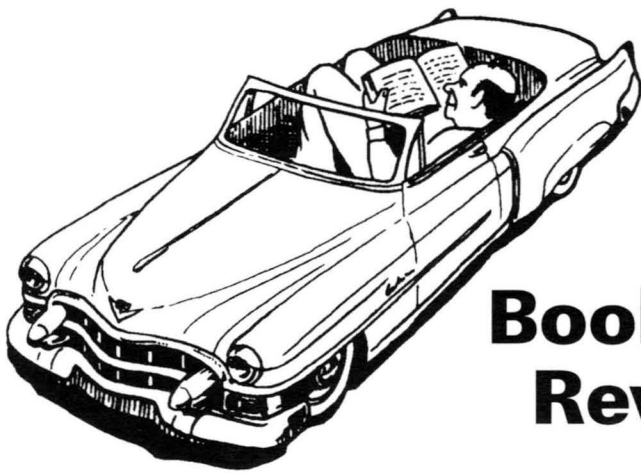
To be held at Clearing House Gallery, 207 Church Street, Wethersfield, CT
Directions: I-91 Exit 24, North on Rt. 99 for 2 miles, right on Church Street
Preview: Oct. 24th, 2-5 pm; Oct. 25th, 9-12 noon
Auction begins at noon sharp on Oct. 25th

Information

Jerry Lettieri
132 Old Main Street
Rocky Hill, CT 06067
PH: 860-529-7177/FAX: 860-257-3621
glettieri@snet.net

Dave Brownell
Box 2183
Manchester Center, VT 05255
PH: 802-362-4719/FAX: 802-362-3007
davidbrownell@adelphia.net

www.automobiliaauctions.com



Book Reviews

From Passion to Perfection—the Story of French Streamlined Styling 1930–1939, by Richard S. Adatto, 2003, ISBN 2–912838–22–3, 9x12 inches, 288 pages, with 449 color photos by Jean Paul Caron, 91 vintage black-and-white photos, 41 original documents. Published by SPE Barthélemy. \$89 plus S&H, www.adattoauto.com or Adatto Auto, 1314 Denny Way, Suite 103, Seattle, WA 98109 USA.

Pity Princess Stella. Daddy, the Maharajah of Khapurthala, gave her only one Figoni et Falaschi-bodied Talbot-Lago. This meant the poor girl had to have it repainted each time to match her outfit when she went out to a Concours d'Élégance.

Thus writes our member, Richard Adatto. He is an amateur in the best sense of the word: a person who engages in a study for pleasure rather than for financial benefit or professional reasons. With an eye practiced from his many years as a judge at Pebble Beach, Adatto shares with us in *From Passion to Perfection—the Story of French Streamlined Styling 1930–1939* his love and knowledge of these cars and their carrossiers. In this endeavor, he has been more than ably assisted by the photographer Jean Paul Caron, his fellow judge at Pebble Beach.

Over 60 years have passed since the last of these cars left the atelier, impossibly voluptuous Delahayes, Delages and Talbots with their sweeping chrome-speared fenders, some enclosing all four tires. Think of Mae West on wheels. But time has proven them to be the apex of French coachbuilding. Adatto tells their

stories and those of their creators, Joseph Figoni of Figoni & Falaschi, and Pourtout, enhanced by his personal friendship with the sons of the founders, Claude Figoni and Claude Pourtout. Examples of coachwork by Letourneur et Marchand, de Villars, and Saoutchik appear, as well as designs by Andreau and Darl'mat. We learn, for the first time it seems, the tragic story of Georges Paulin, designer of the Embiricos Bentley, whose activities in the early Resistance led to the firing squad.

Thirty-eight cars receive individual attention; where he can, Adatto provides the provenance of many from birth until today. Except for Pourtout, we're not told what they cost when new, probably due to a lack of records. But they were not for the 5CV crowd. Pourtout's 1938 Delage D8-120 rolled away for 140,000 FF (chassis, 105,000; body, 35,000). An outside source I consulted indicates that the average exchange rate in 1938 was \$1:34.72 FF, which puts the Pourtout at a bit over \$4,000 (for comparison, \$3,990 was the list price of the Cadillac Fleetwood Formal Sedan). But note that Adatto quotes \$7,200 as the price of the de Villars '38 Delage D8-120.

The vintage photos are interesting but, when compared with Caron's sumptuous photos, point up the technological limitations of their day, the lack of color and clarity. Especially fine in their detail are Caron's shots of instrument panels and interiors, informative and straight forward, without tiresome tricky angles or distortions. These allayed my initial reservation about the book. The biologist

J.B.S. Haldane, when asked what his studies had taught him about the Creator, replied that "He had an inordinate fondness for beetles." With Adatto, it's Talbot-Lagos, 22 of which appear. Study Caron's photos, however, and you'll notice subtle differences. For example, each of the instrument panels in the first three 1937 T150-C-SS cars shown has a different treatment in its number, color and location of gauges.

Admirably, and literally up front, on the first page, Adatto asks the reader to inform him of errors and omissions in the book. *Courage, mon brave*, here are a few errors: GM never had a president named "Albert Sloane." Lugano is not in "Italy." The 1951 exhibition at New York's Museum of Modern Art was not called "Eight Great Automobiles," but simply "8 Automobiles." Omissions: for most vehicles, technical specifications such as horsepower, torque, displacement, wheelbase; page numbers on other than those containing text; and biographical information on Philippe Jean Ladure and Daniel Prest who contributed chapters on Gabriel Voisin and "Aerodynamic Milestones" respectively (thumbnail sketches and photos covering French vehicles from 1899 to 1970).

The "Passion" is no longer Adatto's, but ours as well. If "Perfection" has proven elusive, the lapses don't detract overall from this handsome book.

—Taylor Vinson

Flxible: A History of the Bus and the Company, by Robert R. Ebert. 2001, ISBN 0–9660751–2–9. 302 pages, profusely illustrated, soft cover 8¼ x 10¾ in. Antique Power Inc., Box 838, Yellow Springs, OH \$24.75 plus \$4.50 S&H.

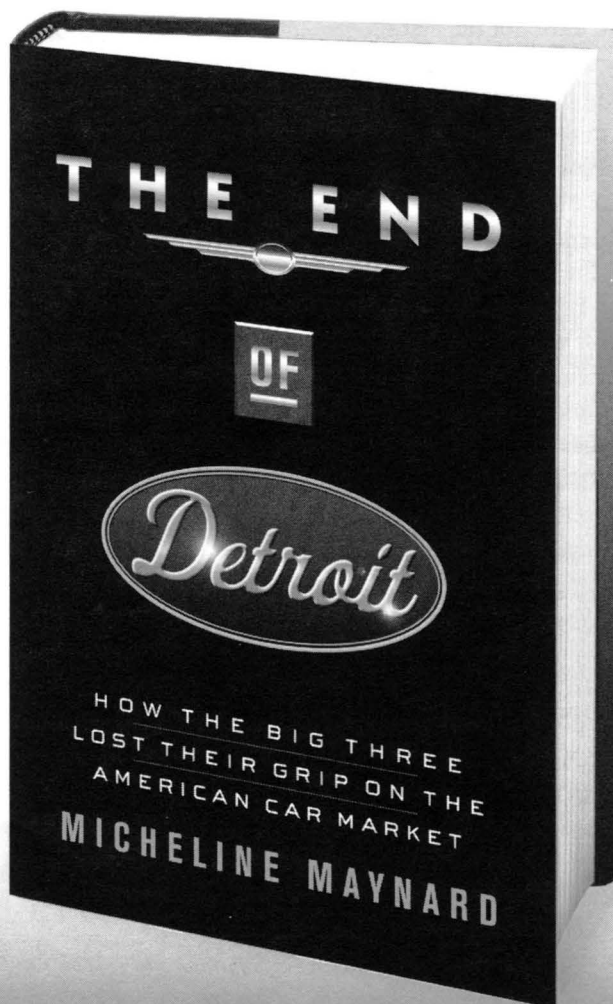
The title is something of a misnomer since Flxible pioneered motorcycle sidecars before branching out into buses, along with ambulances and funeral cars. In 1952 the company shut down its professional car production to concentrate exclusively on various types of buses, only to re-enter the professional car field seven years later. Then in 1965 it sold its

continued on page 10

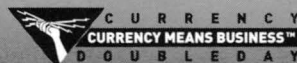
How the Masters of the American Car Market Engineered Their Own Demise



In her provocative new book, auto industry journalist Micheline Maynard uncovers how American carmakers behaved like latter-day Neros, fiddling away as their Asian and European competitors lured away customers with consistently superior vehicles. Based on original research, including interviews with the heads of Toyota, Nissan, BMW, GM, Honda, and Chrysler, this hard-hitting book suggests Detroit's days of atoning for betraying customers have only just begun.



Available wherever books are sold
www.currencybooks.com



SAH News continued from page 5
Westchester and Putnam counties. Also a writer, she covered the 1976 Olympics for *The American*, a horse publication. She was also a member of the International Society of Appraisers, Mid-Atlantic Region Archives Council, International Motor Press Association and the Vintage Sports Car Club of America, which awarded her its highest honor, the Coshland Award, in 1982.

In addition to her husband, she is survived by her mother-in-law, Julia Miller, of Hawthorne, New York, a cousin, Marilyn Decker, of Rahway, New Jersey, and a host of friends. The family suggests donations be made to Hospice Inc., 374 Violet Avenue, Poughkeepsie, NY 12601 and expresses thanks for their care.

—Mike Cook

New E-mail Address

My esteemed colleague Taylor Vinson, editor of the *Automotive History Review*, has a new e-mail address, effective September 3rd. It is ztv@comcast.net.

Weekly Deals

Laurent Friry sent in these ads from the September 1895 edition of *La Locomotion Automobile*. Laurent thinks they may be the earliest used-car ads. Can anyone come up with an earlier ad?

PETITES ANNONCES

1 franc la ligne

Voitures automobiles A VENDRE

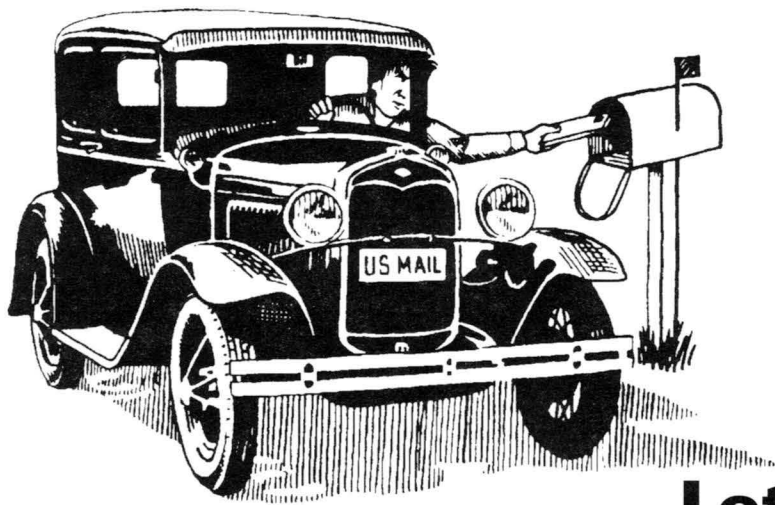
EXCELLENTE Victoria à pétrole, trois places, carrosserie luxueuse; à vendre de confiance; le propriétaire la cède pour en acheter une plus grande. — Forée, 3 chevaux; a toujours marché, en pays de montagnes, à une moyenne de 18 kilomètres à l'heure. — Prix: 4,200 francs. — S'adresser au directeur de *La Locomotion Automobile*. (N° 15.)

OCCASION. A vendre, Voiture pétrole, quatre places, système Panhard et Levassor. — S'adresser au directeur de *La Locomotion Automobile*. (N° 16.)

VOITURE Panhard et Levassor, à vendre; quatre places; bon état; capote et ombrelle. — Gondard, 111, boulevard Croix-Rousse, à Lyon. (N° 17.)

Mystery Car Identified

Kit Foster and Arthur Jones were quick to identify the car on the back page of *Journal 205* as a 1919–21 Essex.



Letters

Earliest of the Early

Arthur Jones identified a 1946 Pontiac folder with a print date of "9-45" as possibly the second earliest postwar piece of U.S. literature. There was also a Hudson four-page roto with a print date of 9-45. Arthur surmised that a brochure titled "Jeep Planning" was issued "perhaps earlier" because some models have 1944 tags. Slightly earlier, I think, but not 1944. A painting inside was dated "1945" by its artist. The W-O Annual Report for the year ending Sept. 30, 1945, relates that the Universal Jeep was introduced to the press in July and went into production after VJ Day (i.e., during Sept. '45). My hunch is that "Jeep Planning" might have been issued for the press preview in July, when its reference to "when the war is over" would still have been timely. That would make the undated "Jeep Planning" the earliest item of postwar U.S. car literature.

—Taylor Vinson

Some Early American Cars Registered in France

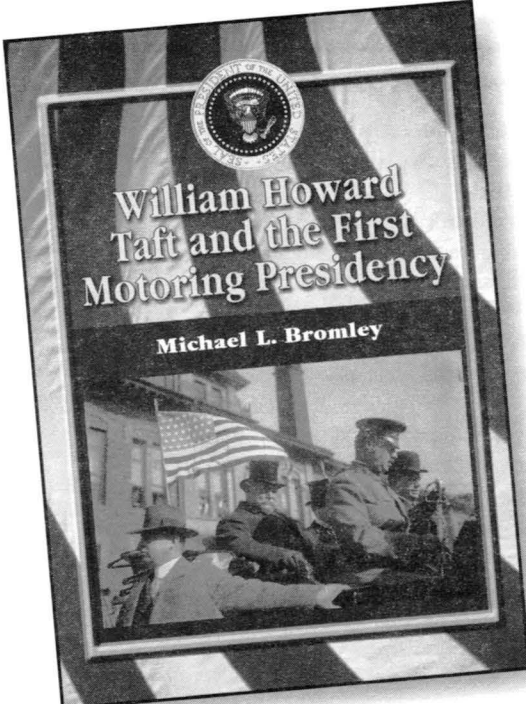
Long-time readers of the *Journal* will recall occasional compilations of vehicle registrations in various states during the early years of the 20th century. Two examples: "What Vermonters Drove in 1918" by the late J.H. Valentine (*Journal* 141, Nov/Dec 1992) and "1912-13 Georgia Registrations" by former member Jack G. Thomas (*Journal* 149, Mar/Apr 1994).

The same hobby has occupied our colleague Jacques Fritsch, who has put

together a work which lists the marques and numbers of vehicles registered from 1899 through 1918 in what at that time was the Seine-et-Oise region of France. Think of Seine/O, as the postal folks called it, shaped like a donut with Paris the hole. Given the affluence of Paris, residents of the surrounding area must also have been more likely to afford automobiles than those living in the more provincial areas of France.

I thought our members might be interested in the beginning of the presence of American cars in France over the early years of the 20th century, through World War I, as reflected in these registrations. The first American vehicle registered seems to have been a Columbia, in 1901. It was one of 308 vehicle registrations that year. The Columbia remained alone until 1904 when it was followed by two Oldsmobiles and a Peerless. There was a gap until 1909 when two Ford Model Ts were registered, followed by nine more in 1911. This number was reduced to six Model Ts in 1912, which also saw the registration of a Cadillac, Hupmobile and Reo.

The year 1913 saw 29 registrations of U.S. cars, comprising nine Model Ts, five Hupmobiles, four Buicks, three each of Flanders, Oldsmobiles and Studebakers, a Maxwell and an RCH. The total of 1,596 vehicles registered in 1913 was the highest in the 20-year period covered by Jacques' research. War broke out in August 1914 and perhaps for this reason U.S. registrations in Seine/O for that year




By Michael L. Bromley

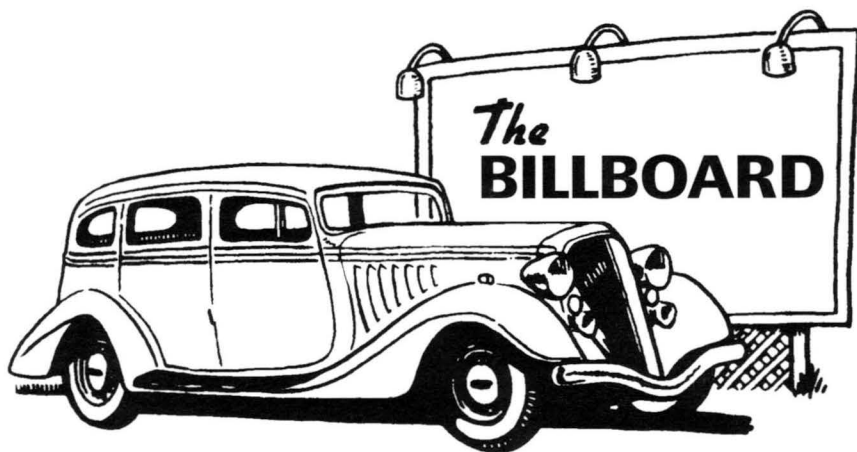
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appendices, bibliography, index
ISBN 0-7864-1475-8 2003

President Taft's predecessors made public their disdain for the automobile, but he saw the automobile industry as a great source of wealth for this country. As the first president to acquire a car in office, Taft is responsible for there being a White House garage.

This is a look at the Taft presidency, his relationship to the automobile and the role of the automobile in the politics of his day. Appendices provide information on the White House garage and stable and Taft's speech to the Automobile Club of America.

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Information Wanted I am currently writing a new book, entitled *A Century of London Motor Cabs*, and I need information on London cabs, particularly FX3's and FX4's exported to the USA from the 1950s to the 1970s. I have sufficient info on Don Landers' 1980s London Coach venture but the earlier stuff is a bit obscure. One chapter deals with WW2 and I would like to include a picture or two of U.S. servicemen in London taken with or in cabs. If anyone can supply some-

thing like this from their family albums and maybe relate a story or two it would be quite special. I can handle electronically transmitted images provided they are jpegs and scanned at 300 dpi or more. **Bill Munro, 7 Galahad Road Ifield Crawley West Sussex RH11 0PD England Tel +44 (0) 1293 545556**

Material Wanted I am developing for a historical website a collection of materials on the vehicles of Charles Herman Metz

and the Waltham Mfg. Co. (1893-1908). Bicycle brands include Orient, Oriental, Waltham, Dainty, Saracen and L.A.W. Orient Factory riders include Major Taylor, Conn Baker, Jimmy Michael, Frank Elkes and Frank Jenny. I need copies of photos, catalogs and other items. I will supply copies of my photos in return. I will also buy original items. **George Albright, 209 S.E. 15th Avenue, Ocala, FL 34471, 352-620-0750 (evenings), e-mail g-n-albright@worldnet.att.net**

Information Wanted Interested in original photos or information on the Mercury Body Speedster, a speedster body made in Louisville, Kentucky, during the 1920s to fit on the chassis of the Model T Ford or a Chevrolet. If you have something and need to trade, I probably have just what you need. All letters answered. **Jarvis Erickson, Box 2245, Alderwood Manor, WA 98036, 425-776-2804 e-mail modeltbug@aol.com,**

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Inside: Silent Auction Catalog—mail in your bids by November 30th.



TWINS, MEET THE TWINS! Hudson's mid-1952 introduction of "Twin H-Power" was heralded by "Peas in a pod twins Deidre and Andrea Hall," according to an undated company press release. Deidre and Andrea were destined to have longer careers than Twin H-Power, which offered "jetlike acceleration and improved performance in all driving ranges."

Since 1976 Deidre has starred as Dr. Marlena Evans on the daytime TV drama "Days of Our Lives." Andrea, who has appeared in a number of DOOL episodes with her twin, is now a special education teacher in Virginia.

Interestingly, Hudson used the 262-cubic-inch Wasp engine, not the larger Hornet, to debut Twin H. *Kit Foster Collection*