

SAH Journal

The Society of Automotive Historians, Inc.
Issue 211
July–August 2004



www.autohistory.org

Inside

Editorial Comment	2
President's Perspective	3
SAH News	4
Obituaries	4
<i>Charles W. Bishop</i> <i>H. Judson "Jud" Holcombe</i>	
Book Reviews	7
<i>American Cars, 1960 to 1972: Every Model, Year by Year</i>	
<i>Dirt Track Racing 1919–1941: A Pictorial History</i>	
<i>Ford: 100 Years</i>	
Letters	8
The Billboard	11

Also Inside

Bios of Board of Director Candidates
2004–2007 and an Official Ballot—
Deadline for ballots is September 1st.
Registration for Annual Banquet at
Hershey—**Deadline for reservations
is September 30th.**

James Bond Investigates the German Grand Prix Racers

by Charles W. Bishop

The late Charles Bishop contributed a number of articles to SAH publications over the years. Several of them arrived while I was editing SAH Journal and Automotive History Review. Editing Charlie was always an adventure. His stories tended to stop abruptly, just where his thought process had left off. Inevitably, I would tell him, "Very good, Charlie, but it needs an ending. How about something like ..." and I'd suggest a way to get out of the story.

"Okay," he would always say, and then he'd go off in another direction entirely. It usually took about three or four times back and forth to get a manuscript we both liked.

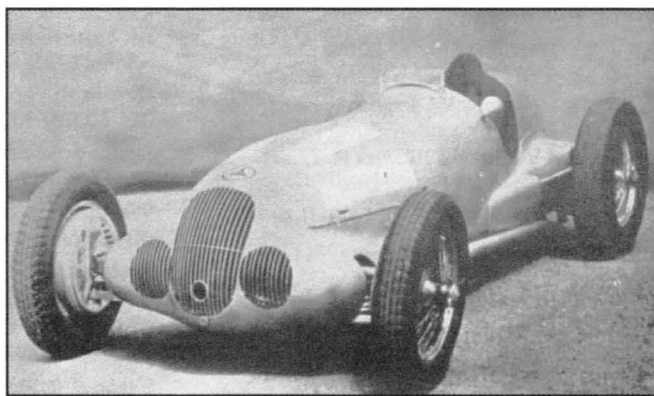
This was his last submission to the Journal. It arrived in 1993 and had the usual problem: no ending. This time, however, fate intervened, and before he could make his first try at a proper ending he suffered a stroke. For a time, his wife, Marion, and I hoped it would serve as intellectual stimulation for his recovery, but he could never make the words come out right. To belatedly mark his passing it seems appropriate to publish what is probably the last of Charlie's distinctive prose, and to leave it as it came: without an ending. Whatever conclusion we might editorially supply wouldn't have passed muster with him anyway.

Readers with knowledge of Grand Prix cars will notice an apparently anomaly. The Cisitalia and BRM were decidedly postwar, circa 1949. The Cisitalia is prominent in the report, which, despite its title, must have been written about that time. — Kit Foster

Some fifty years ago, during a sojourn in Sicily courtesy of the U.S. Government, a British Intelligence report (*British Intelligence Objectives Sub-Committee Overall Report No. 21: The Motor Car Industry in Germany During the Period 1939–1945*) crossed my desk and was referred to casually—one might even hazard desultorily—as was the operative word to my boss, the G2. Our big boss, General Patton, kept one horse busy, but it seemed unlikely that the 645 horses of the 1937 M125 Mercedes would awaken any interest so the report found its way into my possession, leaving the 7th Army when I did.

Its attraction was simple: the subject matter was familiar. We frequented Roosevelt Raceway at the edge of New York City during the carefree years before peace was achieved in our time, watching the duels between Germany's two stars (three-pointed star and four circles?), Mercedes-Benz and Auto Union.

**Mercedes-Benz M125
Grand Prix car developed
645 hp.**



continued on page 6



Thomas S. Jakups, Editor

Ah, these lazy, hazy, crazy days of summer. Seems like only yesterday I was at the Auto History Conference in Dayton and now this issue contains a registration form for the Annual Awards Banquet in Hershey. These are busiest months for my car appraisal business and with summer in the Northeast comes the car show and cruise season. Oh, and what's that, honey? No, I haven't forgotten that little vacation you planned for us away from cars. "So what?" you may say. OK, this is just my way of saying that for your harried editor putting out

Ol' Nat Had It Right

the *Journal* this month was a bit of a slog. I want to thank all the "Old Reliables" who contributed to this issue. You lightened the load considerably.

I want to remind everyone that this issue contains the Hershey registration form, which must be mailed in by September 30th, and the ballot for Board of Director candidates, along with biographies of the candidates, which must be postmarked by September 1st. (Along with the front and back covers, this makes three reminders—there is no excuse for any late entries.)

I also want to remind the members that next issue will contain the Silent Auction catalog. *Leroy Cole* tells me that the donations for the auction are down this year. There are currently some 240 items entered into the catalog and Leroy

would like to see about 300 items. So check your libraries for dispensable items and send them in.

I received an excellent response to my call for book reviewers in the last *Journal*, and I'm sorry I had to disappoint so many members who had strong backgrounds in the subject matter of the books to be reviewed. I hope these members will submit reviews on their own for future issues.

It was sad for me to publish the belated obituary of *Charles Bishop*. It is unfortunate that Dr. Bishop's passing escaped the notice of the membership for so long. I chuckled a few times reading his Page 1 article. Yes, Kit, editing Mr. Bishop's prose may have been challenging, but probably also quite enjoyable.

—Tom Jakups

SAH Journal

The Society of Automotive Historians, Inc.
Issue 211 July–August 2004



Officers

Joseph S. Freeman President
Michael L. Berger Vice President
Darwyn H. Lumley Secretary
Christopher C. Foster Treasurer

Board of Directors

Through October 2004

Michael L. Bromley Paul N. Lashbrook

Leroy D. Cole

Through October 2005

Susan S. Davis John A. Marino

Arthur W. Jones

Through October 2006

Samuel V. Fiorani Robert R. Ebert

Patricia Lee Yongue

SAH Journal

Thomas S. Jakups

Editor, Advertising Manager

37 Wyndwood Road

West Hartford, CT 06107 USA

860-236-0125 Fax 860-232-0468

email: journal@autohistory.org

tjakups@comcast.net

Publications Committee

Christopher G. Foster, Chair
Taylor Vinson
Thomas S. Jakups
Michael Lamm
Beverly Rae Kimes

Past Editors

Richard B. Brigham
Issues 1–29 Sept. 1969–(undated) 1973
C. Marshall Naul
30–50 July 1973–Dec. 1976
John Peckham
51–59 Feb. 1977–July 1978
Walter Cosden
60–87 Nov. 1978–Dec. 1983
Richard B. Brigham
88–117 Jan./Feb. 1983–Nov./Dec. 1988
Christopher G. Foster
118–157 Jan./Feb. 1989–July/Aug. 1995
Samuel V. Fiorani
158–194 Sept./Oct. 1995–Sept./Oct. 2001

SAH Journal (ISSN 1057-1973)

is published six times a year by the Society of Automotive Historians, Inc.

Subscription is by membership in the Society.

Membership dues are \$40 per year.

Send dues, membership inquiries and changes of address to

Society of Automotive Historians, Inc.

1102 Long Cove Road

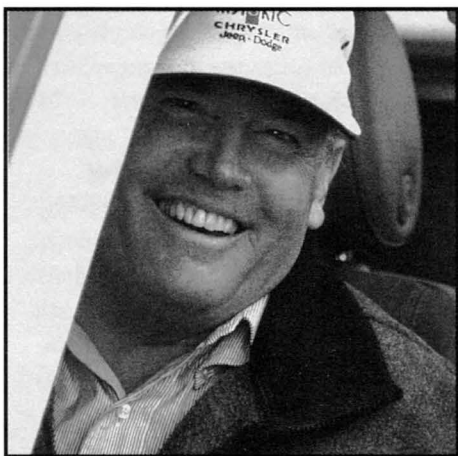
Gales Ferry, CT 06335-1812 USA

©2004

The Society of Automotive Historians, Inc.

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

Copy Deadline for *Journal 212*
August 31st



Joseph S. Freeman, President

Here in Boston we recently had an interesting announcement for auto enthusiasts. Our Museum of Fine Arts is to mount its first special exhibit in 2005 devoted entirely to the automobile, specifically some of the great cars in the collection of Ralph Lauren. All of these machines will be from the very pinnacle of design and engineering of their era, primarily focusing on high performance marques of the 1930's: Bugatti, Mercedes-Benz, Alfa Romeo, etc. In a way, for our field it will be somewhat of a breakthrough: the recognition by a major American art museum that automobiles per se are not just four-wheeled implements of transportation, but true representations of the art, style and culture of their era.

Now of course for most automotive historians this is entirely "old hat." Anyone who has attended a major concours or even a small local car show will have seen some machinery that really catches the eye. After all, it's hard to walk past that gleaming Ferrari Lusso, Duesenberg Model J, Pierce Great Arrow or Mercer Raceabout without a second look. Nor is the museum in Boston anything close to the first "Art Museum" (with the emphasis on the capital "A") to have exhibited beautiful automobiles. For example, in 1951 the Museum of Modern Art in New York broke the ice with a very famous show entitled "8 Automobiles" and less than ten years ago the Montreal Museum of Fine Arts put on a magnificent display entitled "Moving Beauty," the catalog for which is a masterpiece in itself.

Rolling Sculpture

But the whole idea of cars as art and cultural representation strikes me as one of the most interesting parts of our hobby. Now that we are in the midst of the season, we all know the huge number of meets, tours, shows and cruises which take place almost every day during the summer, not to mention the weekends. What's particularly fun about this plethora of events is the enormous variety of vehicles that appear. With a little effort the enthusiast can see everything from the absolutely gigantic touring cars from the prosperous (and not so prosperous) years of the 'teens, '20s and '30s to the tiny little micro-cars produced by manufacturers working in an impoverished and gasoline starved post-war Europe.

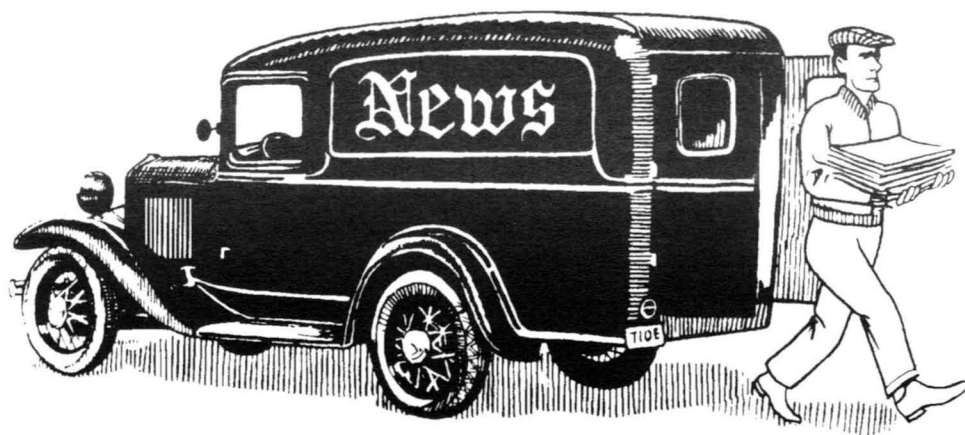
Of course, I will have to admit to a certain level of personal snobbery in what grabs my attention on the field. Rows and rows of shiny '50s and '60s mass-produced sedans and convertibles don't rate very high on my list, while just about any racing car will get the juices flowing. However, in recent years, as president of the Larz Anderson Auto Museum and of SAH, I have come to realize that variety really is the spice of life. Now when I look at something that would have left me cold a few years ago, I go through a kind of mental historical quiz about the four-wheeled object that is in front of me. Who designed and made this car? What kind of innovations or individual peculiarities does it have? Who bought it and for what purpose? How does it represent its own era and

the potential buyer's cultural and stylistic preferences? Why would someone want to preserve and treasure it? It gets to be kind of a game and invariably brings up questions which owners are usually delighted to answer. While there is no accounting for taste in automotive history, there always seems to be an interesting twist in almost every car a proud custodian brings out to show.

The point I'm trying to make here is that some of the best fun at any event is the study and thought about cars as a historian and cultural anthropologist. After all, anyone can ogle shiny paint and fancy add-ons. For those of us who are willing to open our eyes and turn on our minds there are some wonderful stories out there waiting to be learned about all manner of vehicles. Thus, while I will no doubt be ecstatic about the cars that are exhibited at the Museum of Fine Arts, I will also always have a place in my heart for all the other much less heralded bits of historic "rolling sculpture." They will never be ranked with the Rembrandts, Renoirs and Picassos of the vehicular world, much less see the inside of an art museum, but they are worth our attention and respect nonetheless.

So after you are finished with the exotica, take a look at some of the supposedly run-of-the-mill stuff too. You may surprise yourself. As the French say "Vive la différence!"—and this from a guy who owns a 1955 Messerschmidt and 1923 H.C.S.!

—Joe Freeman



Dunwoodie Archives Placed at AACA Library

As voted by the SAH directors at the March meeting, the research archives of the late *Ralph Dunwoodie* have been placed on permanent loan at the AACA Library and Research Center in Hershey, Pennsylvania.

The Dunwoodie Archives were compiled over several decades of Ralph Dunwoodie's career as an automotive researcher. They consist of seventeen file cabinets of material on automobiles from 1895 to 1985 and marques from A to Z. In addition, there are several topical files on engines, coachbuilders and some associated information on aircraft.

SAH voted to acquire the collection to enable it to remain intact, and it sought a partnership with a "bricks and mortar" institution in order to make it accessible to the general public. The directors found the proposal from AACA to be the most advantageous out of five received.

Ralph Dunwoodie, a founding member of SAH, was for many years chief of research for William Harrah at the Harrah Collection in Reno, Nevada. After Harrah's death Ralph continued his research in private practice until his passing in March 2003. He was named a Friend of Automotive History in 1989.

The AACA Library and Research Center is a separate corporate entity from its parent organization, the Antique Automobile Club of America. It is likewise a separate activity from the new AACA Museum. The Library welcomes all researchers to its facilities and also handles research requests by mail.

The Dunwoodie Archives represent a significant adjunct to the books, magazines and manuals already in the Library's holdings.

The Ralph H. Dunwoodie Automotive Research Archives will remain the property of SAH. The collection is available to researchers during regular hours of the AACA Library, 8:30 AM to 3:45 PM Monday through Friday. The Library is located at 501 West Governor Road, Hershey, Pennsylvania, adjacent to AACA National Headquarters.

The Dunwoodie Archives were transported to Hershey in mid-June. A formal dedication is planned at a later date.

—Kit Foster

Nominations for Non-English Language Cugnot Prize and Award of Distinction

Four books have been nominated for the best book in a language other than English for the year 2003, announced the chair of the awards committee, *Taylor Vinson*.

Two of the books are in French: *Trintignant-Wimille: un champion et son maître*, by Maurice Louche, and *Renault en Afrique: Croisières automobiles et raids aériens 1901–1939*, by Marie-Christine Rouxel. The remaining two are in German and Polish respectively: *BMW Automobile*, by Halwart Schrader, and *Sto Lat Polskiej Motoryzacji*, by Stanislaw Szelichowski (100 years of the Polish motor industry).

The members of this year's awards committee are *Dr. Frank Gump*, *Beverly Rae Kimes* and *Matthew Sonfield*.

If the winners are unable to come to

the annual awards dinner in Hershey, their prizes will be presented to them at SAH's annual dinner in Paris in February 2005.

Leland Chapter Meeting

Michigan's Leland Chapter of the SAH met May 22nd for their spring activity.

The members met at the Blackhawk Bar & Grill in Richland and after lunch *David Lyons* gave an excellent presentation on the cars of Kalamazoo. The meeting moved to the Gilmore Car Museum a few miles up the road and to the CCCA Barn and Archives. SAH immediate Past President *Dale Wells*, the archives "librarian," gave us a tour of the facilities and gave us a peek at an Olds Family Album. Olds historian *Helen Early* was impressed with the rare old photos, as were we all. We continued our tour of the rest of the museum which included the new Pierce-Arrow Building. The Gilmore Museum is expanding, offering a place where automobile clubs can house their collections and headquarters.

—Leroy Cole



The Leland Chapter meeting provided an opportunity for these three former SAH presidents to get together. (l-r) Dale Wells, Leroy Cole, Sinclair Powell

Obituaries Charles W. Bishop (1909–2000)

The Society has recently learned of the passing of founding member *Charles Wakefield Bishop*, who died on March 29, 2000. A long-time resident of New Haven, Connecticut, and more recently of Fort Lauderdale, Florida, Charlie was

present at the creation of SAH on October 11, 1969 and remained active until suffering a stroke in the mid-1990s.

A graduate of the Hoosac School and Yale University, his particular interest was cars of the *fin de siècle* era, especially in France. His book *La France et l'Automobile* was published in France, after he obtained his doctorate from l'Université de Lyon. Written in French, the book was one of the first winners of the Cugnot Award. It has never been translated into English. He also contributed many articles to *Automotive History Review*, of particular interest "La Voiture à Vapeur de Cugnot," on our "patronal machine" in No. 21 (despite its title, written in English).

In his youth, Charlie was an inveterate tinkerer, and he built four automobiles, each an evolution of its predecessor, that he badged "CWB" after himself. He liked long wheelbases, cantilever springs and right-hand drive, all of which appeared on one car or another. He is perhaps the only member to rate his own entry in the *Standard Catalog of American Cars 1805-1942*.

Charlie's wife, Marion, passed away on December 13, 2003. There are no known survivors.

—Kit Foster

H. Judson Holcombe (1930-2004)

H. Judson "Jud" Holcombe died on June 23rd in Milford, New Hampshire.

Jud came to General Motors Styling (now Design) in the mid-1950s. I came in 1959. We both worked in the Research Studios under Bob McLean for most of our GM careers. Most of us revered Bob and we had fun, too, designing very advanced concept cars and components, such as the Monza GT Corvair coupe. Jud designed the frame, suspension and control systems, Larry Shinoda, the exterior styling, and I and an assistant, the interior and ergonomics. After others had gone home, Jud and I worked many nights folding foamcore to build an interior/frame from which many of the real parts would be molded or shaped. From Jud I learned cooperation with expediency and it was fun. Many more

projects would follow, including several stints abroad, until we both left GM.

After GM Jud worked for Lockheed and later Booz Allen Hamilton in Bethesda, Maryland, where he met his bride-to-be, Sharon, and offered me my first freelance job. It was as my contract engineer that he found Dave Anderson's Elkridge, Maryland, fiberglass shop in which to build our solar golf cart prototype. The fact that this shop built custom street rods was a pleasant diversion for Jud.

Living so close our friendship flowed. We went to Hershey, Carlisle and Detroit car meets, Macungie, Allentown and Dünn Loring toy vehicle meets, even Oshkosh, Geneseo and Wilmington aviation meets. Finally we did the big one and hit Retromobile in Paris—three times.

Jud bought a fixer-upper with a barn on a patch of land in New Hampshire, close to his now former wife, Sharon, and their two daughters, Leslie and Lindsey. It was also close to some auto racing tracks and the Larz Anderson Auto Museum in Brookline, Massachu-

setts, where he volunteered. It was here that many of Jud's friends gathered on a bright and cool June day this year to be with him and celebrate his life.

Jud was an investor. He invested himself in helping other people—as an almost fulltime father of Lindsey and Leslie, as a helpmate to Sharon, as the financier and producer of my French car book, *Classics on the Street*. He was involved in dozens of projects with me and his many other friends.

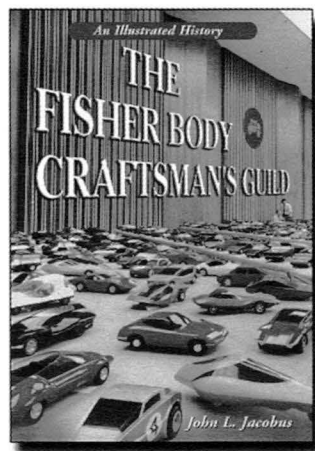
He loved people and cars. He was an early member of the Sports Car Club of America, the Society of Automotive Engineers, the Society of Automotive Historians, the Larz Anderson Automotive Museum and, in France, the Salmson Club. His stories of rebuilding his Salmson and rallying with it in England and France could fill a book. Had he lived longer his next real-life adventure would have been rallying through France in a Model T Ford to re-enact a book he enjoyed. A busy guy. A bunch of laughs, and generous. That was Jud.

—Bob Straub

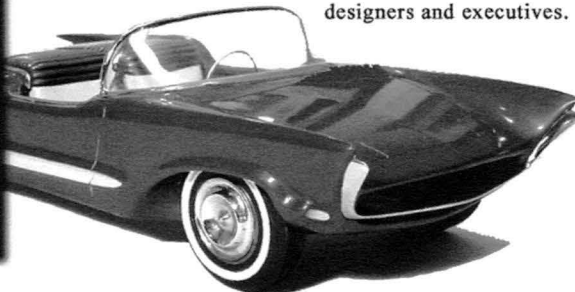
The Fisher Body Craftsman's Guild: *An Illustrated History* • by John L. Jacobus

THIS IS THE ONLY DEFINITIVE WORK ON THE HISTORY OF THE FBCG!

ISBN:0-7864-1719-6 • 336 pages • 150 photos, charts, index, appendices, bibliography, hardcover, 7x10" • \$49.95 + \$4.s/h



The Fisher Body Craftsman's Guild was a national auto design competition sponsored by the Fisher Body Div. of General Motors for teenagers to compete for college scholarships by designing and building scale model "dream" cars. Held from the 1930s through the 1960s, it helped identify and nurture a whole generation of designers and executives.



www.FisherGuild.com
JohnJacobus@FisherGuild.com

EXPECTED FALL 2004

Author: FBCG Friends & Assoc. • 10103 Gates Ave • Silver Springs MD 20902
McFarland & Co., Inc. PRE-ORDER ONLINE: www.mcfarlandpub.com
MAIL PRE-ORDER: Box 611, Jefferson, NC 28640 • 1-800-253-2187 • Fax 336-246-4403

James Bond continued from page 1

Still vivid in my mind is the immediate reaction of the Auto Union cars when their rear engines were goosed into an excited scream as the motors came to life. Today's spectators are probably blasé as the technique is no longer novel.

The authors of the report were Maurice Olley, then chief research engineer of Vauxhall, and Cameron C. Earl, director of Automotive Patents Ltd. Actually, Earl was the author of the section on German racing cars 1934–39. An interesting disclaimer on the inside front cover says, “The opinions expressed in the Report are those of the Authors and should not be regarded as any statement of Government policy.” Some of our readers may have authored a study not consonant with organization policy. Armed with sufficient standing to avoid a veto they will recognize the phraseology.

The opening paragraph offers an interesting comment: “The trade secrets it was hoped to learn were not learned. They did not seem to be there. They existed largely as ‘know-how’ in the minds of individuals, and were not communicable.” In trying to encapsulate the essentials of the Report we seem to have gotten a little heavy, but the authors have done a remarkable thing: forty-five pages are given over to a résumé of the German car industry, all classes of vehicles, and a glance at the *autobahnen*, and only twenty-five comprise the “Racing Car Section,” but the fourteen photographic plates are of the racing cars—and only the racing cars.

I did not know these authors, but I feel a kinship with them, based on a presumption that they were part of the Intelligence, that their talents were not totally absorbed while they were there and that Cameron Earl's research on German race cars was given a top-dressing of serving as guidance for the British motor industry after the war. It so happened that my talents were not totally absorbed either, and after our Sicilian victory I spent a happy day in the Automobile Club of Palermo, sometime headquarters for the famous Targa Florio.

A pleasant relationship with the director, whose name is now forgotten, led to the acquisition of complete sets of that wonderful annual *Rapiditas*. The first few years had simultaneous English, French and Italian texts; later years were slightly less elegant, but had the virtue of large actual photographs of the races and racers tipped in. What a wonderful source of illustrations for articles and books! A complete set went to my lamented friend of forty years, Peter Helck, who channeled other sets to other enthusiasts. I do not recall selling my last set, but it seems to have disappeared. Other treasures from this period included a silk flag, about a meter square and embroidered with the seal of the Club, and an assortment of badges, including one engraved “Campione d'Italia.” I failed to negotiate the purchase of two large F. Gordon Crosby paintings. The director was amenable, but our High Command had put into effect laws that prevented the transfer or sale of art objects.

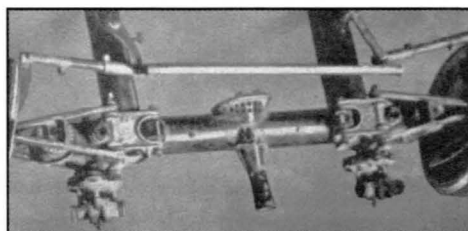
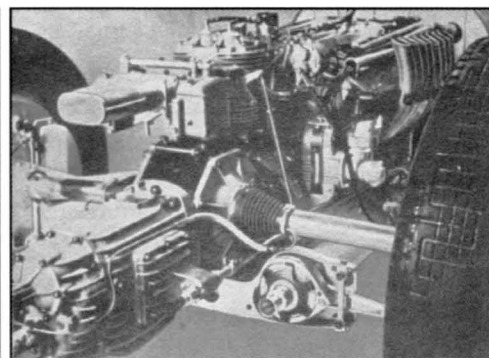
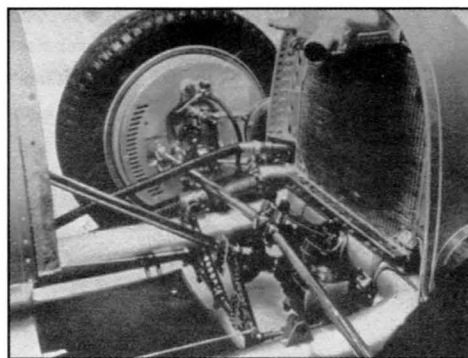
The illustrations in the report are, with one exception, of Auto Union and Mercedes Grand Prix cars, and they give an understanding of the development, the quality, the perfection of the concept. To me it is purely personal, idiosyncratic, satisfying—what a racing machine ought to be. Old men have their limits, but it is of no consequence to me that a NASCAR racer can go faster, nor can I shake the

resemblance of today's formula cars to vacuum cleaners. Auto Union was my preference, and in the detailed analysis of the cars in the text no mention is made of the unhappy history of its drivers. Only Bernd Rosemeyer escaped, and he only for a time.

Earl's assessment of the merits of the two designs cites problems that each manufacturer met by modifying suspension, but assigns superiority to neither. My fondness for trailing-arm front suspension enforces my preference for Auto Union, and I found particularly interesting the comment “. . . the established fact that both Mercedes-Benz and Auto Union would not adopt any feature of design, although technically superior to their own, if firmly associated in the public mind with the rival organization in each case. As an example of this can be quoted a statement by Uhlenhaut (chief engineer of the Mercedes-Benz racing department from 1937 to 1940) to the effect that Mercedes would not contemplate the use of a trailing-arm front suspension system on account of this being an accepted Auto Union design feature.”

A sleeper in the report bears on the Cisitalia being worked on at the time by Dr. Porsche and Professor Eberan, which, despite financial problems, was expected to provide effective competition for the new 1.5-liter BRM.

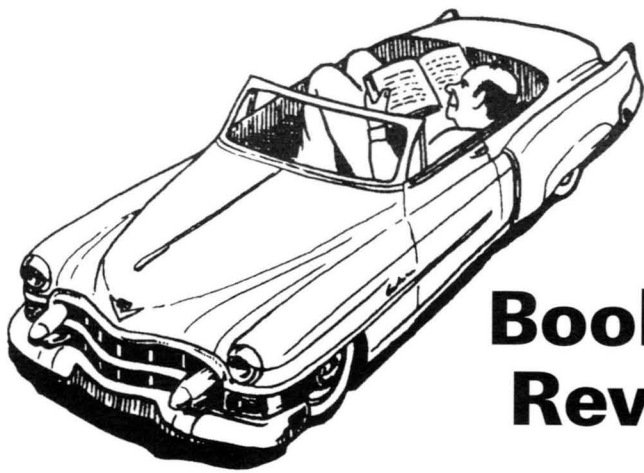
continued on page 10



Left, top: Author Bishop liked Auto Union's trailing arm front suspension.

Above: Auto Union's rear engine made an “excited scream.”

Left: Mercedes used A-arm front suspension. Trailing arm would have been “too-Auto Union.”



Book Reviews

American Cars, 1960 to 1972: Every Model, Year by Year by J. "Kelly" Flory, Jr. 2004, ISBN 0-7864-1273-9. Hard-bound, 8.5 by 22 inches, 944 pages, 1,018 photographs. McFarland & Company, Inc., Box 611, Jefferson, NC 28640, 800-253-2187 \$65.00, \$69.00 postpaid www.mcfarlandpub.com

I love this book. I've been writing largely about pre-World War II cars for a long time, so long that a lot of the cars that were new when I began have become history since. It's about time I learn more about them, and this is the perfect book for me.

That the author is a technical accounting analyst shows in the splendidly well-organized presentation of this volume. Finding a reference is super easy. Listings—literally "Every Model, Year by Year"—are impressively complete: body styles, base prices, engine and transmission choices, power ratings, standard equipment, major options with prices, curb weight, dimensions interior and exterior, paint choices, changes from model previous, sales figures, assembly plant locations. More than a thousand photographs provide visual documentation.

The '60s and early '70s represented significant change as well as both consolidation and proliferation in the automobile industry. A lot of people call the period the "muscle car era," those rambunctious years when horsepower was king before the gas crisis hit with a reality check. Obviously J. "Kelly" Flory, Jr. loves these cars. His enthusiasm shines through in the introductions preceding each model segment, which are written with authority and clarity.

This book is highly recommended to everyone with even a modicum of interest in the cars of this era. Kelly is an SAH member. On a personal note, I can't begin to tell you what a thrill it is for me to see so much fabulous automobile history being written by the Society that has long been so close to my heart.

—Beverly Rae Kimes

Dirt Track Auto Racing 1919–1941: A Pictorial History, by Don Radbruch, 2004, ISBN 0-7864-1725-0 Softcover, 330 pages, 605 photographs McFarland & Company, Inc., Box 611, Jefferson, NC 28640, 800-253-2187. \$39.95

Don Radbruch's third book, *Dirt Track Auto Racing 1919-1941: A Pictorial History*, celebrates an era and genre of American motor sports that together celebrate the very surface upon which the automobile first flexed its muscle: good, old-fashioned dirt. In

America as well as in Europe, the origin of auto racing is inextricably bound to the billows of dust that the first mighty monsters of the road stirred up to create a firmament at once dangerous and distinctive. If the American cowboy astride his galloping horse, kicking up swirls of dust, marks the origin of a culture hero, the early auto racer is his direct descendant. In fact, as Radbruch's book proves, cowboy and auto racer evinced their real and symbolic relationship during the some thirty years they shared the countless "bullrings" and horse racing tracks at state and county fairs.

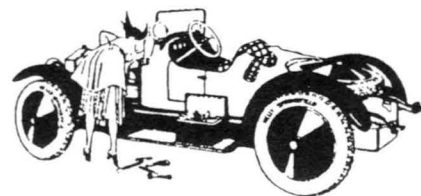
Don Radbruch professes he merely makes "a dent" in the 90 percent of information about pre-WWII American dirt-track racing that has gone unacknowledged. Such a "dent," however, would cost the car owner a bundle at the body shop. *Dirt Track Auto Racing* meticulously retrieves that lost history from myriad small town newspapers, race programs, team records and especially from marvelous private photo collections and scrapbooks—such as those belonging to the racer Fred Horey's family, to vintage racer Joe Freeman and to enthusiastic spectator Larry Sullivan. Sullivan's extensive collection, for example, contains over 5000 photos. Radbruch also draws upon the memories and knowledge of technical history of the few remaining racers, like himself, and upon published accounts in hidden auto racing history gems like Phyllis Devine's little monthly journal, *The Alternate*.

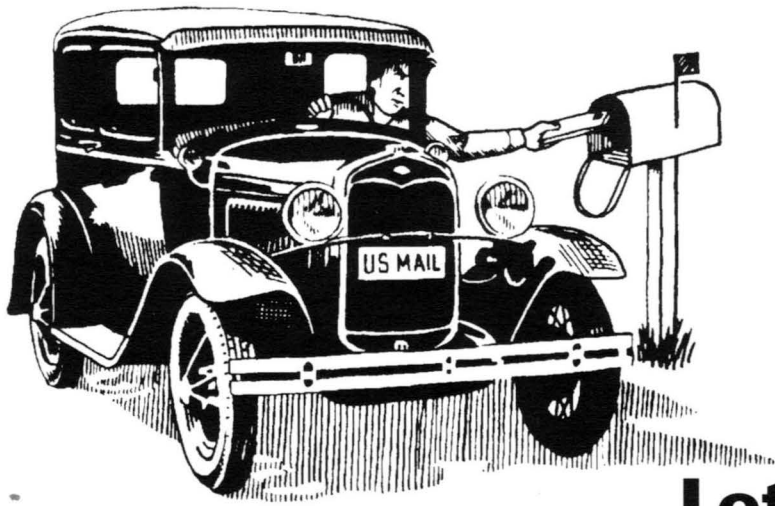
continued on page 10 9

WANTED: AUTOMOBILE LITERATURE 1900-1975

I buy sales brochures, repair & owner's manuals, books, showroom items, artwork, models & toys, posters or any items pertaining to automobiles, trucks or motorcycles...
I travel to purchase collections.

Walter Miller
6710 Brooklawn Pkwy.
Syracuse, NY 13211 USA
315-432-8282 fax 315-432-8256
e-mail: info@autolit.com





Letters

Birthdate Needed for Holley

I am the proud current custodian of a Holley Auto buggy. (I hate to say “owner” as no one really “possesses” a piece of automotive history—we can at best only look after it temporarily!)

The Holley has an original Holley Tricycle engine fitted into an 1850s horsedrawn buggy. The Veteran Car Club of Great Britain confirmed after a detailed examination that the carriage was originally horsedrawn. No carriage maker’s plate could be found, yet according to a file on the car such a plate was present when the car was in the possession of a previous owner, C.E. Burke. This plate indicated the makers to be Latterman & Luth of Storrs, Ohio.

Below the slatted radiator screen is pinned a disc carrying the embossed legend “New York Motor Vehicle Law” and the number 33679 stamped diametrically. It has been established that the disc was issued in c1905. The only other number found is “233” stamped on a

small brass plate pinned to the right-hand wooden side member of the engine compartment.

A 1970 letter from Burke indicated that he had purchased the vehicle from an old gentleman who stated that he had owned it for over 40 years and that it had been made in a blacksmith shop in New York (Olive Wheel



Company of Syracuse, New York?).

Although the car sports a 1905 New York registration disc, it probably pre-dates this as I believe that registration only came in in 1905. If that’s the case, we might be talking about one of the earliest examples of a four-wheeled, combustion powered vehicle produced in the United States. In 1971 Burke, president of Autoville, Inc., transferred title to what is referred to in the bill of sale as a 1896 Holley Autobuggy to Ampower Corporation, of New York.

The Veteran Car Club of Great Britain is unable to date my Holley without some documentary evidence as to its provenance. I am looking for information, such as addresses for Latterman &

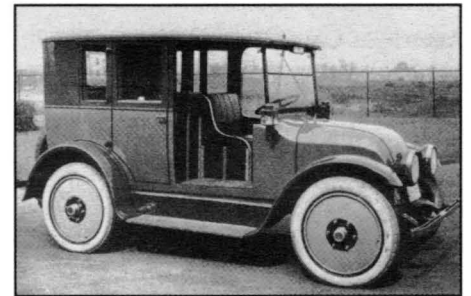
Luth, the Olive Wheel Company and Autoville, Inc. I hope that one of these companies might have some records.

—Colin Bruder

New Is Old and Old Is New

While culling an old copy of *Town & Country* (1923) for car ads for my collection, I came across this notice of electric taxicabs for New York City. In this day of interest in hybrids, I thought it might be of interest to SAH members.

—Macdonald Leach



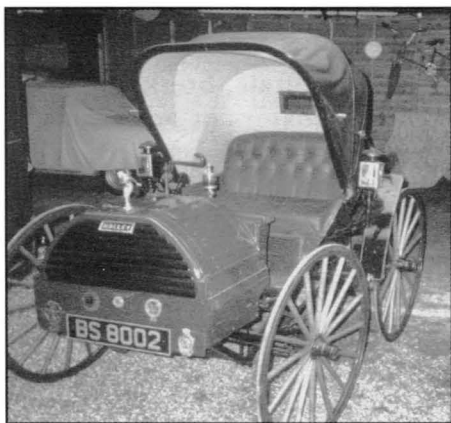
The new electric taxicab. Something new on the crowded streets of New York is the fleet of electrically operated taxicabs made by Rauch & Lang, Inc., well known for many years as producers of electric passenger vehicles.

The Queen Learns About SAH

The high point of my recent visit to London was the garden party at Buckingham Palace, observing the 250th anniversary of the founding of the Royal Society for the Encouragement of Arts, Manufactures, and Commerce (RSA) to which I belong. The Queen is the Patron of the RSA, and Prince Philip succeeded her as President 52 years ago.

Shortly before leaving the States, I had been notified that I would be one of those presented to the Queen as she went to her tea tent. I have no idea how I was chosen. We were arranged in groups, and each of us had given our group leader some brief bio information which he had put on white index cards. As my turn came and she extended her hand, our leader read from his palmed index card that “Taylor Vinson is a [past] president of the Society of Automotive Historians. . . .”

“What’s that?” she asked firmly, looking at me as straight in the eye as anyone ever has. Not being prepared for that question, I punted: “We exist to



promote automotive history, and we correct errors where we find them. We have 100 members in the U.K. and Lord Montagu is one of them.”

“I don’t doubt it,” she said, laughing. “He’s a good man at that.” Then we parted and she went on her way greeting others.

—Taylor Vinson

Now Here’s a Woody

Your request in *Journal 210* for one-of-a-kind items reminded me of a truck a college student built out of wood. As a semester art project, Paul Alberth, of Ellwood, Pennsylvania, built a full-size wooden replica of a 1957 Chevy pickup truck, modeled after his father’s truck.

According to a Chevrolet press release, no metal was used anywhere. More than 60 major pieces and countless knobs and hinges fit together to form the vehicle, which can be taken apart for transporting. All that holds the truck together is about 900 feet of dowels. The truck is completely supported

by its four wheels.

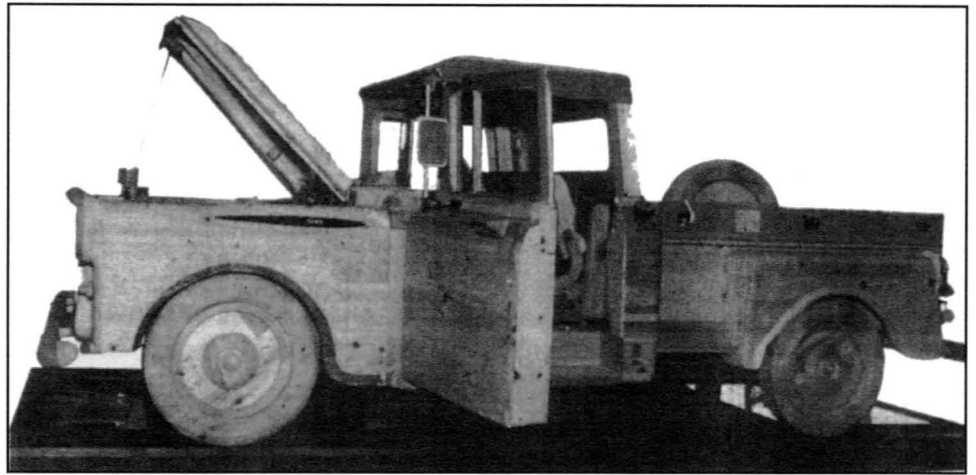
It comes complete with a detailed 235-cubic-inch, six-cylinder engine, an exhaust system, brake lines and cables, steering linkage, leaf springs and axles.

Interior features include a dashboard with radio, workable glove compartment, ignition with key, ash tray and defroster and heater knobs. The steering wheel turns, the doors open and close

and the gearshift is operable. Paul even included a carving of the pencil his father had kept over the sun visor and the drive-in speaker that his dad had inadvertently driven off with years ago.

The project took Paul, then a student at Indiana University in Pennsylvania, 500 hours to complete and cost \$500.

—Nelson Bolan



Paul Alberth’s one-of-a-kind wooden replica of a 1957 Chevy pickup



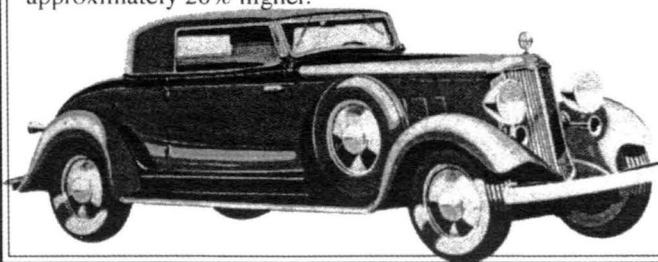
The Hupmobile Story – From Beginning to End

by Bill Cuthbert *Deadline to pre-order the Commemorative Edition is September 15, 2004*

The Hupmobile Story – From Beginning to End is an important and comprehensive study of a significant niche of American automotive history and thoroughly describes a marque which heretofore has not been adequately covered. This volume provides an in-depth look at this once-important contributor to automotive excellence.

Over 400 illustrations, taken from original sources made available during the life of the Hupmobile, serve to complement the detailed text and to depict the gradual evolution of this powerful and stylish automobile. Specifications, serial numbers and wiring diagrams provide additional aid to the restorer wishing to validate his own Hupmobile.

The first 500 copies pre-ordered will contain a printed personal note from Bill Cuthbert and be numbered to enhance the book’s collective value. Commemorative Edition will be added to the cover design to distinguish these copies from the standard editions. It is anticipated the post-production price will be approximately 20% higher.



<i>The Hupmobile Story – From Beginning to End</i>	Qty	Price	Total
Genuine Bonded Leather Edition		\$74.00	
Deluxe Standard Edition		\$34.95	
Embossing - \$6.00 per book*		\$6.00	
Postage and Handling: \$6.50 for first book, \$4.00 for each additional book		Shipping	
<i>Indiana residents add 6% sales tax to total of books plus Postage & Handling.</i>		Tax	
<i>(*Due to limited resale ability, embossed books cannot be returned for a refund.)</i>		TOTAL	

Name(s) to be embossed (Limited to 24 spaces per book)

The Hupmobile Story – From Beginning to End

For credit card orders call
1-888-263-4702

Name _____

Send order form and payment to:
M.T. Publishing Company, Inc.
P.O. Box 6802

Address _____

City _____ State _____ Zip _____

Evansville, IN 47719-6802
812-468-8022 • 1-888-263-4702

Telephone _____

www.mtpublishing.com

Radbruch well negotiates the difficulty of separating formulaic “hype” from fact and of determining which contemporary motorsport journalists were reliable. Similarly, the proliferation of race venues, “Special” cars and drivers, some of which and whom lasted only one or two races before they disappeared, suggests important facets of cultural and technical history but proves a challenge to historians that Radbruch effectively meets.

Repeating a strategy of his first two books, histories of America’s “roaring roadsters,” Radbruch employs a geographical organization, moving from west to east and finally up into Canada. What he creates is a moving, three-dimensional map filled with a populace enthusiastic about auto racing, whether as participant or spectator, whether at Legion Ascot Speedway in Southern California or at the Ruskin Track, a mile oval in use from 1914 to 1931, in Forestburg, South Dakota. Noted racers like Rex Mays, Ralph DePalma, and John Gerber are flanked by hundreds of less-known drivers like Al Gasta and Leo Young. Radbruch also includes chapters on women racers such as Elfrieda Mays, minority racers such as Rajo Jack and an all-but-forgotten colorful figure of American cultural history, the race promoter. Radbruch’s congenial, often anecdotal style, and his Contents,

Index, and Acknowledgment pages that testify to his considerable research make for pleasurable reading and scholarship.

—Patricia Lee Yongue

Ford: 100 Years, by Michael Mueller. 2003, ISBN 0-7603-1580-9. Hard-bound, 10.5h x 11.75h, 192 pages, 450 photos, 50 color. MBI Publishing Co., 380 Jackson St., St. Paul, MN 55101 800-826-6600 \$29.95 www.motorbooks.com

This could truthfully be described as a “coffee table” volume, but only if the coffee provided is Starbucks! For it is much more than that and presents the reader with a rather good capsule description of what Ford is and has been for the last century of car building.

Starting with a brief rundown of its experimental days, Mueller then explains what Ford has been all about from its (first) Model “A” \$850 runabouts of 1903 to the current Ford GT40, at \$100,000 apt competition for the Dodge Viper! Between these two series there is a remarkable assortment of makes and models produced over the years under the Ford umbrella. Cars such as the Lincoln, Mercury, Thunderbird and Edsel (named for Henry’s son) which turned out to be the wrong car at the wrong time and was, I think, chastised to death by the auto buying public during its short period

of manufacture. These things happen and I think we are all aware of such examples.

On the brighter side of Ford history it can cite with pride the millions of Model T Fords and the (second) Model “A” plus the swing into the great V-8s of the 1930s. When I was a young boy, Model Ts abounded, priced within reach of the working man, readily repairable and in many places out-selling all other makes of cars combined! Nothing could be truer than the fact that “Henry Ford put America on wheels” and that was an understatement. The same could apply anywhere in the world.

The color photography in *Ford: 100 Years* is outstanding throughout, and coverage extends beyond the cars. For here we find the Ford badge on trucks, tractor-trailers, minivans, SUV’s, racing cars, jeeps and airplanes. And don’t forget the “Fordson” name on tractors. We can also see and read about the ’57 Mercury and ’79 Mustang, which served as pace cars in the Indianapolis 500 races those years.

In a good many texts accompanying the featured cars one can read the specifications of the cars plus their model availability, production statistics and prices.

Ford: 100 Years may be fine on a coffee table, but it should be watched as it is a “keeper” for any good automotive library. Cast your eyes on a copy. I think you’ll want a copy of your very own. I’m keeping mine!

—Keith Marvin

BUYING LITERATURE

Most literature is eventually destroyed.

When it is no longer of interest it often deteriorates in attics, basements and garages.

Why store it when you can sell it?

Let other collectors enjoy your literature.

We preserve it in our climate-controlled building.

No collection is too large.

Contact the world’s top buyer of all types of automotive literature.

ROBERT C. McLELLAN

SAH Member #1011 (1984)

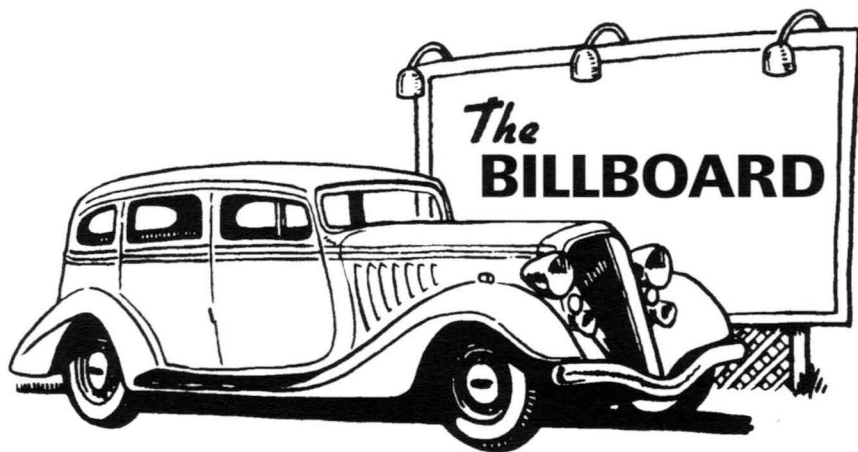
Mail: 9111 Longstaff Drive, Houston, TX 77031

E-Mail: McLellans@McLellansAutomotive.com

Phone: 713-772-3285 **Fax:** 713-772-3287

James Bond continued from page 6

A paragraph on chassis layout and weight distribution brings to mind the memorable performance of Peter Ustinov in his one-man enactment of Grand Prix racing: the French pits were offering cognac to visitors, while the Germans very methodically explained how balance was achieved by having the driver do a split, with one leg forward and one leg back. The trigger phrase in the report was “Efforts were made to centralize the fuel load as much as possible in the case of the later Mercedes machines . . . by the addition of a ‘saddle’ tank mounted under the scuttle, surrounding the driver’s legs.” Of course the saddle tank obviated the split. ■



For Sale 1. photocopy of complete set of SCCA newsletters 1952–1958; 2. photocopy of complete set of SCCA Trans-Am results each race from 1966 through 1979. 3. photocopy of complete set of SCCA F-5000 results for each race 1968 thru 1976. \$40 for each set or \$105 for all three, includes postage.

Mike Martin, 5533 Mutiny Sands Rd, Freeland, WA 98249
grimheel@whdibey.com

Coauthor Wanted With Japanese and English language skills to work with me in expanding the brief Mitsubishi history which I presented at the recent Automotive History Conference into a full-fledged book, perhaps encompassing the entire scope of Asian industrial development. **Thomas F. Saal, 1488 West Clifton Blvd., Lakewood, OH 44107** 216-521-3588, thomsaal@xcelnet.net

Editor's Note: Tom has a new e-mail address so replies to his ad in *Journal* 210 may not have reached him.

Material Wanted Original automobile manufacturers stock certificates to add to collection. Unissued, issued, cancelled in good condition. Send description or copy with price. **Ken Yerama, 221 Freeport Drive, Bloomington, IL 60108**

Editor's Note: A couple of key words were dropped in Ken's ad in *Journal* 210 so it is being run again.

Material Wanted On Pathfinder Company, Indianapolis, Indiana 1912–1917. Looking for original literature of any kind or photocopies; pictures and

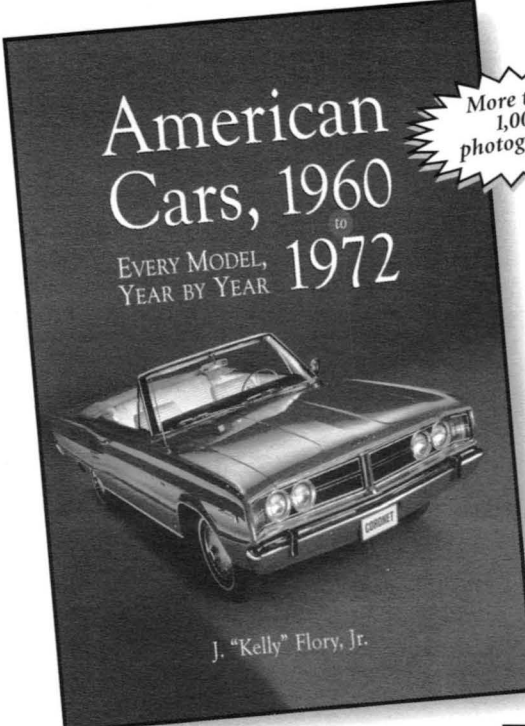
information on principals involved in financing, engineering and design of these cars, V-12s in particular. Photos or information on extant examples. I am positioned to buy or trade from my original Pathfinder material. **Fred Summers, 8032 Park Drive, Richmond Heights, MO 63117-1434, 314-645-3576**

Photographs Wanted Vintage photographs of Ford medium duty trucks (1½- to 2-ton rated) for a book project I am working on. The book will cover trucks

produced from the 1920s to the late 1990s. **Paul G. McLaughlin, 2720 Tennessee NE, Albuquerque, NM 87110, 505-296-2554,**
pmacautoart@msn.com

Material Wanted Does anyone have a spare copy of the errata and supplemental notes which were issued as a separate 16-page booklet in 1984 as a supplement to the original edition (1981) book *The Miller Dynasty*, by Mark L. Dees, or would anyone be prepared to lend me one? I will take very good care of it. I have the book but do not have this supplement. Any help would be very much appreciated. **Bill Cummings, 19 Myrtle Close, Alphington, Exeter, EX2 8UX, Devon, England**
pjcummings@tinyworld.co.uk.

For Sale More of my extensive collection of car books (classics, foreign, sports cars, antique, technical, etc.) Send SASE for all new 4-page list. **Bernie Weis, 135 Edgerton Street, Rochester, NY 14607**



American Cars, 1960 to 1972
EVERY MODEL, YEAR BY YEAR


J. "Kelly" Flory, Jr.

More than 1,000 photographs!

This is an exhaustive reference to American automobiles of the muscle car era, 1960–1972. Organized by model year and make, it provides a yearly update on each make's status and production figures, then details all models offered for that year.

Model listings include body styles, base prices, engine and transmission choices, power ratings, standard equipment, major options and their prices, curb weight and dimensions, paint choices, changes from the previous model, and production figures. Also provided are assembly plant

J. "Kelly" Flory, Jr.
\$65 hardcover (8½ × 11)
0-7864-1273-9 2004

 **McFarland**

Box 611 Jefferson NC 28640 • Orders 800-253-2187 • FAX 336-246-4403 • www.mcfarlandpub.com

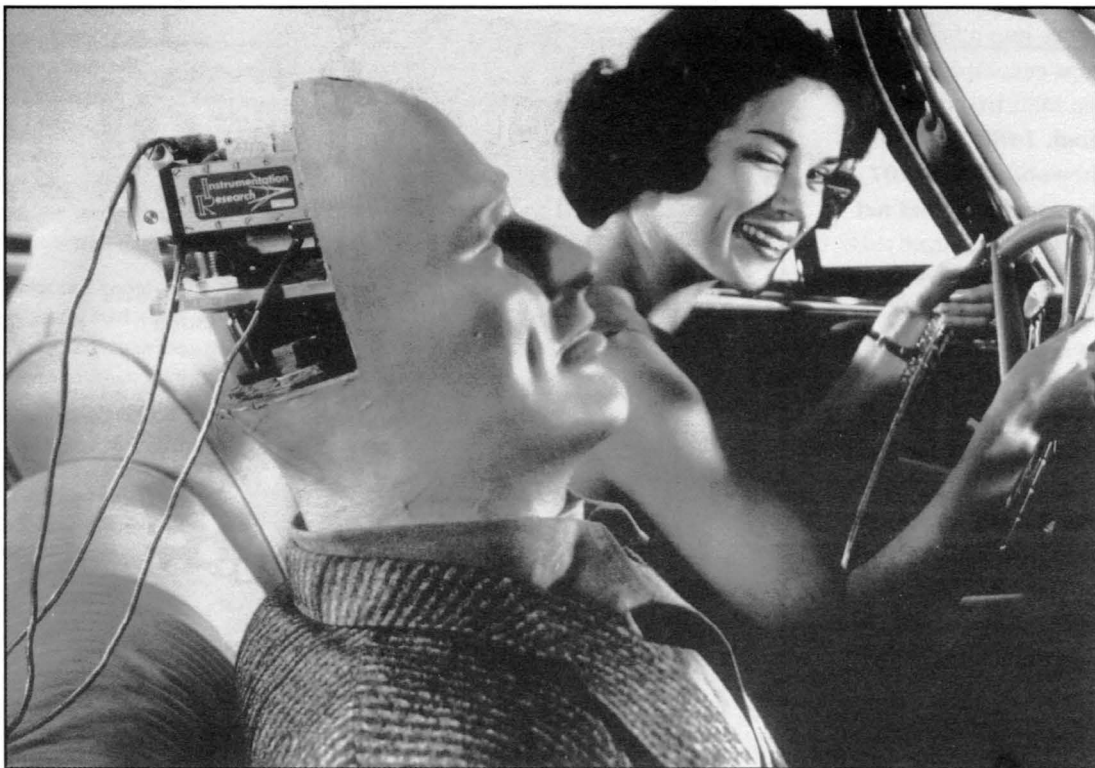


The Society of Automotive Historians, Inc.
37 Wyndwood Road
West Hartford, CT 06107

Inside

Bios of Board of Director Candidates 2004–2007 and an Official Ballot—**Deadline for ballots is September 1st.**

Registration for Annual Banquet at Hershey—**Deadline for reservations is September 30th.**



YOU DRIVE, Sheila, I'm too wired. This photo is captioned on the reverse, "Chrysler robot, Nov. 1960." Does anyone with a Chrysler engineering background remember coming across this gentleman? The nameplate on the "brain" reads "Instrumentation Research" and carries the Forward Look logo. *Kit Foster collection*