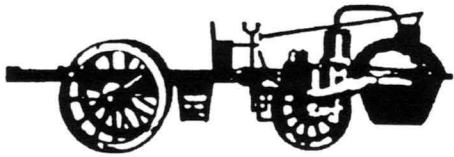


# SAH Journal

The Society of Automotive Historians, Inc.  
Issue 219 November–December 2005



www.autohistory.org

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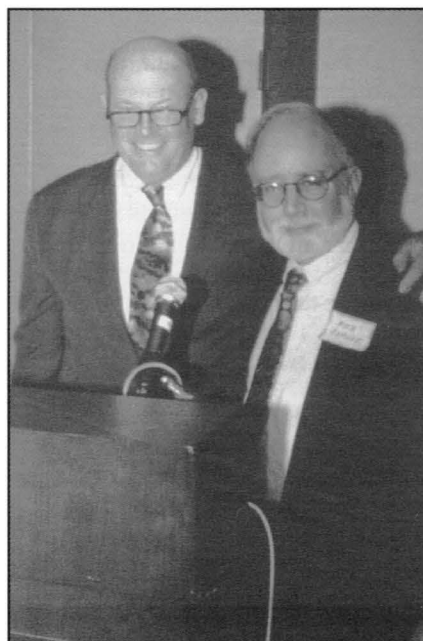
### A Waterlogged Hershey

The law of averages caught up with Hershey this year and made for a drenching last two days of the AACA Eastern Division Fall Meet. And it was just the beginning of what has turned out to be a sopping wet October.

Undaunted by the precipitation, many SAH members found their way to the newly expanded SAH tent for refreshment and conversation. *Paul Lashbrook* ran a tight ship, which was appropriate due to the weather conditions. Visitors liked *Stan Lyman's* blow-ups of *Automotive History Review* covers, which really spruced up the tent. Members heeded *Kit Foster's* call to bring their published books for display. My favorite moment was during *John Jacobus's* book signing for his recently released *The Fisher Body Craftsman's Guild*. Several folks were gushing over a convertible model designed by *Ronald Will* when, as if on cue, Mr. Will walked into the tent. This was truly a woooooooh moment.



Leroy Cole, with wife, Cora, proudly shows plaque naming him SAH Friend of Automotive History 2005.



SAH President Joe Freeman (l) with President-elect Mike Berger

The fall Board meeting at the AACA Library and Research Center featured the dedication of the *Ralph Dunwoodie* Automotive Research Archive, which is housed at the Library, and the unveiling of a plaque which will permanently identify the collection. Minutes of this meeting can be found in this issue of the *Journal*. This was *Joe Freeman's* last meeting as President and the first for new Board member *Joe Malaney*.

The Hershey Lodge and Convention Center was the site for the Annual Meeting of Members & Gala Awards Banquet. This year, unfortunately, many of the recipients could not be on hand to personally receive their awards. To the acclaim of all those present *Leroy Cole* was named the Friend of Automotive History for 2005, an honor *Leroy* graciously shared with his wife and dedicated helpmate, *Cora*.

Now on to the awards.

continued on page 4



**Thomas S. Jakups, Editor**

**W**elcome to another Hershey issue of the *Journal*. Inside you can read the award presentations that were made at the Annual Banquet as well as the minutes of the October Board of Directors meeting. I want to thank presenters *Taylor Vinson, Michael Bromley, Leroy Cole, Bob Ebert, Don Keefe, Michael Berger* and *Jim Wagner* for making their remarks available for all the membership. Also thank you, *Darwyn Lumley*, outgoing Secretary, for providing the Board meeting minutes ahead of schedule. All this made my job of putting

## Year-end Kudos

together this issue so much easier.

It also filled up the pages rather quickly. There are articles, book reviews and letters that I could not fit into this issue. They will be in *Journal 220*.

I did receive one short note that I would like to include here. *David Bausch*, of Allentown, Pennsylvania, wrote in that the buckboard on the back cover of *Journal 218* is an Orient buckboard and that he owned it in 1948.

I want to thank the members who have sent in photos for the back page. They really spice up the newsletter. I do need more photos and book reviews.

Enclosed with this newsletter is what is becoming a holiday tradition, McFarland's Catalog of Automotive Books. McFarland has been an advertiser

in the *Journal* the last 30 issues. Executive editor *Steve Wilson* is a welcome fixture at the SAH tent and banquet at Hershey. It is always a pleasure for me to talk with him. So thank you, McFarland for your longtime support of the Society.

You may have noticed the new face on Page 3. I welcome incoming SAH President *Michael Berger* to the *Journal*. Mike is a keen observer of the culture of the automobile and an excellent writer. I look forward to his columns.

Finally, the *SAH Journal* has been awarded another Golden Quill Award by *Old Cars Weekly*. I think it is a real feather in the cap for the Society. So congratulations to us all.

And to all, happy holidays..

—Tom Jakups

# SAH Journal

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**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 Gosden**  
60–87 Nov. 1978–Dec. 1983  
**Richard B. Brigham**  
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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**Copy Deadline for *Journal 220*  
December 31st**



**Michael L. Berger, President**

**I** consider it an honor to have been chosen to lead the Society of Automotive Historians over the next two years. SAH is a unique organization, combining as it does independent historians, university professors and auto enthusiasts. It is a pleasure to follow *Joe Freeman*, who during his tenure as President fostered new initiatives in membership, encouraged the creation of additional chapters and successfully lobbied for greater recognition of the Society by and within the academic community. In partnership with the Board of Directors, the Officers, and you—the all-important members of the Society—I look forward to further enhancing the benefits and satisfactions that come from sharing our joint interest in matters automotive.

Having said that, I have a few admissions to make. The oldest car I own was built in 2001. I would have difficulty differentiating one historic marque from another, let alone determining its year of manufacture. If I owned an antique car and needed a part for it, I think I would rather shop for it on Ebay than walk the Hershey fields in October, especially when it is raining. Why then did I join SAH in the first place, participate in a number of Society sponsored events and become active enough to be considered for office in this organization?

The answer is quite simple. I am fascinated by the collective impact of motorized vehicles on human behavior, with their influence on how we lead our individual lives, structure our local com-

## The Road Less Traveled

munities and act as nations. The automobile was arguably the greatest technological artifact of the twentieth century; it has a near monopoly of the passenger land transportation in the United States and, judging from recent reports, China—that proverbial “sleeping giant”—has awoken to find itself seated behind an automotive steering wheel.

We know a great deal about the automotive industry and the personalities behind it. Most of the significant marques of the world have been the object of at least one book-length study, and many have had multiple volumes written about them. However, when it comes to investigating the social and cultural impact of motorized vehicles on our daily existence, how motorized transportation transformed the very institutions, activities and services that define our lives, there is a relative paucity of information. The extent to which the automobile changed family relationships, altered the functioning of towns and cities, affected the nature and accessibility of leisure activities and impacted on how medical care is (or is not) delivered are just some of the topics that have barely been touched. We know even less regarding the influence of motorization on religion, education and minority populations, and need to further analyze the automobile’s symbolic use in literature and film.

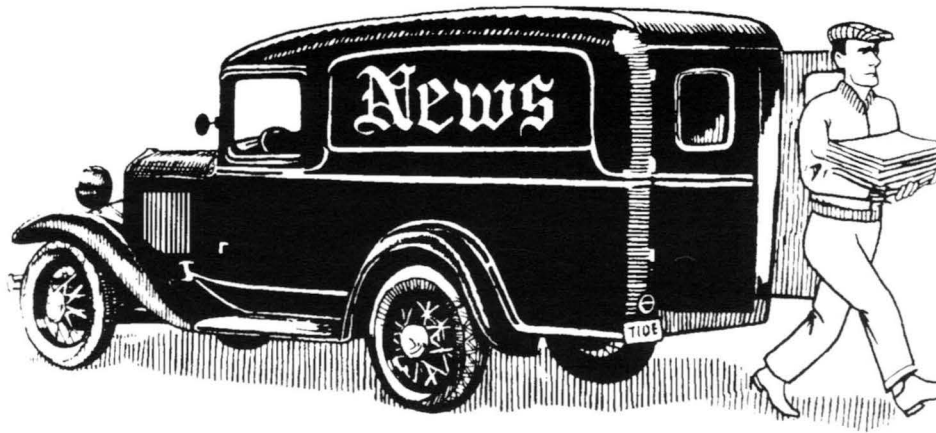
What is responsible for this state of affairs? The answer may lie in the very pervasiveness of the automobile itself. The car is such an integral part of our daily lives that its socio-cultural impact may be deemed unworthy of serious study. Many assume that we know everything that needs to be known about how the automobile has influenced our behavior. We hardly give a second thought to it, except when it refuses to run or needs a repair. The car has become an appliance, much like the refrigerator, the clothes washer and the power lawn mower. Whatever social and cultural changes it wrought are consid-

ered to have happened in the distant past, and we think of them only when we need to find an alternate means to provide the function they perform for us.

Even university professors, on whom we might think we could count for such studies, have failed us in this regard. While a few have published scholarly works on the automobile and socio-cultural change, they rarely publish more than one book in the area and then move on to study something else. Thus, the author of the first scholarly work on automobiles and the development of autocamps, tourist cabins and motels in the United States, published back in 1979, never pursued the subject further. Similarly, the author of the first serious study of the impact of motorization on women, published in 1991, went on to explore issues of gender in a broader transportation framework. It is almost as if once the topic has been subjected to book-length analysis, it is viewed as “covered” and further research is viewed as unnecessary. This is very curious given the fondness of academic historians to write multiple books on the same subject, each with a different historical interpretation of the events described.

While I believe the relative lack of attention to the social and culture dimensions of motorization is regrettable, it does present an opportunity for our organization to become proactive, to help support a neglected aspect of automotive history. If you know of people who have an interest in how automobiles and/or commercial vehicles have impacted our lives, I would ask that you reach out to them and explain the professional benefits and personal satisfactions that come from membership in SAH. I hope by the time that I leave the SAH presidency in 2007 that we will have permanently crossed the 1,000-member threshold and be on our way to 1,200 or more. Broadening the prospective membership base is one way to achieve that goal.

—Mike Berger



### E.P. Ingersoll Award

The E. P. Ingersoll Award is given for the best presentation of automotive history in other than print media.

This year's award goes to the U.K.-based film maker Tony Maylam for his six-part documentary film series "Victory by Design," a fascinating look at the great racing marques Porsche, Jaguar, Alfa Romeo, Maserati, Ferrari and Aston Martin. Superbly narrated by racer and historian Alain de Cadenet, the series aired in part on national cable television. It is available in full at the website [victorybydesign.com](http://victorybydesign.com).

Each segment provides a formidable history of the car, the company, the designers, the engineers, the races and the drivers, from the early days through the modern era. That alone, makes "Victory by Design" a notable product of automotive history. But what makes the series truly outstanding goes far beyond the fundamental history we learn from it.

Whatever the history-telling medium—print, audio, film, museum or parade—one of the jobs of the automotive historian is to bring the audience into the car and its day. Tony brings his history alive. He takes us straight into the cockpit, right there with Alain de Cadenet for some seriously hard-driving rides in some of the most valuable automobiles around. And we get not just the sights, but the sounds and the feel. There we are, looking over Alain's shoulder as he grinds the gears, mashes the pedals and flies down the road. And there we are, in original

sound, with every noise as it is, unedited and powerful, learning just how it was. While I'd sure hate to be the insurer of those cars, it's a remarkable experience, and a unique work of automotive history.

—Michael Bromley

### Richard and Grace Brigham Award

The Brigham Award is presented to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. A publication may receive the Brigham Award only once in a five-year period. This year there were two winners. The first is *Aston*, published by the Aston Martin Heritage Trust, *David Burgess-Wise*, editor. This award will be presented to David at the Paris meeting in February.

The second winner is *Horseless Carriage Gazette*, *John Meyer III*, editor. This publication, which dates back to 1939, was one of the pioneers of the club publications. *The Bulb Horn*, *Antique Automobile*, *The Classic Car* and *Horseless Carriage Gazette* seem to be the Big Four of club magazines. Over time there has been the ebb and flow of new editors, formats and directors, but the *Gazette*, under John's editorship, has stayed focused on task.

This publication of the Horseless Carriage Club of America accomplishes a great deal—club info, always accompanied by professional photos of the people and places and participating vehicles, a historical section, letters and ads. Yet it is not a gossip rag or a pulpit for the discon-

tented. One can enjoy the magazine without attending any of the club meetings or participating in the tours. Yet you can "feel" the leadership and experience the tours through the pictures. Because of this publication most, like me, make resolutions to some day join a tour.

*Richard and Grace Brigham*, two of the founding members of our Society, were given to the research and writing and printing of automotive history. Their early publication of "The Road to Yesterday" was great in its day, but Grace acknowledges the quality and quantity in automotive publications today and is glad for it. After all, the original interest of this Society was to research, write, publish and correct automotive history facts.

John, as you all know, is not just the editor, he is personally involved in automotive history in the U.S. and very involved in the Southern California Chapter of SAH.

So, to the editor of *Horseless Carriage Gazette*, *John Meyer III*, I present the Brigham Award for the best publication of 2004. Congratulations.

—Leroy Cole



**Leroy Cole with Brigham Award winner John C. Meyer III**

### Student Paper Award

On behalf of *Sinclair Powell*, chair of the Student Paper Awards Committee of SAH, I would first like to express his appreciation for the work of the other members of the committee including *Charles Blackman*, *David Lewis*, and *Craig Pascoe*. And on behalf of the other members of the Committee I would like to express our appreciation to Sinclair for his excellent and diligent leadership.

We had eight student papers sub-

mitted this year, literally from around the globe including Australia, the United States and Romania.

I am pleased to announce that the winner of the Student Paper Award for 2005 is Mr. E. Rick Clapton, a Ph.D. student in history at the University of Melbourne in Australia. Mr. Clapton's specific area of interest is the history of urban traffic. The title of his award-winning paper is "The Fast and the Furious: The Victoria Police and Changing Definitions of Speed and Speeding, 1900-1930."

The specific focus of Mr. Clapton's paper is the history of urban road speeds in the state of Victoria in Australia. In his paper he explores the evolving definitions of speeding which led, for example, to urban road speeds in Melbourne increasing by 500 percent between 1895 and 1920. In his carefully researched and documented paper Clapton takes us from the days when constables on bicycles chased horse carts and cited the drivers for engaging in what was called "furious driving" for going 18 miles per hour to the evolution of the motor car and motor truck when speeds of 40 and even 60 miles per hour could be obtained and when being apprehended and punished for engaging in "furious driving" was often left to the whimsical interpretation of constables, magistrates and judges.

Mr. Clapton was unable to travel to Hershey from Australia to receive his award, but we will convey it to him in an appropriate manner and his paper will be published in *The Automotive History Review*.

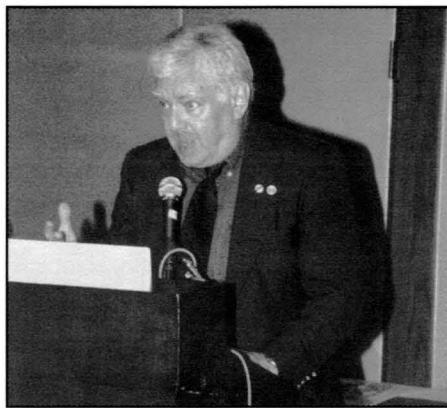
Since several of the papers were of very good quality, the Committee decided to give an Award of Distinction. This goes to *David Kerr*, a graduate student at Loyola University of Chicago. He receives a plaque and a cash prize of \$200 for his paper "History of Chicago's Motor Row".

—Robert Ebert

## Carl Benz Award

The Benz Award recognizes excellence in the presentation of automotive history in periodical publications, such as newspapers, magazines, newsletters, journals and other formats.

I would first like to thank *Joe*



**Carl Benz Award of Distinction winner  
Jeff Godshall**

*Freeman, Dale Wells, Leroy Cole, Kit Foster* and the Board of Directors of SAH for the opportunity to chair the Benz Committee. It has been and continues to be, an honor to serve the Society in this capacity and I look forward to continuing for the foreseeable future.

I also wish to thank our Committee members *Dennis David, Keith Mathiewetz, John Sawruk* and *Bill Warner* for their expertise in evaluating the nominations and declaring the winners. As the years go by, I see this group of automotive historians continue to grow and evolve in their positions. Their level of expertise in the evaluation process continues to inspire my complete confidence in them. In particular, I wanted to acknowledge Committee member *John Sawruk's* diligence in completing his evaluations this year. Not only did he turn them in to me a month before the deadline, he did so while undergoing a particularly rigorous cancer treatment regimen. I appreciate his courage and resolve and our Committee wishes him a full and speedy recovery.

This year we had 13 nominations from a variety of sources and like last year I was impressed by the high quality of the submissions. In addition to the Benz Award this year, the Committee issued two Awards of Distinction, as there was a two-way tie for second place. Both received 472 out of a possible 500 points.

Our first Benz Award of Distinction goes to *Jeffrey Godshall* for his extensively researched and documented article, "1960-62 Plymouth Valiant: Chrysler's Unique Slant on the Compact,"

which appeared in the August 2004 issue of *Collectible Automobile*.

Our second Award of Distinction goes to *Vince Manocchi* for his beautifully-executed work "Bound by Tradition: The Coachcraft Story," which appeared in the October 2004 issue of *Collectible Automobile*.

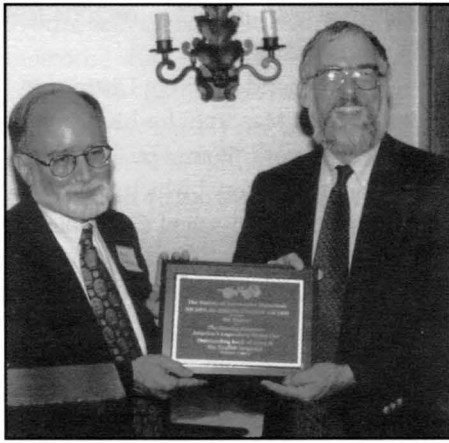
Our 2005 Benz Award Winner was one of those rare treats that explores a moment in time from a variety of different angles. It provides the reader with an insight into not only what happened, but also what almost happened. It is a masterfully researched and presented work, one that breathes new life into a story familiar to many. The event in question was the 1955 Mille Miglia and though the team of *Stirling Moss* and *Denis Jenkinson* took the checkered flag, the story actually focuses on the great *John Fitch*, who turned in a very remarkable but overshadowed performance in that race while driving a stock Mercedes 300SL. The 2005 Benz Award goes to *Carl Goodwin* for his brilliant article, "1000 Miles in Half a Day," which appeared in the September/October 2004 issue of *Vintage Motorsport*. It scored a total of 494 out of 500 possible points.

—Don Keefe

## Nicholas-Joseph Cugnot Award, English Language

The Nicholas-Joseph Cugnot Award for a book written in the English language is presented to the work published in the previous calendar year that represents the most outstanding writing and original research in automotive history. This is the Society of Automotive Historians' highest honor for this type of publication. The Committee members may, if they deem it warranted, also choose a book or books worthy of special recognition for an Award of Distinction.

This year's Selection Committee consisted of *Dave Lewis, Bob Ebert, Doug Leighton* and myself. *Doug* served as chair, but is unable to be with us tonight. On his behalf, I would like to thank *Dave* and *Bob* for their exemplary committee service, both this year and in the past.



**Mike Berger presents the Cugnot Award to Kit Foster.**

There was an especially strong field of 11 nominees this year. Two of the works were judged to be of exceptional merit and the Committee members decided to break with tradition and honor both with a Cugnot Award. In addition, a third book was determined to be worthy of an Award of Distinction for its non-traditional approach to its subject.

The Award of Distinction is given to Lisa M. Fine's *The Story of Reo Joe: Work, Kin and Community in Autotown, U.S.A.*, published by the Temple University Press.

Fine's compact study of the working class experience in the twentieth century is a model of excellent research and careful analysis. While technically labor history, it succeeds in broadening our understanding of how a city economically dependent on auto manufacturing functions and affects the economic and social lives of its inhabitants. Fine has done an excellent job of integrating the times and culture of Lansing, Michigan, into the story of the workers who spent their lives and supported their families working in the auto industry. In so doing, she does more than tell the story of a single firm and its employees; she makes a splendid contribution to automotive history.

One of the recipients of the 2005 Cugnot Award is *Gijs Mom* for *The Electric Vehicle: Technology and Expectations in the Automobile Age*, published by the Johns Hopkins University Press.

Mom has written a thorough, scholarly, and informative worldwide his-

tory of electric vehicles and their manufacturers, which, as one of the Committee members noted, "could be the best book yet written on the electric car." His excellent integration of the historical and technical issues, including the culture, technology and economics of the electric vehicle, provides an unusually complete story of this means of propulsion. His observations on changes in what he calls the "user culture" as well as in technology are particularly meritorious and provide ample support for his excellent analysis of why electrics ultimately did not prevail.

Carefully documented and crafted, *The Electric Vehicle: Technology and Expectations in the Automobile Age* demonstrates the intellectual potential of automotive history and ought to be the point of departure for anyone interested in the technology of electric vehicles and their socio-historic impact.

The other recipient of the 2005 Cugnot Award is *Kit Foster* for *The Stanley Steamer: America's Legendary Steam Car*, published by the Stanley Museum. *The Stanley Steamer* is an exemplary piece of scholarship that is destined to become the definitive work on those vehicles and the men who designed and made them. It is truly a treasure trove of Stanley history and lore, in which the brothers Stanley and their families, middle managers and workers come to life in a highly readable, yet extremely well-documented, account.

Foster recaptures the romance of the early automobile, particularly that of the steamers, and places the steam car in the context of an era when they were a viable competitive force along with electrics and gasoline-powered cars. Handsomely produced and making excellent use of photographs and illustrations, *The Stanley Steamer: America's Legendary Steam Car* will be captivating reading for anyone interested in automotive history. As a piece of scholarship, it is superb and will serve as the standard reference on the Stanley Steamer for decades to come.

Congratulations, Kit and Sue.

—Michael Berger

## **Nicholas-Joseph Cugnot Award, Non-English Language**

The Nicholas-Joseph Cugnot Award is also given for books in a language other than English. On the basis of the nominations received this year, the Committee decided that none met the criteria of "outstanding writing and original research in automotive history." However, the Committee considered that two of the nominees deserved Awards of Distinction as books of "particular merit" published in 2004

The first of these books, nominated by *Ferdinand Hediger*, is *Sie Bauten Autos*, by the distinguished German writers Michael Graf Wolff Metternich and Hans-Otto Neubauer. This work is an encyclopedia of engineers, technicians, designers and pioneers of the German-speaking automotive world in the years 1885-1945. *Sie Bauten Autos* was published by Verlag Hermann E. Sieger, GmbH.

The second Award of Distinction is presented to *Ford en France et en Belgique*, nominated by *Patrick Fridenson*. The authors are Hubert Bonin, Thierry Grosbois, Nicolas Hatzfeld and J-L Loubet. This is a succinct but comprehensive history of Ford in France, primarily before its acquisition by Simca in 1954, but also afterwards, as well as the history of Ford in Belgium. The book was published by éditions P.L.A.G.E.

We anticipate that the six authors and two publishers of these books will be at the SAH dinner in Paris next February to receive their awards.

The members of the Committee are *Bev Kimes*, *Frank Gump*, and *Matt Sonfield*. As chairman, I am grateful for the significant contributions they made that led to our decisions.

—Taylor Vinson

## **James J. Bradley Distinguished Service Award**

The 2005 Bradley Award goes to the Stanley Museum of Kingfield, Maine and Estes Park, Colorado.

In making this particular award the Committee decided to again honor one of the smaller, less well-known museums on the basis of several factors:

1. The Stanley Museum was selected on the premise that it is more than an automobile museum; it commemorates Yankee ingenuity at work.

2. It also serves to perpetuate the Stanley name and to demonstrate that its influence went far beyond the widely known Stanley steam-powered automobile.

3. The Stanley family was also a pioneer in photography with its process for developing photographic plates dry rather than with water.

4. Violins were another of the Stanleys' endeavors. In fact, the retired principal second violinist of the Detroit Symphony Orchestra once owned one.

5. Of further interest is that one of our members, *Susan Davis*, is the president of the museum in Maine.

6. And finally, our own *Kit Foster* has written the *Stanley Steamer, America's Legendary Steam Car*, which tells of the activities of the Stanley family.

—James Wagner

## Friend of Automotive History

Every year we look forward to *Dave Lewis's* eloquence and elegance in presenting the Friend of Automotive History Award, but, alas, the chairman of the Friend Committee sends his regrets that he is unable to attend Hershey this year. Dave asked me to fill in for him and I am honored to do so. I hasten to add that his health is not involved; he simply lost his hotel room and could not find another.

The Friend of Automotive History Award is the highest honor that the Society of Automotive Historians bestows. It is "presented in recognition of outstanding contributions to the Society and to the cause of automotive history." It is a universal award in the sense that it has been bestowed upon distinguished and worthy members who are not Americans and who live in Wales, England and France. But tonight the Award comes home, home to the heartland of the American automobile, home to Michigan. In fact, this year's Friend, as he once told me, was born down the road from the Buick plant in Flint. You can't get much more "apple pie" than that! And that pretty much sums up *Leroy Cole*.



**Jim Wagner with Susan Davis of the Bradley Award winning Stanley Museum**

Sir Winston Churchill once remarked of his successor that he was a modest man with much to be modest about. Leroy is a modest man with much NOT to be modest about. First, he is a successful businessman, a toolmaker by trade, who founded his own company at the age of 29 and which continues under the leadership of his sons. We should also note his spiritual role; as pastor, he conducted the funeral five years ago of the Society's vice-president and his mentor *Richard Sarchburg*.

Leroy first came to the attention of the SAH Board by making himself useful. In his words, he "crashed" a spring Board meeting at GMI (now Kettering University), snapping photos and later providing copies to Board members. The Board is always looking for work horses and judged Leroy a natural. The members agreed and elected Leroy, in turn, to the Board, eventually to the presidency of SAH for 1999–2001 and to the Board again. Leroy has also served as director of the Leland Chapter. And he has gone far beyond the call of duty in taking on that most thankless of tasks: chairman of the Silent Auction, which he has managed so well for six years now.

With respect to automotive history, Dave writes that "Leroy Cole is a diligent researcher, recorder and devotee of the car that bears his name," as well as of Buick. He is the president of the Cole Motor Car Club of America and editor of the *Cole Bulletin*. He served as chairman of the Friends of the Library and Archives at Kettering and shares his own extensive archives with researchers and others who seek his assistance. His own

enthusiasm has inspired a number of young people, one of whom wrote on hearing of the Award that "Leroy is not only a friend of automotive history but its best friend."

I will finish this introduction by noting that the name "Leroy" comes from the French for "the King." But our King Cole is a merry young soul! It is with a great deal of pride that Dave's Committee decided that this year's award should go to Leroy D. Cole

I want to add one more thing. It is said that behind every great man is a great woman. This is especially true tonight. Leroy wrote of his wife, *Cora Cole*, that he "could not have typed a letter without her, plus her love of automotive history helped her understand what I was trying to do. She is the Silent Auction; I just pack the books and ship. She has typed thousands of letters for me." Cora is also the publisher of the *Cole Bulletin*. Like *Dick* and *Grace Brigham*, Leroy and Cora have dedicated themselves to SAH. Cora, would you come up; I'd like for you to hand the Award to Leroy on behalf of SAH.

—Taylor Vinson

## SAH Board Meeting Minutes Hershey, Pennsylvania October 6, 2005

Present: President Joe Freeman, Vice President Michael Berger, Treasurer Kit Foster, Secretary Darwyn Lumley and Directors Robert Ebert, Arthur Jones, Paul Lashbrook, Michael Bromley, Sam Fiorani, Stanton Lyman, Susan Davis and John Marino. Also present: *Automotive History Review* editor Taylor Vinson, *SAH Journal* editor Tom Jakups, Nominating Committee Chairperson Leroy Cole and Carl Benz Award Chairman Don Keefe. Absent: Director Patricia Lee Yongue

### Preliminaries

The meeting was called to order at 7:09 P.M. by President Joseph Freeman, with a quorum of Board Members present. The minutes of the April 1, 2005 meeting were approved as published. President Freeman noted this was his last meeting in office. His remarks had been published in *SAH Journal* issue 218,



**Your SAH Board of Directors: (seated l-r) Treasurer Kit Foster, President Mike Berger, Vice President Darwyn Lumley, Secretary Susan Davis (standing l-r) Directors Joe Malaney, Bob Ebert, Arthur Jones, Paul Lashbrook, Immediate Past President Joe Freeman, Stan Lyman, John Marino, Sam Fiorani and Michael Bromley. Not present for the photo: Director Pat Yongue**

a “big thank you” was extended to all, especially as he reported the Society is in good shape.

The By-Laws Revisions that had been published in *SAH Journal* issue 217 were noted to be in effect. Treasurer Kit Foster provided a wording of the changes which were approved by acclamation. (The correct phrasing of the revisions will be found at the end of these minutes.)

#### **State of the Society**

**Treasurer’s Report** Kit Foster noted a bottom line decrease of \$5,281.50, primarily due to publication of *The Automotive History Review* index. He suggested that the Society look at income sources to avoid a drain on the reserves. The cost of liability insurance rose, as a direct consequence of the increase in membership when the membership totals were reported to the insurance carrier. The total assets of the Society, as reported on the spreadsheet were noted as \$76,695.47.

**Membership Report** Total membership as of September 30th was reported as 936, which is larger than at the same time last year. Autohistory.org, the SAH website is responsible for the largest number of new members.

**Nominating Committee** Chair-

man Leroy Cole reported that Joe Malaney (#2753) was elected to the Board of Directors. Re-elected were Arthur Jones (#2347) and John Marino (#2039). The slate of officers presented to the membership was elected, that being Michael Berger, President (#0823); Darwyn Lumley, Vice President (#0755); Christopher (Kit) Foster, Treasurer (#0889); and Susan Davis, Secretary (#1770).

#### **Ongoing Activities**

**Awards** Award winners and criteria can be found in the preceding coverage of the Award presentations.

**Publications** *SAH Journal* editor Tom Jakups stated his appreciation to Taylor Vinson and Kit Foster for reviewing issues in advance of publication. He also stated his appreciation for the vote of confidence by the Board at the April Board Meeting. Tom noted that advertising was down, but otherwise things were going well.

*Automotive History Review* editor Taylor Vinson reported that a professional mailing service has been employed to mail domestic issues and alleviate the problems with the U.S.P.S. He will continue to mail the foreign issues. The use of the mailing service greatly lessens the workload, the cost being \$267.00. Issue

44 will feature articles translated from languages other than English. It has taken longer than expected to prepare this issue due to translating issues. 1100 copies will be printed. Taylor further reported that the peer review of articles is proving to be very valuable. Taylor was congratulated for his fine work by President Freeman.

**SAH Press:** Kit Foster reported that the donated copies of *Classics on the Street* were sold quickly as a result of having placed a flyer with renewal notices. Kit’s conclusion was that a bit of promotion would sell books. The SAH Press will again be dormant until another project surfaces.

**SAH Website:** Kit Foster reported for Dave Duricy by reading a written report from Dave. The website continues to be the source of most new memberships. Some discussion took place in regard to bandwidth and possible expansion of the website.

**Membership Directory:** Kit Foster reported the next directory will be out next year.

#### **Committee Reports**

**Committee on Academics** John Marino reported for Patricia Lee Yongue who sent a written report that was distributed to the Board. Ralph Gaebler, International and Foreign Law Librarian at Indiana University, has been added to the Committee. A request was made for time at the Spring Conference for the Committee to meet face to face. Discussion brought about further suggestions that time be set aside for all committees to meet and for committees to report at all board and general meetings.

**Membership Committee** Arthur Jones re-distributed the Committee report that had been provided, in advance, via e-mail. Arthur requested comments from the Board on the assumptions of the goals.

**Silent Auction** Leroy Cole reported that the Silent Auction continues to be a worthwhile effort; it tends to have a good income and serves to re-distribute materials within the membership. The next catalog will be out in January.

**2006 SAH/NAAM Conference** The date and location are set, as previ-



ously noted, for April 6–8 at the Studebaker National Museum in South Bend, Indiana. The deadline for submitting papers has been extended to October 31st to provide for those attending the World Forum of Motor Museums to respond. This will mark the 6th SAH conference, and it will be the last that Kit will chair. To make the transition to new conference leadership, Kit will involve interested members to assist him with this conference.

**European Banquet** Taylor Vinson reported the 11th Annual SAH European Banquet will be held February 9, 2006. A number of SAH Awards will be presented at that event, for which more information will be forthcoming. Present plans include a tour to the famed LeMans museum.

**Centennial Certificates** Joe Freeman reported for Sinclair Powell. No applications have been made for certificates at this time.

**Hershey Banquet** Kit Foster reported all was in order for the new location at the Hershey Lodge.

**History Tent** Paul Lashbrook reported that the increased size was well received. He thanked the volunteers who assisted in setting up the tent and those who volunteered to be hosts. Paul especially thanked Stanton Lyman for the posters that were used to improve the interior décor of the tent. Paul also thanked Kit Foster for his liaison in arranging for the tent. Ideas on how to improve the tent were requested.

**Spring Meeting** Kit Foster noted that the Spring 2006 meeting will be on April 5th. Suggestions were offered to meet in Florida or Texas in the spring of 2007, but this will be an item for discussion at the next Board Meeting to be held in South Bend, in conjunction with the SAH/NAAM Conference.

**World Automotive Forum** Michael Berger reported that SAH members will be involved in this event, as noted by previously distributed material.

**Special Report** Kit Foster distributed a list and categorization of his current tasks for use in potential reorganization and eventual succession.

## Old Business

**Collection Disposition Guidelines** Joe Freeman reported that this item needs to be carried over for future discussion.

**New Chapters/Sections** Joe Freeman reported a Motor Sport Section is still a possibility. Chapters in Eastern Europe and in Australia/New Zealand are possibilities as well.

## New Business

None

## Action Items

1. President Joe Freeman volunteered to look at the costs of liability insurance to see if costs could be reduced. Stanton Lyman was selected to assist Joe, with a report to be provided at a future Board Meeting.

2. Paul Lashbrook moved acceptance of the Treasurer's Report, motion seconded by Arthur Jones. Motion passed unanimously with no abstentions.

3. The Board accepted the report of the Nominating Committee and certified the election by acclamation.

4. President Freeman appointed Michael Bromley to contact Website Master Dave Duricy to explore possible expansion of the website, and report to the Board at a future meeting.

5. The report of the Committee on Academics was received with the Board endorsing the recommendations. The Board further endorsed the idea of having time set aside at the April SAH/NAAM conference for all committee meetings, with reports to be provided to the Board and general membership.

6. Darwyn Lumley moved acceptance of the Membership Committee report with authorization to proceed, seconded by Stanton Lyman. Motion passed with a unanimous vote and no abstentions.

7. President Freeman appointed Arthur Jones, Stanton Lyman and Kit Foster to review the report of the Membership Committee for recommendations to be made to the Board.

8. As noted in "Preliminaries" above, the Board moved acceptance of the By-laws revision wording by acclamation. Changes in wording are noted in bold print.

In Article II the Life Member category was removed, it had been subsection (c). The category of Active Member had been subsection (d); through elimination of the Life Member category, the Active Member category has become subsection (c).

By-Laws of the Society of Automotive Historians, Inc. as adopted on October 6, 1988, and amended on October 5, 1989, October 11, 1990, April 6, 1991, October 8, 1992, October 7, 1993, April 8, 1994, **and October 6, 2005**

### Article II—Membership and Dues Section 1—Qualifications

Membership in the Society is open to any person without restriction of race, religion, creed, color, sex or national origin. An applicant for membership must be of good character, but the Board has the right to refuse Membership to an applicant.

### Section 2—Classes of Members

The Society has these classes of Members: (a) **Founding Member**. A Founding Member is a person who was present at the founding of the Society on October 11, 1969, at Hershey, Pennsylvania, and who paid dues on or before that date; any person who was present at the founding and subsequently became a Member; and any person who was not present at the founding and who had paid dues on or before October 11, 1969.

### (b) **Honorary Member** An

Honorary Member is a person who has



**SAH President Joe Freeman presents Kim Miller, AACA librarian, with a plaque identifying the Ralph Dunwoodie Automotive Research Archive, which will reside at the Antique Automobile Club of America library.**

made an outstanding contribution to automotive history who has been elected an Honorary Member by the Board.

**(c) Active Member.** An Active Member is a person or corporation who pays annual dues.

Each Member has one vote. All Members have equal rights, preferences, limitations, and restrictions without regard to Class. Only Active Members pay annual dues.

Article III—Board of Directors  
Section I—Number and Term of Directors

The business, property and affairs of the Society are managed by a Board of Directors. The Board is composed of 13 **voting** Members, elected by the Membership, **and the immediate Past President for a two-year term commencing at the end of his or her presidency. The Past President is a non-voting Director.** The President, Vice President, Secretary and Treasurer are elected to those Offices for a term of two years, but serve also as Directors during their term of office. The remaining nine voting Directors are elected to a term of three 3 years. A “year” is the time that elapses from one Annual Meeting of Members to the next. A term begins at the conclusion of the Annual Meeting in the year in which an election is held. There is no limit to the number of terms for which a Director may be nominated and elected. Because the Initial Board of Directors served staggered terms, only three Directors are elected each year. A Director remains in office until a successor Director is elected and qualifies. A Director is expected to attend all meetings; however, if a Director does not attend at least one Board meeting in a year, that Directorship terminates at the conclusion of the Annual Meeting of Members in that year, and the Board appoints a successor Director for the remainder of the Director’s term in accordance with Section 4 of this Article.

#### **Adjournment:**

There being no further business, President Freeman adjourned the meeting at 9:31 P.M., October 6, 2005

Respectfully Submitted,  
Darwyn Lumley, Secretary

## **April 15th Is Deadline for 2006 Award Nominations**

Nominations are now being accepted for books, magazines, articles, organizations and people worthy of being honored in 2006.

**Nicholas-Joseph Cugnot Award, English Language** recognizes the best English Language book in the field of automotive history published in 2005. Nominations can be made to **Douglas Leighton, Huron University College, 1349 Western Road, London, Ontario N6G 1H3 Canada**

**Cugnot Award, Languages Other than English** recognizes the best non-English language book in the field of automotive history published in 2005. **Taylor Vinson, 1314 Trinity Drive, Alexandria VA 22314-4726**

**Carl Benz Award** recognizes the best article in the field of automotive history published in 2005. **Don Keefe, 1149 Hampton Drive, Victor, NY 14564**

**Richard and Grace Brigham Award** recognizes the best overall treatment of automotive history for a magazine as a whole. **Jack Juratovic, 819 Absequami Trail, Lake Orion, MI 48362**

**James J. Bradley Award** recognizes outstanding contributions to automotive history by an organization. **James Wren, 5930 Glen Eagles Drive, West Bloomfield, MI 48323**

**E.P. Ingersoll Award** recognizes the best treatment of automotive history in media other than print. **Arthur Jones, 504 South 26th Street, Philadelphia, PA 19146** or **Michael Bromley, 6303 Rockhurst Road, Bethesda, MD 20817**

**Friend of Automotive History Award** recognizes exceptional contributions to the cause of automotive history by an individual. **David L. Lewis, 2588 Hawthorn Road, Ann Arbor, MI 48104**

**Student Writing Award** recognizes the best treatment of automotive history by an upper-level undergraduate or graduate student. **Sinclair Powell, 8 Ruthven Place, Ann Arbor, MI 48104-2612** Deadline for this award is June 1, 2006.

## **SAH in Paris: Ten Years**

Beginning in 1996, SAH members from home and abroad have gotten together for drinks and dinner the evening before the opening of *Rétromobile*, the largest indoor old car show and flea market in France. Our tenth anniversary gathering will once again be at the Automobile Club de France. The date: Thursday, February 9, 2006.

The price of the dinner is 89 euros. Members coming from the U.S. should send a check in dollars payable to me, to arrive not later than January 23rd, addressed to me at 1314 Trinity Drive, Alexandria, VA 22314. As of October 28th, the exchange rate available to me was 1.24715 for a dinner price of \$111. Please call me at 703-751-7903 or e-mail me at ztv@comcast.net in January for current exchange rates.

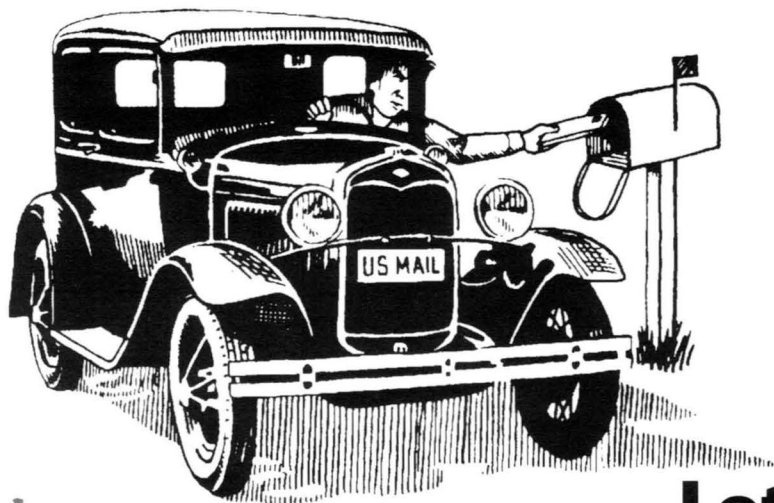
Members coming from outside the U.S. should make reservations with, and arrange payment to *Laurent Friry*. His e-mail address is [Laurent.friry@ericsson.com](mailto:Laurent.friry@ericsson.com), and home address, 22 rue d'Antony, F-91370 Verrierès le Buisson, France.

Please let Laurent and me know not later than January 23rd if you wish to come so that the ACF can make arrangements. Sorry, but payment must be in advance, not at the door, and Laurent asks that you not send Euro-cheques because of the fees involved in cashing them.

The Club, 6 Place de la Concorde, is easily reached from the Concorde Metro stop. We'll meet for drinks at 6:30 P.M., with dinner following at 8:00. Jacket and tie for men. A Cugnot Award and Awards of Distinction for books in a language other than English will be presented at that time, and we anticipate that the winners of the E.P. Ingersoll and a Richard and Grace Brigham Award will also attend. Dr. Fred Simoneone, owner of the Bugatti Tank that won at Le Mans in 1937 and the 1938 Mille Miglia-winning Alfa has tentatively agreed to talk to us.

We are also planning a day trip to the museum at Le Mans on Saturday, February 11th, taking the TGV from the

*continued on page 15*



## Letters

### Some Observations on the Health of the Hobby

*Jim Crabtree* raised valid questions about the future of car clubs and automotive history research in "Writing the History of Our Hobby" in issue 218. Attracting younger members is going to be a real challenge, and SAH and other groups must figure how to meet this challenge to survive.

At 42, I am consistently one of the younger members at the SAH banquet. For that matter, most of the adults walking the fields at Hershey and Carlisle are roughly my age and older. Of course, many of these people bring their minor children with them, but where are the younger adults in their 20s and 30s?

The answer lies in the major changes in society that have occurred over the last quarter century. No matter who is at fault, the changes have happened, so the following comments are meant as observation and not as political commentary.

Today's children are far more likely to be raised by a single parent, usually the mother, who in turn cares and knows little about motor vehicles. Cars are simply appliances. Even those in "traditional" two-parent households see both parents having to work full-time and often with second jobs to make ends meet, which leaves little time for an automotive hobby. Children typically spend most of their free time playing video games or simply watching televi-

sion, which has led to the demise of many traditional hobby shops down my way that sold hands-on devices such as scale model trains and model kits. Traditionally models and kits helped lead to interests in the real object.

As young adults they face a far more uncertain world, with layoffs and outsourcing having become the norm. The days when an employee stayed with one firm and retired from that firm are over. Even a college degree is no guarantee of decent income anymore, since many highly-paid engineering and technical jobs have gone overseas to be replaced by low-paid service jobs with no benefits such as paid vacations and even health insurance.

Perhaps it's a cliché, but as a group today's young adults are indeed unlikely ever to attain the standard of living that their parents had in the 1970s. Without that cushion in time and money, car clubs and the hobby in general are left in the cold. (Note also that older cars and parts have shot up in price due to speculation, placing purchase and restoration increasingly out of reach.)

Sociologists have mentioned the decline in younger people joining fraternal organizations such as the Shriners or even a local bowling league, so these phenomena don't affect just us.

Since the "Fast/Furious" movies young adults have shown more interest in modifying late-model subcompacts, but speed shop employees have noted

that this typically takes the form of paying to have a component installed instead of the end user installing it him/herself. Often the teens who are interested in such modifications have little actual knowledge of how an engine works; they simply want the cool goodies under the hood.

This is, however, a possible opening for SAH, CCCA and other automotive groups. Many of you could probably think of other openings. I have given the bad; now let's devise ways to make it good. We can do it; indeed we have to.

—Edwin Krampitz, Jr.

### "Wrong-Headed" Rants

My-my, *Jim Crabtree* must have gotten up on the wrong side of the bed the day he wrote the feature essay for the September/October issue of the *SAH Journal*. His rather disjointed tirade not only manages to admonish automotive historians but vehicle collectors, car clubs and generally all folks in the "old car" culture. His often "wrong-headed" rants are almost totally negative in tone and beg to be taken issue with. I think the best way to address Mr. Crabtree's essay is to draw from the text of the essay itself and offer a counter view.

The first statement that I feel is wrong is the very first one when Mr. Crabtree states, "The job of a historian is twofold. The first is to document facts: names, dates, places, etc. The second and perhaps more important job is to interpret those facts."

While the first of his premises is undisputable, the second is very suspect. While it is certainly within the realm of a historian to interpret findings, it is not what would be considered a mandatory job. Often facts and figures can be presented and readers or listeners invited to make their own interpretations. Just because one historian interprets a certain set of facts and figures as evidence to some sort of gospel, that does not mean that another will see the same facts and figures and not make another interpretation. That scenario has taken place innumerable times throughout history.

In the second paragraph Mr.

Crabtree tells us he is tired of obscure automotive stories and chides automotive historians to "rise to the next academic level" and presumably research and write histories that have "historical morals that are applicable to the future." Well, Mr. Crabtree, I am going to confess something that may just shock you. I research and write automotive history because I enjoy it. Automotive history is not international diplomacy, anthropology, medical research or any other scientific or politically significant discipline. It does have some social significance and, to be sure, it is much more than idle musings. Nevertheless, to rebuke automotive historians as mere "historical hobbyists and not academes" is demeaning and presumes to dismiss the bulk of our work as trivial. I take umbrage at that presumption but with the comfort in knowing that others also enjoy and take pleasure in what I do. I am sure that my writings will never win a Nobel or Pulitzer because the interest range is too narrow, but I do it because I like it, not because I intend to "change the world" somehow.

After a convoluted harangue laying the blame for the insurgence of the

Japanese into the American market on the doorstep of automotive historians, Mr. Crabtree goes on to call for a review of "our hobby." While making a valid point that a study and perhaps a book about the history of the automobile collecting hobby itself would be appropriate, he then takes on some big, well-known collectors and admonishes them for the way that they treated and failed to provide for the preservation of their collections for posterity. I remind Mr. Crabtree that these and most other collections (large and small) are privately owned. The disposition of these cars is a private matter. He stops short of proposing legislation but encourages muckraking by automotive historians to presumably dig up horror stories about the fate of automobiles sold at auctions. I find it implausible that someone would pay an auction price for an automobile only to have it meet the jaws of a crusher. I would be more concerned about so many antique automobiles leaving the country.

Car clubs are next in line for the whip. While the idea of a book or essay about the history of car clubs is a good idea, what is the rant about marque clubs

all about? Restoration standards and preservation of original cars also get their due. Somehow he once again points a finger at automotive historians, reprimanding them for not doing their job, and blaming them for the destruction of original cars.

Mr. Crabtree's last paragraph and statement is a prime example of the lecturing nature of the rest of his essay. He wants the SAH to "give more leadership and direction to the endeavors of our members as they explore their historical interests based on the important responsibility that historians have in society." Would someone please tell me just what that means? If the interests he refers to are individual, what influence would an organization like the SAH have in dictating what should be written about and how it should be written. In my eyes, that is not the purpose of SAH at all. The purpose of SAH is to bring together people with a mutual interest in automotive history and to provide a forum for people of all backgrounds and geographical locations to share information. There is also the informal camaraderie that goes with any organization made up of the like-minded.

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While there may be a few professional automotive historian/journalists among the SAH membership; the vast majority of members are folks who are enamored with automobiles and the automobile industry to the point that they like to delve into the past in detail, doing research and in many cases writing about it. The interests are individual and that is the way it should be; we didn't join the SAH for "direction." SAH is just fine as it is, Mr. Crabtree. Now if you would like to take on the bloated federal government, who really has a stake in the future, this old curmudgeon will join you.

—Bill Jepsen

## Let's Act Like Historians

Jim Crabtree makes a number of good points and raises very relevant questions in his article in *Journal* 218. His comments about the current status of activity as indicated by magazine circulation and company sales simply reflects the demographics of collectors, as those of us who grew up with the cars of the 50s and 60s are aging and many are losing enthusiasm.

I doubt there will be many dedicated enthusiasts of the dismal cars of the 70s and 80s, perhaps even the 90s. Restoration of many of today's cars will be difficult and probably prove futile, as they depend on so much electronics and software. It's like Ferrari selling you an F1 car but you have to have their crew in order to run it. That says a lot for our future, if you base it on car collecting.

I worry about museums, with the Harrah, Cunningham and Collier collections being examples. How many collections will be adequately funded to stay open to the public after the benefactor passes on?

Car clubs are social organizations and will persist as long as enough people like the same things and want to get together. Here in California anything seems to thrive!

As for what automotive historians should be doing, you should look at all historians. History is not just collected facts, but analysis of events. In fact, I do not consider encyclopedic collections of facts "history," just reference materials.

I consider the photos I've taken and collected the same way. History needs to look at what happened in the context of society, at who and what events affected what happened.

My current reading material is the new Levy bio of Porfirio Rubirosa, and the Edelstein bio of Curtis Turner is next up. Here are two books that grab the reader because the characters are so compelling and the stories well told.

Automotive bios are rarely as good unless the characters are interesting. Racing drivers are often good subjects for books, which is why my shelf is filled with them: Taruffi, Nuvolari, Donohue, Fitch, etc.

Those behind the car companies are also interesting. Besides Henry Ford, we have DeLorean, Bugatti, Bentley, etc.

But we've only scratched the surface. I did some research on Max Hoffman that resulted in two articles in club magazines (*Alfa Owner* and *Roundel*), and if not worthy of a book himself, he's certainly worth a couple of chapters in a book on how the sports car came to America. Maybe someday I'll write that one, but now other business requires my time and this is just a hobby.

Hopefully someone is making notes on the current status of the automobile, which may be in its final decline as many of us have known it. Ten years from now, we may see books analyzing why the American car company disappeared, victims of bad management which could not adjust to changing world conditions. A techno-history of hybrid technology will be needed. Probably a more thorough analysis of the end of the petroleum century.

If we call ourselves historians, let's act like historians.

—Jim Hayes

## Clarification on Trans-Atlantic Flights

In his extensive commentary on Harold Nockolds' book *Magic of a Name*, Maurice Hendry mentions early trans-Atlantic air flights, pointing out correctly that the first such flight was made by the USN Curtiss flying boat NC4 and dismissing

the claim of the Alcock-Brown flight in a Vickers Vimy bomber. Some clarification of these claims might be helpful.

The US Navy's crossing in May, 1919 was government-sponsored and highly organized. Three aircraft left Rockaway, New York, and followed a route via landings in Newfoundland, the Azores and Portugal. Only one of the three original aircraft landed in Plymouth, England, on May 31st, after a flying time of nearly fifty-four hours over a total of twenty-three days along a route patrolled by more than fifty American warships which provided navigational and meteorological assistance. John Alcock and Arthur Whitten Brown left St. John's, Newfoundland, in their Vickers Vimy on the afternoon of June 14th and landed in a bog near Clifden, on Ireland's west coast, after a harrowing flight of sixteen hours. Their altitude had varied from three hundred to eleven thousand feet and ice had been a constant enemy. Brown "de-iced" the aircraft by crawling out on its wings and chipping the ice off. Alcock and Brown were thus the first to fly the Atlantic non-stop.

The most famous flight of this type was, of course, that of Charles Lindbergh on May 20th and 21st in 1927, when he became the first pilot to cross the Atlantic in a solo, non-stop journey. The best brief account of these three "firsts" is contained in Carl A. Christie's *Ocean Bridge: The history of RAF Ferry Command* (Toronto: University of Toronto Press, 1995) pp. 3-6.

—Doug Leighton

## A Template for Success

I was intrigued by our editor's article on page 2 of *SAH Journal* 217, entitled "Single Badge for All GM Brands?" My thoughts were, "Why not?" In France a large manufacturer has successfully used this type of marketing for 107 years. GM's mirror image, Renault, is selling every car they can build without any dealer give-aways using this technique.

French cars are highly regarded in the rest of the world. They are selling millions of cars a year. To put it mildly, the French car industry is robust. The

principal players are Renault, Citroën, Talbot and Peugeot. The two countries whose cars we respect the most automotively, Germany and Japan, share something else in common. The most popular auto import into both of these countries are cars from France. This is particularly interesting when you consider that in the last several years the U.S. has had to strong-arm the Japanese and cajole the Germans into importing a quota of American cars. In my business travels I see French cars soldiering on under the worst conditions in Central and South America, Africa and, of course, all over Europe. They are obviously tough, competent cars.

Since they are the most common, I decided to learn Renaults. It wasn't easy. They are automobilia non grata to Americans. Nobody knows very much. I researched photos and literature in my files and talked to Europeans and Canadians who knew these cars. I even bought books. The cars of the teens and twenties were an alphabet soup of numbers from 8CV to 70CV. There were scores of cars available during this period, ungainly cars with the Renault hood aped by many American builders at the time. A huge radiator flush against the cowl, these cars were unmistakable.

In the 1930s Renault began to develop series names. The radiator moved to a more conventional location. As I learned more about this company; its people, structure, philosophy, the design theories and engineering, it became more and more obvious to me. Renault was GM with a Gallic accent!

In the '30s, Renault marketed six lines of cars. Five of the lines corresponded to the five basic cars in the GM lineup: Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac. Renault had an extra car, the Celtaquat. After 1934 the vehicle was called the Juvaquat. This was a small European-sized four-cylinder, four-passenger car. The rest of the Renault line were called Primquat, Monasix, Vivasix, Nervahuit and Reinahuit. The high performance versions would have the suffix sport or grand sport, as in Vivasport, while the top of

the line cars had the suffix stella as in Reinastella.

These cars had big, simple engines similar to GM power plants. They were offered in four-, six-, and eight-cylinder in-line L-head engines from three liters to 9 liters, and V-8 L-head engines from 4.2–5.6 liters. Three-speed transmissions with overdrive were standard. The engines were big and torquey and didn't need a four- or five-speed box except in the sport versions. While in Canada in 1999, I drove a 1940 Nervastella coupe. It was like driving a Buick Roadmaster without bouncing and wallowing. The five-spring suspension system is very capable.

Renault called all of their cars Renault and secondarily came the series. GM took the opposite tack. Renault always sold well. In France they are known as La Regie (the Company), while Renault calls itself L'automobile de France. That would not be a selling point in the U.S. Would Renault ever return to the U.S. market? They are already here; they are called Nissan. I am not suggesting that GM could fix itself by some sort of sleight of hand with names. It's really too late for that.

As for the other French companies, Citroën, Peugeot and Talbot, they are different kinds of companies compared to Renault. How are they doing? Just fine, thank you. In fact, their sales are "tres robuste." In France and abroad their assembly lines are humming along on overtime.

They differ from La Regie in business style and technique. Renault is aggressive and acquisitory, always looking to expand by purchasing other companies. This is the same business model used by American and German companies. The key to Citroën's, Peugeot's and Talbot's success has been a mastery of strategic alliances, where they always seem to come out on top. Talleyrand would be proud. The thinking behind this seems to be it makes more sense to preserve the companies' independence by establishing a strong network of international cooperation. Their products are stylish, competent and are strongly evocative of their pre-war cars. They sell well in all market

sectors and average an 8–10% profit margin. Those are very good numbers in the "world car" marketplace.

Like Renault, these companies show no interest in the largest market in the world, the U.S.A. At an auction, I met a Frenchman in middle management with an automotive background. He likened the American automobile industry to a lumbering wounded elephant. I agreed, but responded with "wounded elephants can be dangerous." He nodded agreement.

The condition of the U.S. auto industry is serious. Both GM and FoMoCo have had years where they show their stockholders' losses equal to the gross national product of Romania. This can't continue. Before going hat in hand to our government expecting the taxpayer, the customer, to bail us out, it's time for us to seriously look at other ways of doing business.

For the last 50 years we have hired the best and brightest from the best schools in the U.S. They have been well paid and have had access to the best facilities. We have raided experienced talent from the Orient and Europe and paid them handsomely, to no avail. We have been involved in joint ventures with our competitors in the world marketplace. We have watched the countries and companies we admire firsthand. We have apparently learned all we can absorb. It is not enough. Is there something inherently sick in the corporate culture of GM and FoMoCo? I hope not. I still buy American cars, and frankly I am embarrassed by our performance in the worldwide automobile marketplace.

Maybe we should forget our petty acrimony and visit a country where all the players are healthy. We need to visit France. We need to learn again how to make stylish, economical, interesting cars that people actually want to buy. Where the car builders can make 8–10% profit with factories on overtime selling every car and truck they can make.

We have lost something they still have. We need to find it again. How hard can that be? A template still exists.

—Fred Summers

## SAH News continued from page 10

Gare de Montparnasse for the hour's trip to and from. The cost is approximately 90–100 euros but could be lower depending on the size of our party. For this reason, all of you who'd like to go, whether you live in the U.S. or elsewhere, should contact me at my e-mail address or home address (see second paragraph). Final details will be in the January/February issue of the *Journal*.

As for the show, this much is known. The theme of *Rétromobile* for 2006 is based around auto advertising. For the fifth year Christie's will hold an auction on the floor. On the FFVE stand, the marque Rolland-Pilain will be observing its centenary.

—Taylor Vinson

## Members in the News

Beverly Rae Kimes is the 2005 recipient of the International Automotive Media Awards Lifetime Achievement Award. Bev was presented with this award on November 15th at Sardi's restaurant in

## Doing Well While Doing Good

The January/February issue of the *Journal* will include the latest edition of the Silent Auction Catalog. There is still time to donate books, magazines and other printed memorabilia for the upcoming catalog. The Silent Auction is a great way to clear out clutter in a historically responsible way. And did you know that your donations are tax deductible? Talk about a win-win situation. Contact Leroy and Cora Cole (810-636-7221, leroycole2@aol.com) for more information.

New York City. Walter R Haessner, executive director of IAMA, noted that Bev entered the world of automotive journalism when she took her first job with *Automobile Quarterly* in 1963, and has had an affair with old cars ever since.

Michael Jekot won a first place award in the Professional Artist category at this year's Porsche Club of America's 50th Parade celebration in Hershey, Pennsylvania, in August. The acrylic painting submitted was of Michael's first Porsche, a 1954 356 coupe, and is titled "Fading Memory." Michael has been painting automobiles and their owners for over 35 years and is a member of the Guild of Motoring Artists.

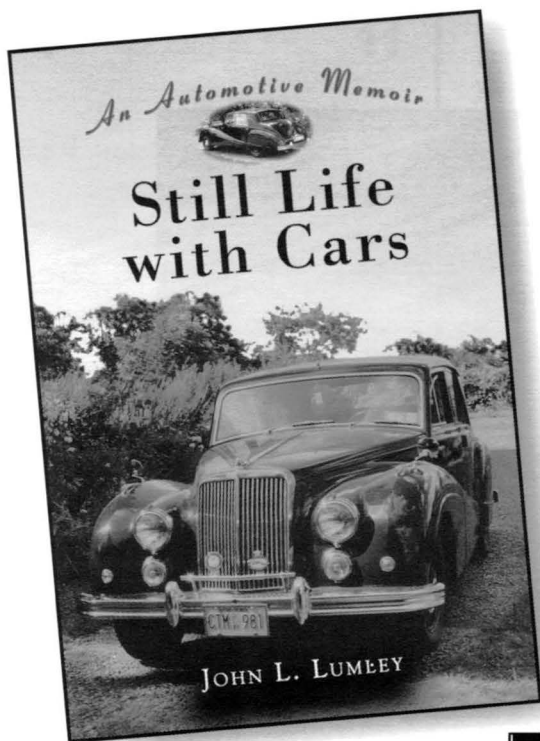
## The BILLBOARD

**Information Wanted** The manufacturing policies instituted by Henry Leland at Cadillac in the early years of the 20th century resulted in a car built to tolerances that made possible assembly and the replacement of parts without filing or the scraping of bearings. His achievement was recognized by the award of the Dewar Trophy in 1909. Can our members tell me at what date other manufacturers were able to match this level of quality. Buick, Ford, Packard, Pierce, others? **Arthur Jones, 504 South 26th St., Philadelphia PA 19146, nomecos@netaxs.com, 215-985-4714**

**Photographs Wanted** The International Automobile Photograph Co. of Minneapolis, MN produced factory photograph reproductions in the 1940s. Does anyone know the whereabouts of the remnants of this company, the name of the owner or descendants or any other pertinent information? **Walter Miller 6710 Brooklawn Pkwy., Syracuse, NY 13211, 315-432-8282, fax 315-432-8256, e-mail info@autolit.com**

**Auto Racing Photos for Sale** Thousands of 1910–1965 photos of big carsprints, midgets, track roadsters and a few stock cars. The photos are from all over the U.S. and Canada. 5x7, black and white prints. **Don Radbruch, 450 Road 39G, Sagle, ID 83860, 208-263-5953 (daytime) e-mail radbruch@sandpoint.net**

**Needed for Research** To borrow or purchase: *Motor Car Design and Pacing Three P's: Packard, Peerless & Pierce Arrow* Also have many magazines for sale. Contact me for list. **David Edyvean, P.O. Box 363, Rotterdam Junction, NY 12150 e-mail: dkvean@capital.net**



This engaging memoir follows a life spent nursing an obsession with cars. With occasional play in the garage of the Ford estate and an excursion to see Buckminster Fuller's three-wheeled Dymaxion among his earliest memories, John Lumley's enduring love of cars is no surprise. From those childhood adventures followed a lifetime spent elbow-deep in engines—Nash, Hupmobile, Citroën, Triumph, Volkswagen, Lagonda, Armstrong-Siddeley, Bentley and more, many of them pictured.

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THE WR-70, a one-of-a-kind fiberglass vehicle powered by a Volkswagen diesel engine. Built by Eugene Wright of Pennsylvania, it weighs 1,400 lbs., gets 70 mpg and goes at regular highway speeds. Passengers sit tandem fashion, motorcycle style. It is registered as a motorcycle. Mr. Wright has a patent and is seeking a manufacturer. *George W. Green collection*