

# SAH Journal

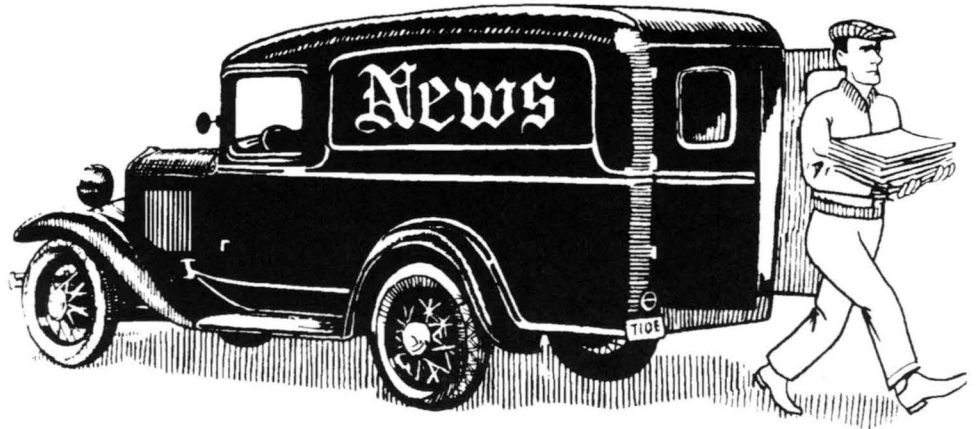
The Society of Automotive Historians, Inc.  
Issue 216  
May–June 2005



www.autohistory.org

## Inside

SAH News	1
Editorial Comment	2
President's Perspective	3
Book Reviews	9
<i>The Goodwood Phantom—     Dawn of an Era</i>	
<i>Jowett Javelin &amp; Jupiter</i>	
<i>Eighty Years of Citroën in the     United Kingdom 1923–2003</i>	
<i>Citroën-Jahrbuch 2005</i>	
<i>Illustrated History of Automobile     Body Styles</i>	
Obituaries	12
<i>Neal Donovan</i> John Z. Delorean	
Letters	14



### SAH Board Meeting Minutes Toyota USA Museum Torrance, California April 1–2, 2005

Present: President Joseph Freeman, Vice President Michael Berger, Treasurer Christopher Foster, Secretary Darwyn Lumley and Directors Patricia Yongue, Arthur Jones, Lyman Stanton, John Marino, Susan Davis, Paul Lashbrook. Also present, *Automotive History* Review editor Taylor Vinson and Nominating Chairperson Leroy Cole. Absent: Directors Michael Bromley, Sam Fiorani and Robert Ebert.

#### Preliminaries

1. The meeting was called to order at 11:17 A.M. April 1st by President Joseph Freeman with a quorum of Board members present.
2. President Freeman noted that Taylor Vinson held a proxy from Robert Ebert.
3. The Minutes of the October 2004 meeting were approved as published.
4. President Freeman reported on the SAH meeting in France and thanked Taylor Vinson for his continued leadership in making the meeting a success.
5. President Freeman reviewed several important issues to be dealt with in the meeting, including the future of the the SAH/NAAM biennial conference, the potential addition of some new chapters to SAH, some geographic and others of a special interest or topical nature, and the recommendations of the Ingersoll Committee relative to guidelines for eligible applicants and an appropriate review procedure.

#### State of the Society

**1. Treasurer's Report** Kit Foster distributed a balance sheet in which the net worth of SAH was reported as \$91,592.60. He noted there are no budget concerns and that the report represents the usual activities.

**2. Membership Report** Total membership as of February 28th was reported as 988. The website is the most effective recruiting tool. In the past twelve months 86 new members have joined SAH.

**3. Nominating Committee** Committee chairperson Leroy Cole distributed the Committee report. The 2005–2007 Officers Slate is President: Michael Berger #0823, Vice President: Darwyn Lumley #0755, Treasurer: Christopher Foster #0889, Secretary: Susan Davis #1770.

continued on page 4



**Thomas S. Jakups, Editor**

## Yugo . . . Not

book with an underlying message that is very troubling and all too familiar to automotive historians. Peters focuses on what he calls "a particularly awful epoch for the automobile industry, 1975 to 1990," and, although he includes foreign examples like the Porsche 924 and Mercedes-Benz 190, much of his scorn is reserved for the Big Three and AMC.

The book is made up of three sections: Fake Muscle Cars, which includes the 1978 King Cobra, 1977-81 Camaro Z28 and the 1987 Renault Alliance GTA; Egregious Economy, with the 1976-87 Chevy Chevette, 1975-80 AMC Pacer and, of course, the 1985-91 Yugo; and Loathsome Luxury, made up of such cars as the 1982-88 Cadillac Cimarron, 1989-91 Chrysler/Maserati TC and 1984 Lincoln Mark VII Diesel.

Peters' tone throughout is glib, mocking—"the Mercedes 190 was for people who could not afford a Mercedes" and occasionally insensitive—"the self-immolating Ford Pinto . . . was like a clown car, but full of Buddhist monks."

But he is serious in his message that these now ridiculed cars were—when they were designed and built—an abuse of the public trust. Performance cars with the look and sound and, in some cases, the legendary names, but with all the get up and go of today's Hyundais. Economy cars that were poorly designed, underpowered, unreliable and unsafe. Badge-engineered luxury cars that came with a high-end price but with no guarantee that you were getting a functional automobile. These were dishonest cars made by dishonest people for what they must have contemptuously seen as a highly gullible buying public.

Today the sorry state of the American automakers is the result of many factors, including strong foreign competition, but it is also testimony to the simple truth that respect must be a two-way street. In their shortsightedness, GM, Ford and Chrysler forgot this and are still trying to regain the public's trust. Whether they can is still very much in doubt.

—Tom Jakups

**O**n my most recent trip to the Transportation section of my local Borders book store, I came across, once again, *Automotive Atrocities, The Cars We Love to Hate*, by Eric Peters. I say "once again" because I had seen this book on previous trips, but my deep appreciation for fine automobiles would not allow me to even skim through a collection of the dregs of the automotive world. But this time was different. The book called out to me; I was feeling a bit naughty; and I succumbed.

*Automotive Atrocities* is a humorous

# SAH Journal

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Issue 216 May-June 2005



### Officers

<b>Joseph S. Freeman</b>	<b>President</b>
<b>Michael L. Berger</b>	<b>Vice President</b>
<b>Darwyn H. Lumley</b>	<b>Secretary</b>
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Through October 2006

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**Patricia Lee Yongue**

Through October 2007

**Michael Bromley** **Paul N. Lashbrook**

**Stanton A. Lyman**

### SAH Journal

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**Taylor Vinson**

**Thomas S. Jakups**

**Michael Lamm**

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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 Gosden**

60-87 Nov. 1978-Dec. 1983

**Richard B. Bringham**

88-117 Jan./Feb. 1983-Nov./Dec. 1988

**Christopher C. Foster**

118-157 Jan./Feb. 1989-July/Aug. 1995

**Samuel V. Fiorani**

158-194 Sept./Oct. 1995-Sept./Oct. 2001

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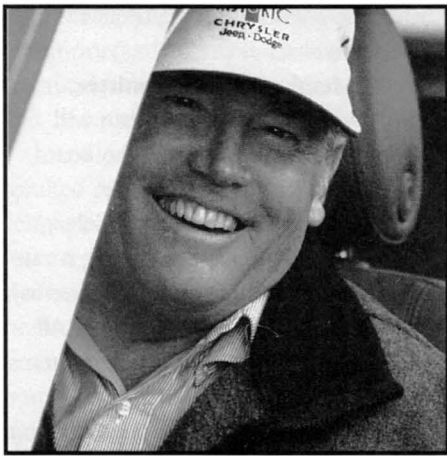
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**Copy Deadline for Journal 217  
June 30th**



**Joseph S. Freeman, President**

In recent months I've had the good fortune to attend some excellent symposia (okay, so it's Latin . . . mea culpa) and get behind the scenes in some fantastic car collections. It has been great fun to listen to panels of serious restorers, writers, enthusiasts and historians discuss a number of the hot issues in our field. As to the collections, suffice it to say that my eyes were aglitter with some of the amazing historic vehicles that reside in a variety of locations around this country.

Although these cars were marvelous to see, I also need to give a few examples of the questions and problems that are being considered: Can automobiles be considered art, as well as just transportation? What is true authenticity? When does one undertake a full restoration, a sensitive refurbishment or just leave a car alone? Is there such a thing as serious overkill in pampered treatment of very famous cars? What does one do about outright fraud, shading of the truth or even just a little subtle chicanery in the documentation of valuable vintage vehicles? And what is the role of the historian in answering these questions and many others of similar nature?

Without attempting to take on such a weighty list of topics all at once, my preference is to try to make a simple point. Although we might see the entire field of vintage automobiles as very fragmented, it would be a serious mistake to ignore the importance of the numerous elements that make up the very large enterprise of the preservation of automo-

## Gurus and Gearheads

biles and the promotion of automotive history. With a little poetic license, I'll separate folks into what might be classified as two somewhat alien groups: gurus—those of us who thrive on the intricacies of automotive history and the stories we uncover in libraries, archives, photo collections, industry records, etc. —and gearheads—folks who cannot live without wrench in hand, straining every muscle and brain cell to get some ancient motorized mechanical puzzle to work as it should.

Gurus read books, argue over interpretations, fuss over documentation and spend a lot of their time digging through mounds of paper, trying to figure out why someone made a particular choice in designing, building or selling one brand of vehicle or another.

By contrast the gearhead is generally deep under the hood, confronting a pile of rusty parts. After many hours of frustration and hard labor, the reassembled wreck may roll forth as a gleaming testament to his undying love of the mechanical creature that has become an obsession and possibly a living tribute to its manufacturer. Of course, I am overstating the gap between scribblers and wrench turners, but I have also witnessed many a guru or gearhead walk right by an absolutely fantastic vehicle or an equally remarkable historical exhibit with the offhand comment, "Oh, gears (or paper) aren't my thing."

Well, not so fast! The reality is that we all need one another in ways that show up every day. In one recent discussion, the whole subject of authenticity came down to a desperate need for the maintenance of proper registries of automobiles. Properly logged chassis and component numbers, owner histories and other such paper tools allow the fellow confronting a car to know what he is really working on and how he should proceed. In the same way, the mechanical enthusiast, with his intimate knowledge of the inner workings of a particular vehicle—variations in parts, working components and methods of assembly—

can trace extremely important developments in the evolution of the automobile, as well as some of the very weird tangents some genius once decided were the absolute answers to the future of motive power for mankind. Mechanics can also keep historians honest, in making the important distinction between what manufacturers might have said they did and what was actually done.

In the same manner, we can safeguard each others' integrity. With prices of what used to be considered very mundane automobiles (not to mention true exotics) soaring through the roof, the potential for some fairly ugly business practices to become the norm is very real. We all know that the used-car business has a fairly shady reputation, and it wouldn't take much to put the vintage-car field in the same camp. In our devotion to ferreting out historical truth (to the degree that we can) we place ourselves in a good position to maintain the respect of the world at large. Hence it is a small jump to say that a spirit of cooperation and tolerance between gurus and gearheads should be the order of the day.

Thankfully, this would seem to be the case. There is hardly a respectable restoration shop in the country that does not have some sort of research capacity and/or historical resources to document the authenticity of the work it does. At the same time, what sensible automotive historian would attempt to produce a volume devoid of attention to the variety of mechanical twists and turns that inevitably make up the complex history of almost any motorcar? All in all, then, I figure we can rejoice in the diversity of interests in our field and at the same time be ready to make use of all kinds of knowledge in "getting it right." As the French say, "Vive la différence!" For every needy guru there is a gearhead, and vice versa. We all contribute in our own special ways to the practice of automotive history, and to my mind, that's just the way it should be.

—Joe Freeman

## SAH News continued from page 1

The Board Members Slate is Arthur Jones #2347, incumbent; John Marino #2039, incumbent; J. Douglas Leighton #1826, new; Joseph Malaney #2753, new. Three Board members are to be elected from the nominees noted.

The biographies will be forthcoming in preparation for the ballot that will be sent out in the July/August *SAH Journal*. This will be the third year that ballots have been sent to the membership through the *SAH Journal*.

Chairman Cole noted that the Nominating Committee continued to implement the guidance from the SAH Board to establish and maintain a lineage to the presidency. The nomination of Michael Berger, who has served as Secretary and Vice-President, fulfills the guidance from the Board.

### Ongoing Activities

**1. Awards** No reports were presented for the Brigham, Benz, Cugnot (English), Bradley or Friends of Automotive History. Taylor Vinson reported that no books had thus far been nominated for the Cugnot (Non-English) Award, but the April 15th timeline was not in effect for that award so nominations would be accepted. Sinclair

Powell had provided a report on the Student Paper Award. Information has been sent to many colleges and universities. Arthur Jones reported on the Ingersoll Award and presented a Statement of Purpose and Evaluative Criteria.

**2. Publications** Kit Foster reported that the *SAH Journal* is going well.

Taylor Vinson reported that the next issue of *The Automotive History Review* will be mailed by the end of April. It will be 68 pages in size. Number 44 should be out towards the end of the year and will be a foreign-oriented issue. The next budget should reflect two issues in fiscal year 2006. Taylor Vinson also reported that Joe Malaney has completed an index of the *AHR* through issue number 41 which will have both an article and photo index. Discussion took place as to the format for the index.

Kit Foster reported that the SAH website is on task and the Membership Directory, reflecting information as of October 2004, had been mailed.

### 3. Committee on Academics

Patricia Yongue reported that the tasks or goals of the Committee are to enlighten academics to automotive history, to encourage membership in SAH and to

further the goals of SAH. Patricia Yongue will remain as Chairperson.

### 4. Membership Committee

Arthur Jones and Stanton Lyman will report at the next meeting of the Board, to be held at Hershey in October.

### 5. Silent Auction

Leroy Cole reported the auction is doing well; it raises some funds, but it primarily serves as a means of redistributing literature. All members are encouraged to submit items to Leroy on a continual basis.

### 6. SAH/NAAM Conference

**Guidelines** Preliminary information indicates that the March or April conference will be at the Studebaker National Museum in South Bend, Indiana. NAAM seems to be planning on having their 2007 meeting at the Petersen Museum in Los Angeles.

### 7. European Meeting and Tour

**Report** Taylor Vinson reported that all went well. New venues to visit are being considered for 2006. Joseph Freeman again thanked Taylor Vinson for the success of the European Meeting. (The meeting was adjourned at this point and resumed on April 2nd at 4:00 P.M.)

### 8. Centennial Certificates

No report.

### 9. Hershey Tent

Paul Lashbrook will remain in charge of the tent. He requested ideas to improve the layout and other ideas for improvement in regard to the tent. Ideas may be sent to Paul Lashbrook via e-mail.

Kit Foster reported that there was a possibility of having a larger space and tent.

Susan Davis reported that she may be able to bring a Stanley Steamer to the tent.

### 10. Annual Meeting and

**Banquet** Kit Foster reported the event will take place on Friday, October 6th at the Hershey Lodge. This move was necessitated by construction at the Hershey Country Club, making it unavailable this year. The Board Meeting will be Thursday, October 5th, with plans to hold it at the AACA Library. This will be confirmed at a later date.

### 11. World Automotive Forum

This will be held the week following the Hershey meet. The WAF will be held in Detroit. Among those making presenta-



An updated replica of the 1936 Model AA, the first Toyota produced, was one of the featured cars at the Toyota USA Museum, site of the Spring Board Meeting.  
photo: Celfire Photography



tions will be Vice President Michael Berger. He will provide further information to the Board via e-mail.

### New Business

#### 1. Collection Disposition Guidelines

Joseph Freeman discussed this issue and will provide information to be published in a future issue of the *SAH Journal*.

#### 2. New Chapters

Joseph Freeman discussed the possibility of one or more chapters in Australia and New Zealand. This will be explored.

Patricia Yongue reported for co-authors Pat McInturff and Jace Baker on the creation of an SAH Motor sports Section.

### Action Items

#### Bylaws Amendments

1. Stanton Lyman moved, seconded by Susan Davis, that the Bylaws be amended so that each immediate past President will become an ex-officio (non-voting) member of the Board for a two-year term. The motion passed unanimously, with no abstentions.

2. Susan Davis moved, seconded by Arthur Jones, that the Bylaws be amended to remove the category of membership known as Life Member. Present Life Members status will remain in force. The motion passed unanimously, with no abstentions.

The proposed amendments will be presented to the membership in accord with provisions of the Bylaws.

#### Motions

1. Kit Foster moved, seconded by Darwyn Lumley, that the report of the Ingersoll Committee, proposed by Arthur Jones and Michael Bromley, be accepted and approved. The motion passed unanimously, with no abstentions.

2. Arthur Jones moved, seconded by Susan Davis, that the Publications Committee be directed to create a format for a call for awards nominations that will encourage nominations from the membership, to be published in the *SAH Journal*. The motion passed unanimously, with no abstentions.

3. Kit Foster moved, seconded by Arthur Jones, that the Student Paper Award be renamed The Richard P. Scharburg Student Essay Award.



**Paul Lashbrook exemplifies that old adage, "you can't keep a good man down." Here he is at the Thursday night reception at the Toyota USA Museum photo: Celtfire Photography**

The motion passed unanimously, with no abstentions.

4. Susan Davis moved, seconded by Michael Berger, that the cumulative index of issues 1–41 of the *Automotive History Review* be published in the format of the *AHR* and made available to all members of SAH. The motion passed with eight favorable votes, one opposed and two abstentions

5. Michael Berger moved, seconded by John Marino, that Tom Jakups, editor of the *SAH Journal*, be commended for outstanding performance as editor. The motion passed unanimously, with no abstentions.

6. Susan Davis moved, seconded by Arthur Jones, that SAH collaborate with NAAM for the proposed 2006 conference in South Bend, Indiana, and collaborate in the future, subject to experience in 2006. The motion passed with ten favorable votes and one abstention.

7. Darwyn Lumley moved, seconded by John Marino, that SAH increase the size of the hospitality tent at Hershey. The motion passed unanimously, with no abstentions.

8. Darwyn Lumley moved, seconded by Susan Davis, that the sense of the Board is to support the creation of an SAH Motor Sports Chapter or Section with a call for interested members to be placed in the *SAH Journal*. The motion passed unanimously, with no abstentions.

There being no further business, President Joseph Freeman adjourned the meeting at 5:17 P.M., April 2nd.

—Darwyn Lumley  
Secretary

### Bylaws Amendments

The SAH Bylaws provide for amendment by a vote of seven or more Directors, provided that notice is promptly published in the *SAH Journal* and members given an opportunity to petition for modification or reversal. The following amendments were voted at the April 1–2 Board meeting. Petitions must contain the signatures of two percent of the membership (fourteen signatures at current membership level) and should be presented by August 1, 2005. Direct them to the Secretary: Darwyn H. Lumley, 1911 Goodwin Drive, Vista, CA 92084-2590.

- Article II, Section 2, Classes of Members, is amended to remove Subsection (c) Life Member. Subsection (d) Active Member is redesignated Subsection (c).

- Article III, Section 1 is amended by adding the following sentence at the end: The immediate Past President shall be a non-voting member of the Board for a two-year term commencing at the end of his or her presidency

### Sixth Biennial Automotive History Conference South Bend, Indiana April 6–8, 2006 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 sixth biennial automotive history conference to be held in South Bend, Indiana, USA from April 6 to 8, 2006. Entitled "Engine of Change—The Automobile and Its Influence," the conference will be a symposium exploring the development and

impact of the automobile in the world. Of interest to a wide range of people, from academic researchers to lay historians to museum professionals, it will be hosted by the National Studebaker Museum.

Proposals are invited on such topics as the automobile's effects on transportation, sports, industry, labor, and urban, suburban and rural development. Conversely, the impacts of these factors on the automobile may be investigated. Other potential topics of interest could include automobile manufacturing, directed marketing, design evolution, motor sports or the future of the self-propelled vehicle. Papers dealing with the interpretation of automotive history to the general public are particularly sought, especially involving the museum setting.

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 one-page abstract describing the content of the presentation.

**The deadline for proposals is September 30, 2005;** notification of preliminary acceptance is anticipated by October 31st.

Proposals should be submitted to Christopher G. Foster, Program chair  
1102 Long Cove Road  
Gales Ferry, CT 06335-1812 USA  
Telephone +1 860-464-6466  
Fax +1 860-464-2614  
email <treasurer@autohistory.org>

## Friend Award Presented Down Under

The most coveted award of the Society of Automotive Historians, the Friend of Automotive History, was bestowed last year on Kiwi author, *Maurice Hendry*. It was accepted on his behalf at that time by his good friend *Arthur Jones*. On the occasion of a long vacation trip through Australasia to celebrate our 34th anniversary in March–April, 2005 and at the request of SAH President *Joe Freeman*, my wife, Gita, and I agreed to carry the award with us to Auckland and to present it “officially” to Maurice.



**Maurice Hendry proudly displays his SAH Friend of Automotive History Award. photo: Yann Saunders**

Maurice picked us up at Auckland's international airport at dawn on March 3rd. An impromptu visit to Auckland's Transport Museum in the afternoon turned out to be the ideal venue for an “official presentation” to Maurice of the Society's award.

While Gita captured the moment in a digital photo shoot, I handed the prolific author the framed, decorative plaque and made a brief statement thanking Maurice for his many and varied contributions to automotive history (Maurice has written extensively on Cadillac, Lincoln, Pierce Arrow, Rolls-Royce, as well as Harley Davidson motorcycles).

Maurice responded saying, *inter alia*, that he was particularly pleased to be receiving the plaque from the hands of someone who had used the far-reaching internet (he was referring to my Cadillac Database) to make Cadillac's long and colorful history widely and freely available to auto enthusiasts around the world.

After the “award ceremony” we were invited into the Hendry home where I was able to browse at leisure through piles of automotive reference books and magazine articles, many written by Maurice himself on the aging Olympia electric typewriter in full view on the dining room table.

Over the next two days, Maurice gave generously of his time, showing us the beautiful sights in and around his home town, including the Kelly Tarlton

Sea Museum and Antarctic Exhibition and Oakei Bay. He introduced us to some keen Kiwi Cadillac collectors in the Auckland area and also gave us the addresses of others on New Zealand's South Island, where we were headed next.

All in all, a memorable experience. As Gita says, “It was the trip of a lifetime!”

—Yann Saunders

## New Committee on Academics

The Officers and Board of Directors have approved the forming of a Committee on Academics whose major purpose is to determine, promote and implement ways in which traditional academics and independent scholars affiliated with academic/scholarly organizations can assist the visibility of and membership in SAH.

Board member *Patricia Yongue* (University of Houston) has been voted Organizing Chair of the Committee. *John Marino* (Kent State University) and *Michael Bromley* (independent scholar) will serve as Board representatives on the Committee. Additional members are *Jack Middleton* (retired professor) and *Jace Baker* (California State University San Bernardino). *Craig Pascoe* (Georgia City & State University) will serve as student representative.

A primary goal is increased curricular/course/thesis and dissertation work in automotive history within colleges and universities, and achieving such a goal depends upon automotive historians gaining visibility through publication in scholarly journals and participation in scholarly conferences recognized by academia. For this reason, the Committee would like to run in every issue of the *SAH Journal* a list of upcoming opportunities for scholarly publication and conference participation. Such opportunities need not be confined to history organizations and publications. For example, conferences and publications in literature, sociology, art, cultural studies and popular culture studies would be among other desirable venues for automotive history.

The *SAH Journal* is published six times a year. Opportunities must be listed far enough in advance to allow sufficient time to meet deadlines with aplomb

rather than in haste. The deadlines for the six *Journal* issues are as follows: Jan.-Feb., December 31st; Mar.-Apr., February 28th; May-June, April 30th; July-Aug., June 30th; Sept.-Oct., August 31st; Nov.-Dec., October 31st.

Eventually, we would like to put the list on the SAH Website and/or to create links to the websites of the various organizations relevant to our discipline. For the time being, please submit all recommendations to [plyongue@uh.edu](mailto:plyongue@uh.edu). The Committee also requests members with affiliations to organizations that serve SAH interests to act as SAH contacts with those organizations.

The Committee on Academics and all interested SAH members will meet at the 2006 Spring Conference to confirm Committee appointments and to discuss its mission.

—Patricia Yongue

## Members in the News

*Doug Stokes*, Irwindale (California) Speedway's Director of Communications, is the recipient of the 2004 Jim Chapman Award for excellence in motorsports public relations. The announcement was made at the 35th annual American Auto Racing Writers and Broadcasters Association's All-America Team dinner. AARWBA is the country's oldest and largest organization of motorsports media professionals.

Doug has played a key role in making Irwindale Speedway, a one-half mile paved oval near Los Angeles that opened in 1999, into one of the country's best-known short tracks. In addition to its own regular series, Irwindale hosts major national events, such as the USAC Thanksgiving Night Midget Grand Prix and the NASCAR Toyota All-Star Showdown.

The late Jim Chapman was a Detroit-area public relations executive who is best remembered as director of racing for the CART series sponsor PPG Industries.

*George W. Green* was the featured keynote speaker at the three-day Packard meeting in Perrysburg, Ohio on May 12–14. His topic: The Last Days of Packard.

This event marks the 26th annual meeting of Packard aficionados in Perrysburg who belong to the Motor City Packard Club.

George was employed by Packard in the 1950s and edited *The Packard News* dealer magazine.

## Just Out

*Don Radbruch* has just finished *Tin Lizzies*, a booklet on a nearly forgotten chunk of racing history. It is the story of the Tin Lizzie Derbies—circa 1938 dirt track racing with amateur drivers in stripped down, but otherwise stock, Model T Fords. The booklet has 40 pages and about 25 very rare photos. The price is \$4.95 plus \$1.00 shipping. You can order the booklet from Don Radbruch, 450 Road 39G, Sagle, ID 83860 [radbruch@sandpoint.net](mailto:radbruch@sandpoint.net).

## Auto Pioneer Family Reunion


We've all heard them, names like Chevrolet, Chrysler, Dodge, Ford and Olds. No, not just the cars. These are the people, the family names of some of the most influential automotive pioneers; families who will be invited to a first-ever "auto pioneer family reunion."

Descendants of Detroit's auto pioneers are invited to gather on the evening of October 13, 2005 in Lovett Hall at The Henry Ford to be honored at the Detroit Auto Pioneers Dinner. The event will conclude the 2005 World Forum for Motor Museums, a six-day biennial conference, October 9–14, representing over 1,400 executives and staff members from auto heritage museums in more than 50 countries converging on Detroit to discuss auto heritage issues.

"We expect the reunion to be a one-of-a-kind experience for delegates attending the World Forum," said Mark Pischea, executive director of MotorCities National Heritage Area, the sponsor of the 2005 World Forum. "Delegates from around the world will have the rare opportunity to interact with descendants of Detroit's most influential automobile pioneers."

An auto pioneer reunion search committee, chaired by Ms. Debbie Dingell, Vice Chairman of the GM Foun-

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Info: 562-595-6721 • Vendor spaces: 562-693-3580

dation and a member of the "Body-by-Fisher" family, has been formed to coordinate the search for family descendants in the Detroit region, across the United States and throughout the world.

Following is a list of the auto pioneers for whom the Committee is searching for descendants. The list was created by the Historians Advisory Counsel of MotorCities National Heritage Area. Inclusion was based on the most significant Detroit automobile industry pioneers whose major work was completed before World War II. If your family is on the list or you know someone who is, please contact *Bill Chapin* at (313) 885-7341 or [chapinco1@aol.com](mailto:chapinco1@aol.com).

John W. Anderson, Clarence Avery, Ford Motor Co.; Carl Breer, Chrysler Corp.; Edward G. Budd, Edward Budd Manufacturing Co./Budd Wheel Co.; David G. Buick, Buick Motor Co.; Hugh Chalmers, Chalmers-Detroit Motor Car Co.; Albert C. Champion, Albert Champion Co. (AC Spark Plug Co.); Roy D. Chapin, Hudson Motor Car Co.; Louis Chevrolet, Chevrolet Motor Co.; Walter P. Chrysler, Chrysler Corp.; James Couzens, Ford Motor Co.; Horace E. Dodge, John F. Dodge, Dodge Brothers.

Also J. Dallas Dort, Durant-Dort Carriage Co.; William C. Durant, Durant-Dort Carriage Co./General Motors/ Durant Motors; Harley J. Earl, General Motors; Byron F. Everitt, Everitt-Metzger-Flanders; Alfred J. Fisher, Charles T. Fisher, Edward F. Fisher, Fred J. Fisher, Howard A. Fisher,

Lawrence P. Fisher, William A. Fisher, Fisher Body Co.; Walter E. Flanders, Everitt-Metzger-Flanders; Edsel B. Ford, Henry Ford, Ford Motor Co.

Also Frederick J. Haynes, Dodge Brothers, Durant Motors; George M. Holley, Holley Carburetor Co.; Henry B. Joy, Packard Motor Car Co.; K.T. Keller, Chrysler Corp.; Charles F. Kettering, General Motors; Charles Brady King, King Motor Car Co.; William S. Knudsen, General Motors; Henry M. Leland, Cadillac Automobile Co./Lincoln Motor Car Co.; Alvin Macauley, Packard Motor Car Co.; Jonathan Maxwell, Maxwell Motor Company; William E. Metzger, Everitt-Metzger-Flanders; Charles Stewart Mott, General Motors; Charles W. Nash, General Motors, Nash Motors; B.E. (Barney) Oldfield, race car driver; Ransom E. Olds, Olds Motor Vehicle Co./REO Car Co.

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Complete information about the 2005 World Forum for Motor Museums can be obtained by logging on to the MotorCities National Heritage Area website, [www.ExperienceEverythingAutomotive.org](http://www.ExperienceEverythingAutomotive.org). Read all the latest news about sites dele-

gates will visit during the event, the conference themes and subjects, how to register for the conference and to make a hotel reservation.

—Bill Chapin

## New York's 2005 International Auto Show Emphasizes Performance and Practicality

When New York's very first auto show took place at Madison Square Garden in 1900 approximately 48,000 visitors came to see some 160 horseless carriages worth a total of \$565,000. The 2005 edition, in contrast, attracted nearly 1,200,000 people during the March 25th–April 3rd public days, and the aggregate value of the thousand-plus vehicles displayed at the Jacob Javits Convention Center on the west side of Manhattan was nearly \$40 million.

Uncertainty dominated the proceedings due to record oil prices, rising interest rates and a big fall in General Motors' stock price after the company cut its 2005 profit forecast by 80 percent the week before the show opened. The company's vice-chair Robert Lutz did not help matters much when he referred to Pontiac and Buick as "damaged brands" at the Morgan Stanley-sponsored Wall Street Dinner that took place two days prior to the start of press previews, prompting a reassuring e-mail to dealers concerned about a sequel to Oldsmobile.

For most exhibitors, the tonic for challenging times was a return to traditional values, in the form of boosted horsepower and celebrity guests that

could ensure a few more column inches from the famously jaded New York press. Legendary racer/tuner Carroll Shelby, "still glad to be part of the team" after 82 years and one heart transplant, was on hand to help Ford's SVT performance group debut its 2007 Shelby Cobra GT500 (said to be the most powerful street Mustang ever with its super-charged, 5.4 liter, 32-valve V-8 promising at least 450 hp and 450 foot-pounds of torque), while stand-up comedienne Elaine Boozler equated Porsche's sport-utility to "a stripper in sensible shoes" as she announced a "Cayennes for Canines" program that will loan certified pre-owned vehicles to animal shelters in ten different cities to promote pet adoption days at local dealers in cooperation with the Humane Society of the U.S.

Donald Trump, still wearing his trench coat as if he wandered in off Eleventh Avenue searching for a men's room, made a surprise cameo as Robert Lutz unveiled the 440-horse V-Series version of XLR roadster, and Cadillac was also keen to announce that the real-estate-tycoon-turned-TV-star would be the first retail customer of a 2006 DTS stretch limousine.

It was Sir Richard Branson, however, who would be remembered for the week's "Best Entrance," donning a white space suit to present a \$200,000 Virgin Galactic ticket to 41-year-old Doug Ramsburg, a University of Colorado admissions evaluator who beat out 135,000 other aspiring astronauts in Volvo's boldlygo.com Super Bowl sweepstakes.

When performance wasn't being crowed by the 240-hp Chevrolet Malibu SS (also being offered as a five-door Malibu Maxx), 286-hp Mitsubishi Lancer Evolution IX and 425-hp Dodge Charger SRT-8, comfort and versatility received top emphasis, and even the awe-inspiring, \$168,000 Bentley Flying Spur (hitting Manhattan just a few weeks after its world debut at the Geneva show) was positioned as a more practical Continental with two additional doors and a bigger trunk.

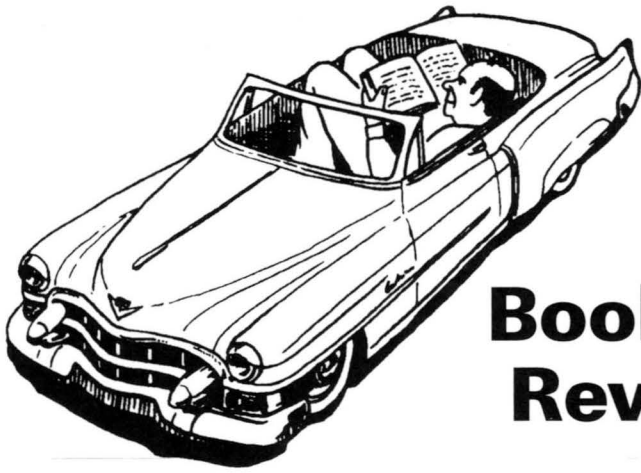
Jeep made much of how its angular new Commander delivered three rows of



At the New York Auto Show Donald Trump is invited by Robert Lutz to check out the 440-horse V-Series version of Cadillac XLR roadster. photo: Gregg Merksamer

*continued on page 12*





## Book Reviews

**The Goodwood Phantom—Dawn of a New Era**, by *Malcolm Tucker*, 2004, ISBN 1-85443-210-9. Hardbound, 11½" x 11½", 215 pages, Dalton Watson Fine Books Ltd, England and USA UK£42, US\$75 [www.daltonwatson.com](http://www.daltonwatson.com)

*Malcolm Tucker*, an ex-chairman of the Rolls-Royce Enthusiasts' Club, is well qualified to write this substantial tome in which the philosophy behind the Goodwood Phantom is explained. The book's quality becomes apparent by its layout, heavyweight paper and stunning photography. It would be easy to imagine this to be a fine publicity tool for Rolls-Royce.

The author begins with a driver's impression of the Phantom before embarking on an overview of Rolls-Royce and BMW heritage. Such detail is exercised that even the humble Isetta bubble-car is mentioned. Tucker reveals that the Decauville, an example of which Royce purchased in 1902, was built under license by Fahrzeug Fabril Eismach AG (the firm BMW acquired in order to build the Dixi 7) and sold as the Wartburg. It is known that Royce dismantled his Decauville prior to building a car to his own design, but to claim that the Decauville's maker was the inspiration that evolved as the Goodwood Phantom is arguably journalistic license.

The reader is led through a series of events spanning one hundred years encompassing the death of Rolls in 1910 and Royce in 1933, the shock of "Black Thursday" of 1971 when Rolls-Royce went into receivership, and the sale of Rolls-Royce to Vickers in 1980.

The philosophy of the Phantom is described at the heart of the book. Tucker explains the efforts that went into developing Project Rolls-Royce and the search for styling cues from previous Phantoms. Significant to the story is the development team's quest for many styling solutions, exercises that enlisted the expertise of John Blatchley, designer of the Silver Cloud and Silver Shadow.

For marque enthusiasts who find it difficult to accept the Phantom's arguably controversial styling, Malcolm Tucker's explanation of the different design concepts evaluated by Project Rolls-Royce's select development team will be comforting.

The pages dedicated to the Phantom's construction and progression to a fully paneled space frame together with BMW V12 engine development makes for stimulating reading. The author, however, is adamant that Rolls-Royce's venera-

ble V-8 which was engineered in the 1950s under Harry Grylls's influence (sadly Jack Phillips, the designer of this fine engine, is not acknowledged) was overdue for replacement. I hear shouts of protest from enthusiasts who are happy that this superb V-8 powers the current Bentley Arnage. In subsequent chapters the Phantom's innovative technology is disclosed and embraces the vehicle's suspension, steering, wheels and brakes; nothing is overlooked. The Phantom, it is divulged, derives its debatable elegance from the Silver Cloud and from Graham Hull's Silver Seraph. The author reports the efforts that went into perfecting the car's interior appointment, a measure of sophisticated quality that only Rolls-Royce clientele will appreciate.

Chapters devoted to building the Phantom, the car's extensive testing whilst undergoing final development and its spectacular launch on Saturday May 10, 2003 are persuasive. Media response to the Phantom may appear self-adulatory, but what is particularly interesting is information about the experimental convertible derivative, known as 100 EX.

The work ends with a detailed exposure of the Goodwood factory, the story of which is told in part elsewhere within the book. The Phantom's technical specifications are comprehensive, these being followed by a postscript in which the author asserts his efforts as being entirely without influence from Rolls-

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Royce or BMW. An omission is an index, which given the extent of the work would have been most useful.

This is a book Rolls-Royce enthusiasts will savor whilst appreciating the author's quest for detail and the knowledgeable way he imparts it. Recommended.

—Malcolm Bobbitt

**Jowett Javelin & Jupiter**, by Geoff McCauley and Edmund Nankivell, 2003, ISBN 1-861-26-562-X. 175 pages, 155 black and white photographs, 24 color photographs. The Crowood Press, Ransbury, Marlborough SN8 2HR England www.crowood.com £19.99

I have to admit to requesting to review this book because I wanted to read it in order to learn more about vehicles made in my locale and from the era of cars that I first took an interest in as a prospective very used first car purchaser. I well remember being warned off the Javelin (and many other cars) as a likely pile of trouble by my car repair shop owning father, so I forgot about them and bought a Ford instead. I was about to find out in splendid detail exactly what I had missed out on from Britain's first genuinely new post-WWII car.

More recently my interest had been renewed first by a friend who had worked at "the Jowett" and then by a Maurice Gomm special bodied Jupiter offered for sale locally at an affordable price (I didn't buy it but was intrigued to learn more about it).

The book proved to be a mine of information well presented in an interesting way with each chapter where relevant containing biographies of the significant personalities first introduced therein. My initial questions, and all bar one of those further queries that arose as the book was read, were fully answered, not something that has always happened in my reading of other volumes about selected models.

The contents consist of a brief history of Jowett followed by the rationale for introducing the Javelin, the saga of its design and development, then the extensive competition history, update modifica-

tion history by first chassis number, all repeated for the Jupiter. Additional chapters include a bumper to bumper grand tour of the Javelin, the special bodied Jupiters (and yes, there is a photo and specific mention of the very car I'd thought about buying), history of the not insignificant engine and gearbox faults and the ensuing modifications, development of the economy CD and next generation Jupiter R models, demise of the company as a car manufacturer, a buyers guide and an index.

These Jowetts were apparently real enthusiasts cars, selling in not inconsiderable numbers, but were too expensive to create sufficient demand to maintain the business as a volume car manufacturer, particularly once the immediate post-war shortages had been satisfied.

The Javelin was not a natural extension of the pre-war range, being a relatively high performance luxury car rather than the all new peoples' car originally intended. It also seems, in hindsight, that when Jowett designed the CD as an economy car for the mid to late 1950s, the use of a twin-cylinder engine would have doomed the car against the four-cylinder Austin A30/5, very similar looking Ford 100E, Morris Minor and Standard Eight/Ten models, particularly as economies of scale wouldn't have permitted an especially competitive price. Experiments with resin impregnated fabric bodywork to combat the contractual problems with their steel body supplier would also have been unlikely to have led to a successful "Yorkshire Trabant" given the conservatism of the English car buying public.

The plastic-bodied R4 appeared to be a potentially cracking sportscar but would not have sold in enough volume to sustain car manufacture after Javelin production stopped due to cessation of body supplies. Jowett did not go broke as is commonly thought, but essentially converted to making other things.

The excellent and very relevant photos are worthy of a separate mention (although as is usual some may well have appeared before in other books about Jowett but I cannot be sure), the period ones covering model testing (including

one taken outside the very pub used for my monthly motor club meetings), competition, special bodies, and publicity, with the modern color ones as usual showing some beautifully restored examples.

The authors have previously jointly and separately written several other books about either the Javelin or Jupiter so they knew exactly what to include to make a comprehensive and thoroughly enjoyable read with a minimum of repetition throughout this volume. Interesting cars, interesting book.

—Anthony Parker

**Eighty Years of Citroën in the United Kingdom 1923–2003**, by John Reynolds 2004, ISBN 1-85443-137-4. Hard-bound, 270 pages, 216 black and white photographs, 170 color photographs. Dalton Watson Fine Books, Ltd., 1730 Christopher Drive, Deerfield, IL 60015, www.daltonwatson.com £39/\$70

John Reynolds, well-known and highly respected journalist and automotive author, has delivered a complete and exhaustive documentary of the history of Citroën in the United Kingdom since 1923.

This handsome book is divided into three sections: Part 1, The André Citroën Era; Part 2, The Michelin Era; Part 3, The Peugeot-Citroën Era. Reynolds gives us a complete, detailed history of Citroën in Britain with a wonderful collection of photographs, over 350, many in color. Also included are photos of magazine ads, reprints from flyers and catalogs and advertising artwork.

Wonderful and comprehensive as the photography and artwork are, the text bears vignettes which are truly priceless. The description of the opening of the works at Slough, for example: "At precisely 10:00 A.M. on Thursday, 18. Feb. 1926 a convoy of over 100 motorcars . . . all bearing a distinctive Double Chevron emblem on their radiators . . . began to wend its way westwards (from London). On reaching the center of the Estate the convoy was greeted at the gates of a brand new factory complex . . . by

French industrialist and car manufacturer André Citroën."

Later, waving his bowler hat as the crowd sang, "For He's a Jolly Good Fellow," André Citroën declared the factory open. These are images that really put the meat on the bones of history!

Another wonderful insight is the chapter "How the First Right Hand Drive DS-19 arrived in the UK."

"At dawn on Friday, 7 October 1955 British customs officials were startled to see a strange, but unmistakably Gallic vehicle . . . this fantastic shark shaped beast seemed to be alive: weird hissing and clicking noises came from beneath its bonnet as it stopped at the customs barrier." Wow, what a picture!

By the way, Princess Elizabeth, now Queen Elizabeth, owned a Citroën! During a royal visit to France in June 1938 King George VI and Queen Elizabeth were presented with gifts of two scale model Citroën convertibles and two dolls (with complete wardrobes) as presents for their daughters Princesses Elizabeth and Margaret from the French people.

The only error—really nitpicking here—was found on page 13, which read, the Citroën badge "displayed by British dealers before the first World War." Since the first Citroën cars were produced in 1919, surely its should be the *second* World War.

In short, this complete history of Citroën is a beautifully presented scholarly history, not only of Citroën itself, but of Britain between the wars and to the present. It is noted that through 2003 over two million Citroëns have been sold in Great Britain since the very first Citroën Type A rolled off the Channel ferry over 80 years ago.

—Macdonald Leach

**Citroën-Jahrbuch 2005**, by Ulrich Knaack and *Halwart Schrader* (Editors), 2004 ISBN 3-00-013667-3. Soft cover, 128 pages, well illustrated, German text, Published by FGV-Verlag, Postfach 1908, D-38009 Braunschweig, Germany. Price in Germany US\$20 plus postage. Available from [www.fgv-verlag.de](http://www.fgv-verlag.de)

Both editors have been Citroën enthusiasts for many years. *Halwart Schrader* is a member of SAH and his BMW book was the winner of the Cugnot award for foreign language automobile books in 2004. He is living in France and the very first article in this new annual is titled "Love at First Glance" and is the story of his Citroën 5 CV of the 1920's. He also owned several "tractions," the famous front-wheel-drive-model with its great roadholding qualities, which was equally favored by the police as by the gangsters in France.

The annual does, of course, also contain interesting articles on this and other Citroën models including the DS with the hydro-pneumatic suspension, the unique 2CV, the H-type van and others. As is well known, Citroën engineers and designers have always successfully avoided the mainstream and their products have appealed to individualistic buyers not only in France. Lately Citroën has seen a strong revival of popularity in Europe.

To Citroën lovers this well illustrated first edition of the German annual is definitely a must. Dedicated historians familiar with the French marque will remember there were "almanachs" (annuals) published by Citroën in the early 1930's.

—Ferdinand Hediger

**Illustrated Dictionary of Automobile Body Styles**, by *Lennart W. Haajanen*.

2003, ISBN 0-7864-1276-3. Hardcover, 7" x 10", 165 pages, 132 line drawings.

Published by McFarland & Company, Inc., Jefferson, N.C., 28640-0611, USA. \$35 plus s&h

McFarland has a fine reputation for publishing out-of-the-ordinary automobile books. *Illustrated Dictionary of Automobile Body Styles* is no exception. It defines all distinct body types ever applied to automobiles and is therefore a most important and comprehensive work for the serious automotive historian and amateur. As *Karl Ludvigsen* points out in his foreword, he was most intrigued by the opportunity offered by this book to revisit the marvelous design ingenuity, imagination and sheer styling flair of car body designers in the classic years.

The author has chosen to illustrate his book with uniformly sized simple and neat line drawings and has withstood the temptation to make use of photographs which would, with color, reflections, chrome and accessories distract the eye from the basics. In strict alphabetical order hundreds of body styles, subtypes, designations and distinctions are listed. Wherever important, origins, often from horse-drawn vehicles, and history are added. Comments on the important period of application and variations make the book a superb reference work.

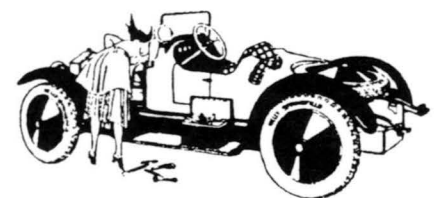
Even knowledgeable enthusiasts will find unexpected explanations and details in the development of automobile body design. This is a book of reference; it is comprehensive, thoroughly researched

*continued on page 15*

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## SAH News continued from page 8

theater-style seating in an exterior package only two inches longer than a Grand Cherokee's, while the Alabama-built Mercedes-Benz R-Class, featuring a panoramic moonroof and the world's first production seven-speed automatic transmission, was billed as a "dynamic space vehicle where everyone gets a window seat." South Korea's Hyundai, having already tripled its U.S. sales over the past six years, fortified both the bottom and top ends of its model range with a roomier, third generation Accent (whose grille design, no doubt intentionally, recalls several European market Toyotas) and an XG350 successor dubbed the Azera, which touts a 265-hp V-6, eight standard airbags, a power-operated rear window shade and more interior space than a Mercedes S-Class or BMW 760i.

Though a \$15,000 Scion sporting \$20,000 worth of accessories must have left older attendees scratching their heads, the New York show's ever-expanding interest in hip-hop tuner car culture made Javits the ideal venue for Sean "P. Diddy" Combs' announcement of a joint venture with Weld Industries of Kansas City, which will market a line of Sean John-branded 19-to-26-inch diameter custom wheels selling for \$700-\$1,300 each.

"He's a business genius, in my opinion," Weld Industries CEO Greg Weld said of his impeccably-dressed partner, who arrived twenty minutes late but knew instinctively how to play to the cameras, assuming "The Thinker" pose atop a massive, chrome-plated rim. "He has a nose for style and knows what's hot in the urban marketplace. His people wanted to be in the automotive aftermarket, and he had heard that we are the world's largest manufacturer of racing wheels, but we weren't in the urban marketplace at all. Sean understands what will sell, and he's a lot more conservative than you might think—he doesn't want a cheap look."

Moving on to the next event, even the most ardent skeptic had to concede that this joint venture was at least as savvy as Homer Simpson licensing his name to a chain of donut houses.

—Gregg Merksamer

## Obituaries

### Neal Donovan

(1918–2004)

Cornelius P. "Neal" Donovan died Sunday, June 27, 2004 at Connecticut Hospice in Branford, Connecticut. He was 86. Active in the Packard community, he was the author of several books and had been an SAH member since 1998. He had lived in Fairfield, Connecticut, since leaving the Army after World War II, and until his retirement worked for Exide Corporation in Fairfield.

Neal was secretary for many years for the Eastern Packard Club and was a contributor to *The Cormorant*, the magazine of Packard Automobile Classics—the Packard Club. He published two books, *Keep Your Packard Rolling* and *Packard—The Service Department and the Manager*. His work has also appeared in *Automobile Quarterly*, *The Bulb Horn*, *Old Cars and Wheels*. He is the author of a mystery series, *The James Dennison Investigations*.

Neal's most recent book, *Andrew L. Riker and the Electric Car*, the culmination of many years' study of the auto pioneer, was published in 2003 by McPherson College Press.

He is survived by Julia, his wife of 59 years, three daughters and two sons-in-law: Patricia and John Heigel, Catherine Donovan and Mary and Skip Elander. He is also survived by eight grandchildren, one great-grandchild, two sisters, one brother and several nieces and nephews.

Neal's daughter Mary Elander continues to fill orders for his Packard books. They may be ordered from Packard Books, 6 Old Castle Hill Road, Newtown, CT 06470.

—Kit Foster

### John Zachary Delorean

(1925–2005)

Without a doubt, John Zachary Delorean was larger than life. In this age of focus groups, design by consensus and one size fits all management structures, it seems hard to imagine that during the 1950s and 1960s, there were personalities in the auto industry with enough bravado and influence to bring cars to market that actually were extensions of their individ-

ual personalities, cars that bore their indelible imprint. John Delorean was just that sort of man. With his death at age 80 on March 19th, 2005 at Overlook Hospital in Summit, New Jersey, following a stroke, the auto industry and the Pontiac world lost one of its most brilliant engineering and marketing minds.

Delorean was born on January 6, 1925 in Detroit, the eldest of four sons. Almost from the beginning John excelled academically and after completing grammar school in Detroit's public school system he enrolled in Cass Tech, a prestigious technical high school for the city's honor students. Following graduation, Delorean enrolled at Lawrence Institute of Technology, a small but very highly regarded institution, where he studied industrial engineering. His studies were put on hold when he was drafted into the U.S. Army in 1943. He served three years before being honorably discharged in 1946.

Delorean returned to college in 1947 and graduated the following year with a BS in Mechanical Engineering. After a stint selling life insurance and factory equipment, he enrolled at the Chrysler Institute's postgraduate program. He graduated in 1952 with a Masters Degree in Automotive Engineering and went to work at Chrysler. At the same time he also took night classes at the University of Michigan, where he received an MBA.

After less than a year at Chrysler, Delorean left to take a position at Packard, where he worked on the development of the innovative Ultramatic transmission. After four years he became the head of Packard's Research and Development Department. Though he was asked to move to South Bend, Indiana, at the time of the Studebaker-Packard marriage, he instead accepted an offer by General Motors Vice-President of Engineering Oliver K. Kelley to come to GM. Kelley gave him the option to work at any of GM's five divisions.

Delorean chose Pontiac, working under General Manager Semon E. "Bunkie" Knudsen and Chief Engineer Elliott M. "Pete" Estes. In them, he found kindred spirits, men who shared his



vision regarding the building of exciting, youth-oriented cars that bristled with technical innovation, cutting edge styling and, of course, exhilarating performance.

Delorean's quest for innovation resulted in Pontiac releasing the 1961 Tempest compact, which used a unique rear-mounted transaxle, a curved drive-shaft and a slant-four engine derived from the Pontiac V-8. Though suffering from engine vibration problems and transaxle durability issues, the Tempest's most radical feature, the curved drive-shaft, which was made of forged steel, was almost completely trouble-free.

Following Knudsen's promotion to General Manager of Chevrolet, Estes took over as head of Pontiac, which in turn, elevated Delorean to Chief Engineer. The promotion set the stage for one of the greatest cases of corporate rule-bending ever devised, the loose interpretation of policy that led to the introduction of the 1964 GTO, the name brashly lifted from Ferrari's famous touring coupe. Pontiac sold over 32,000 1964 GTOs, more than six times the original target of 5,000 units. The muscle car had been born, and soon other manufacturers were releasing their own high-horsepower intermediates.

In July of 1965, Delorean reached yet another milestone, the youngest head of a GM division. At the age of 40 he became the General Manager of Pontiac, succeeding Estes, who went to head up Chevrolet.

One of Delorean's forward-thinking ideas that made it to the showrooms was the innovative overhead cam six. The engine used a fiberglass-impregnated timing belt rather than a conventional chain. Delorean made sure that a performance version was developed. The Sprint, as it was known, was the first American-built high-performance six since the Hudson Twin-H Power.

Even though Delorean's tenure as General Manager at Pontiac was highlighted by some of the strongest sales that the division had ever seen, it did not come without controversy. He frequently found himself at odds with other GM executives, especially then-GM President

James Roche. Roche and Delorean frequently disagreed about Pontiac's aggressive marketing campaigns, concept cars and even Delorean's conduct and fashion sense. In an era when GM executives were clean cut and wore dark suits and white shirts, Delorean grew his hair long and wore blue shirts and even love beads. It was as much to identify with the youth culture being catered to as it was to annoy the older executives.

Delorean left Pontiac to head up Chevrolet in February of 1969, but not before releasing a trio of memorable Pontiacs, the 1969 Trans Am, the 1969 Judge and his pet project, the 1969 Grand Prix, which in one fell swoop redefined the personal luxury car with its long hood, radiator grille, short rear deck and aircraft-inspired dash.

Delorean's term at Chevrolet was characterized by strong sales, but it wasn't without its bumpy patches, including the infamous GM strike, the release of the ill-fated Vega and the implementation of new government regulations. He streamlined development of Camaro, Corvette and Nova models and was rewarded with sales of over three million units in 1971.

The following year, DeLorean was once again promoted, this time to the position of vice president of car and truck production for the entire General Motors line. He didn't stay there very long. Although on track to become a future president of General Motors, he abruptly left in April of 1973 at the age of 48. General Motors gave Delorean a Cadillac dealership as part of his retirement package and also continued to pay his salary when he assumed the presidency of the National Alliance of Businessmen.

John Delorean had even bigger plans for the future. He founded the Delorean Motorcar Company with the intent of building his interpretation of a sports car. He began showing a stainless steel-bodied prototype with gullwing doors. Designed by ItalDesign's Giorgetto Giugaro, it was to be built in Northern Ireland, primarily using funds secured from the British government. The Delorean plant employed approximately 2,600 workers and about 8,900 cars were built in 21 months of pro-

duction during 1981–82. Financial problems soon set in and the company began operating in receivership by February 1982. In November of that same year, the British government closed the factory and halted production.

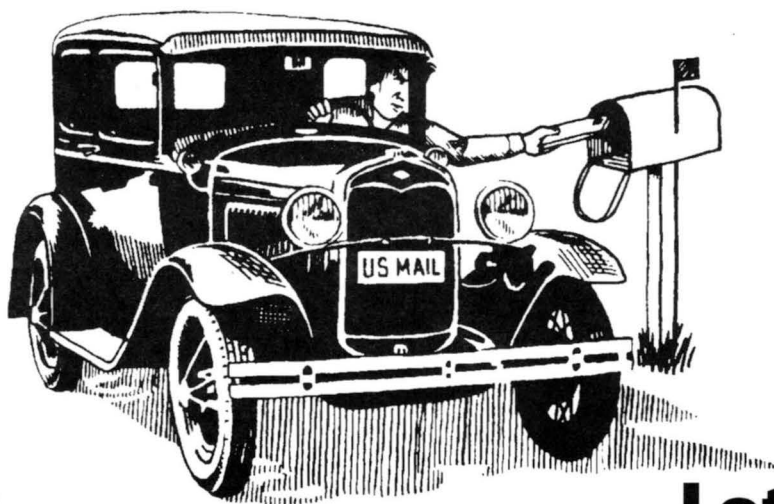
And then there was Delorean's brush with infamy. On October 19, 1982, he was arrested and charged with selling cocaine to undercover police officers at California's Los Angeles International Airport. DeLorean's legal team successfully defended their client by arguing that the police had asked him to sell them cocaine and threatened him to ensure that he would do it. As a result, he was found "not guilty" due to entrapment on August 16, 1984. Other legal problems would hound him for many years after that.

In his later years, Delorean kept a low profile, living in northern New Jersey. Though he was not an active member of the Pontiac hobby, he did make an appearance at the 1997 Pontiac Oakland Club International convention in Denver, with close friend and legendary race car builder Henry "Smokey" Yunick. Both signed autographs and hosted a question-and-answer session with conventioners.

Though John Z. Delorean's career after Pontiac was mired in controversy and unmet potential, it was his years with the Wide Track Division that have had the longest impact on the automotive world. He fired the opening shot of the muscle car revolution with the 1964 GTO and kept the concept fresh throughout his reign at Pontiac. That alone would have been an impressive legacy, but it was his very capable management of the entire Pontiac line that kept it firmly in the number three sales position, all the while developing and producing some of the best-looking, most exciting and best-engineered cars of the era. To Pontiac fans all over the world who continue to carry the torch, that is the true Delorean legacy.

Delorean's name is spelled any number of ways—even by him. I have used the original family spelling, though it is not as popular as the "DeLorean" spelling he adopted later to sound more European.

—Don Keefe



## Letters

### Packard the First with AC

Walter Miller asks in the March-April issue of the *Journal* whether a 1937 S&S Buick ambulance qualifies as the first air-conditioned automobile. Certainly there were air-conditioned ambulances before there were air-conditioned passenger cars; Packard was still the first air-conditioned passenger car, and it was the first air-conditioned specialty car as well. Here's my input, from *American Funeral Director*, August 1938, page 64 (slightly edited to, ah, improve its literacy):

"Said to be the first to use mechanical refrigeration, two air-conditioned ambulances have been delivered by the Henney Motor Co., Freeport, Ill, to the Kreidler Funeral Home, McAllen, Texas, and L. T. Christian, Inc., Richmond, Va. The air-conditioning unit is located at the rear of the chassis, insulated from it by rubber mountings. A one-ton refrigerating unit is utilized, using Freon gas for cooling and changing the air once a minute. Fresh air is drawn from outside, filtered, dehumidified, and cooled. Power comes from a 110-volt generator coupled to the engine. A thermostat regulates temperature, and the unit is controlled from the driver's seat. No inside space was sacrificed for the installation.

"The makers say: "This unit makes it possible for funeral directors to supply the same type of air conditioning their patrons find in the Pullman coaches of extra-fare trains. Air conditioned ambulances are especially successful under the extreme

temperature conditions met in the Southwest, the automatic operation of the unit making up for severe changes met in lengthy trips through mountain passes and desert-hot valleys."

The keys here are two: mechanical refrigeration and factory installation. This was the precursor to the modern system, which saw first use two years later on the 1940 Packard passenger cars, this time with a belt-driven compressor.

Had the S&S car been the first factory-installed unit, Hess & Eisenhardt would have said something long ago—certainly after this story appeared in the leading trade journal.

—George Hamlin

### Another Vote for Packard

Regarding Walter Miller's question about the air conditioned S&S Springdale ambulance in *Journal* 215, so far as I can tell from research for my book *Professional Cars* this might not have been a proper mechanical refrigeration system of the sort Packard offered as a factory option for 1940. According to an article that Bob Morrow wrote for the November/December 1999 issue of the Cadillac-LaSalle Club magazine *The Self-Starter*, entitled "Amblin, About Ambulances (as told by Willard C. Hess)," the Cincinnati-based Sayers & Scovill company (which became Hess & Eisenhardt after the company was sold in 1942) developed an air-conditioned ambulance of sorts in 1935, by fitting the driver/patient

compartment partition with a cork-insulated stainless steel tank that was filled with cracked ice and water, which was pumped through a pair of heater cores and six-volt blower motors using a coolant pump from a machine tool grinder. The tank required refilling after about 90 minutes use at 90 degrees, but this was adequate for a typically short hospital run.

Tom McPherson's 1973 book *American Funeral Cars & Ambulances Since 1900* states that the first mechanically air-conditioned ambulance was a Packard that the Henney Company of Freeport, Illinois, delivered to the Kreidler Funeral Home of McAllen, Texas, in 1938.

—Gregg D. Merksamer,

### A Little Brewery History

The photo on the back page of *Journal* 215 was undoubtedly taken in England, possibly in the Northamptonshire area. Phipps Northampton Brewery Co Ltd was located in Northampton, and as a relatively small brewery it is unlikely that it would have distributed its beer very far from Northampton.

Simply keying Phipps brewery into Google comes up with a number of websites that provided the following information:

Phipps Brewery Ltd. Northampton. was founded in 1801 at Towcester by Pickering Phipps. Brewing began at Northampton in 1817. A new brewery was built at Towcester in 1874 and remained in use until around 1905. It was registered in September 1881. After the merger with the Northampton Brewery Company Ltd. it became Phipps Northampton Brewery Company Ltd. Acquired by Watney Mann Ltd in 1960 the brewery closed in 1974. (Information courtesy of Brewery History Society)

Therefore the photograph was almost certainly taken before 1974. The Dun Cow was not uncommon as a pub name, and there were pubs carrying this name in Buckingham and Hinckley, Leicestershire, both of which would be within easy reach of Northampton. However, there is still a pub in Welling-

borough with the name, and this is very close to Northampton.

—Steve Hubbard

### Rambler Publicity Shot?

My letter concerns the back page photo in *Journal* 215. First my apologies for not being too knowledgeable about American cars of the 1960's, but the rhd Rambler estate is probably a 1963/4 (?) model. The area is England, probably in Northamptonshire. This is because Phipps Brewery is from Northampton. The pub next to the Rambler is (probably) The Red Lion, though the Dun Cow doesn't actually look like a pub. Also unusual is that there are two Phipps houses across from each other.

The Rambler has no license plate and no tax disc. Therefore this is probably a publicity shot for an advertisement for the Rambler estate around 1963/4 using a quaint English village in Northamptonshire as a backdrop.

—Andrew Minney

### SAH a Treasure Trove of Info

I am in the midst of writing a comprehensive history of the automotive industry in the great state of Iowa. I have been a member of SAH for only a couple of years. I am glad I joined, but I now wish I had "discovered" you much sooner. The contacts I have made using the Membership Directory have proven to be invaluable in gathering information concerning my project. I would like to publicly thank George Hess, *Chuck Hoaglund*, *Don Paul* and *Beverly Rae Kimes* (who I knew before but did not contact until I had become a member).

Every one of the individuals named above has been a treasure trove of information and, without them, my task would have been much harder and probably incomplete. Most of all, I am overwhelmed by their willingness to share their research and hard work with me. This is much like the spirit of folks in the antique vehicle hobby itself, and I am convinced that the true character of we individuals dedicated to chronicling automotive history is one of unselfish cooperation with our kindred cohorts. Mailings,

e-mails, phone calls and personal visits have not only garnered valuable information from these SAH contacts but also yielded new and lasting friends.

If anyone out there has what they think might be pertinent information about Iowa automobiles, I would sure like to hear from you. I am also trying to trace the whereabouts of a Mr. Jerry Falck, formerly of Cedar Rapids, Iowa. Watch for my book in about a year. I will let SAH know when it is available

—Bill Jepsen

### Whither Dickey?

I was asked a little while ago about the derivation of the "dickey seat." Where did the name come from and why?

I have not found an answer here in Britain. I always thought it must come from the carriage trade, but the person in that field I turn to does not know. He thought it might be an American term. Have SAH members any ideas, please?

What surprised me was being told that "rumble seat" is an English term. At the back of early stage coaches was a

large basket affair for taking luggage which was called the "rumble tumble," and later servants sitting at the back of a traveling chariot or large carriage were referred to as sitting on the "rumble."

—Michael Ware


*Lennart Haajanen's* excellent *Illustrated Dictionary of Automobile Body Styles* (McFarland & Company, 2003) [see review on page 11] backs up that derivation of "rumble seat," but doesn't help on "dickey." Interestingly, Haajanen feels the common American designation for an exposed rear seat, "mother-in-law seat," may have German origins in "schwiegermuttersitze," or vice versa.

—Kit Foster

### Book Reviews continued from page 11

and a work that fits in every car library. It asks for careful study and is not of the flashy superficial kind often catching our interest and then disappointing with hardly any relevant new information. Excellent and strongly recommended.

—Ferdinand Hediger




**British Car Advertising of the 1960s**  
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When 80-year-old Fred C. Krueger of Zilwaukee, Michigan, builds a car from scratch he means it literally. This approximately half-scale model based on a 1933 Chevrolet coupe contains all the parts including the engine he machined personally in his shop. He retired from The Jameson Machine Shop in 1985 after 30 years and has since occupied his time building original cars and renovating classics. (AP/Worldwide Photos.)  
*From the George W. Green collection*