

SAH Journal

The Society of Automotive Historians, Inc.
Issue 231 November–December 2007



www.autohistory.org

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The Journal's Man in Hershey

By Leroy Cole

Hershey week began Monday with the bi-annual literature auction by the AACA Library. *Kim Miller* and her staff did their magic and all attending went away with bargains and the library prospered.

Tuesday afternoon was a time to shop early while vendors were setting up, although the 92-degree temperature curtailed my shopping after only two hours.

Wednesday was a beautiful day as we opened the SAH Hospitality Tent. By afternoon it was all very livable and inviting.

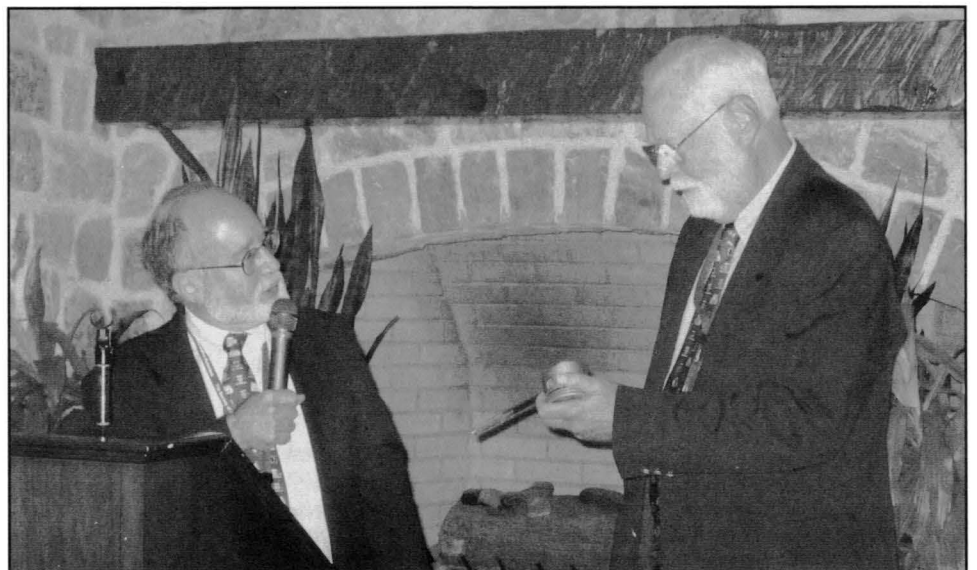
Thursday brought rain and at times lots of it. As we sat in the tent the water began to run in one side and out the other, but on blacktop. "No mud," be-moaned some of the traditionalists. "I remember the mud sucking off people's boots," and reports of M.I.A. type stories were resurrected. We had lots of visitors that day and signed up three new members.

Friday was dry and that evening we met at the Hershey Country Club's new banquet facility. We felt at home again after two years of "temporary housing."

The Saturday Car Show enjoyed a cool sunshiny day and large crowds. However the hospitality tent saw few visitors and by 4 P.M. was back to its original configuration awaiting 2008.

See you in Nashville. But first here are the SAH Awards for 2007.

continued on page 4



Outgoing SAH President Michael Berger presents the President's gavel to Darwyn Lumley along with a some welcoming remarks to the new President at the SAH Annual Banquet in Hershey. *photo courtesy Bobbie'dine Rodda*



Thomas S. Jakups, Editor

I was unable to attend Hershey this year for the first time in several years. My mother who had been in hospice care for almost a year was gravely ill and I knew her time was short. She passed away on October 14th and I was glad I was able to spend the final week with her. I want to again thank all of you who sent me kind words of support during this difficult time.

Fortunately, I was able to request and get immediate help from SAH members *Bobbie'dine Rodda* and *Leroy Cole* to assume my Hershey

Thank You

duties. *Bobbie'dine* did a fantastic job taking photos at the Awards Banquet and *Leroy* sent me his photos and a DVD of the event along with his Hershey report. All together it was almost like being there, but not quite. I look forward to attending Hershey 2008 in person.

As you look across the spread you will see a new face atop the President's Perspective page. I welcome *Darwyn Lumley* to the *Journal* and I look forward to his bimonthly messages.

Last but not least, I want to thank McFarland Publishing for including its catalog again this year and for its support throughout the year

—Tom Jakups



The irrepresible duo, Leroy Cole and Bobbie'dine Rodda photo courtesy Cora Cole

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

**Copy Deadline for Journal 232
December 31st**



Darwyn H. Lumley, President

Hello, I am the new President of SAH. I have recently returned from Hershey, having once again been in the SAH Hospitality tent and at the Annual SAH Awards Banquet. While at the tent, those of us who engage with potential members who stop by generally get two responses. The first is one of surprised interest: "Automotive History, hmm?" (Our friends to the north in Canada, and those of Scottish persuasion end their sentence with an "eh.") For some people, learning about SAH often results in their feeling as if a new dimension in life has been opened to them and the next response is to ask what advantages result for those who become members.

In answering this question, I have noticed that those of us in the tent often point out the three SAH publications that are on display. (*SAH Journal*, *Automotive History Review* and the *Membership Directory*). We also explain about the Awards Banquet and perhaps a few other benefits of membership. While providing this typical response I have often felt that I was giving a very superficial answer, although under the circumstances it may be reasonably satisfactory. The wind is often blowing at Hershey; sometimes it is raining and generally persons stopping at our tent have a sort of time limit as they are vainly attempting to visit each field of vendors. We have a limited time to spark an interest.

An Invitation

A more acceptable and complete answer probably would be misinterpreted. How would a prospective member respond to one of us saying, "The benefits of membership are in belonging to a group of people who share a common interest. What you get out of being a member is really up to you." That in turn, if we had sufficient time, might lead to a nice conversation about SAH membership.

I am going to take this opportunity to mention some regularly scheduled SAH happenings that members may sometimes forget as being advantages of membership. If we forget what benefits SAH membership brings, we can't easily provide attractive information to a potential member.

For some time now, SAH membership has reached a sort of plateau. In effect we are replacing members each year, but no growth has taken place. Growth in membership is not intended to be an aim in itself but as a means of carrying out our organizational purposes. Someplace along the way I picked up this quotation: "It is the function of some people to consciously pass on information, or views of the past, across the generations." Through the formation of SAH, and our membership in it, we have taken on the task of passing on automotive history. To carry out our functions, we need to sustain our present membership, and add those who share our interest.

If you have a computer, or access to one, I suggest you take a look at the SAH web site. It can be found at www.autohistory.org. In fact, I suggest you check the web site on a periodic basis as announcements and a calendar of events are available.

At present you will find an appeal for papers to be presented at the automotive history conference sponsored jointly by the National Association of Automobile Museums

(NAAM) and SAH in Nashville, Tennessee, in April, 2008. More information about the conference can be found on page 8 in this issue of the *Journal*.

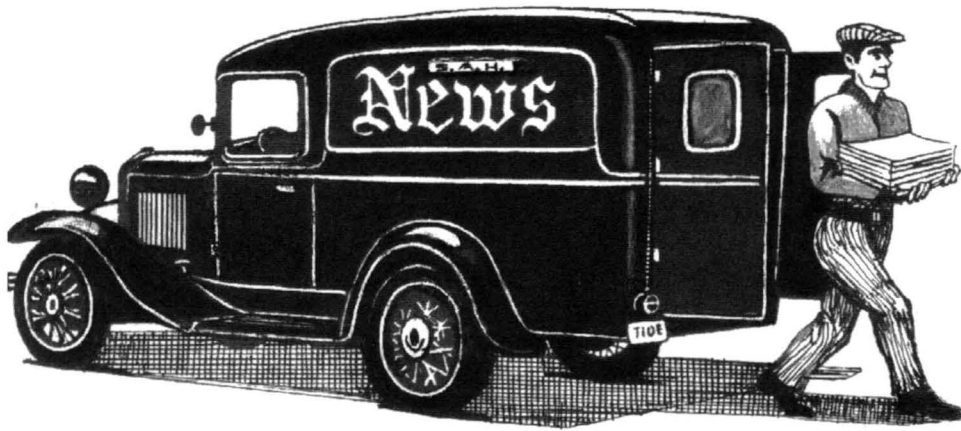
The conference provides two membership opportunities, the first being aware of and attending the conference. The second is the opportunity to share your ideas and research with everyone in the presentation of a paper. Informal discussion opportunities also exist between sessions, after hours and during luncheons.

Recent conferences have been held in South Bend, Indiana, Dayton, Ohio, and Los Angeles, California. Since we share the conference with NAAM, the specific center of the event is an automobile museum. In Nashville it will be the Lane Motor Museum.

While no papers are presented at Hershey, the Hospitality Tent and the Awards Banquet provide similar opportunities for discussion and meeting other members. The awards are an often overlooked benefit of SAH membership. SAH members are invited to make nominations in our two award divisions: publications and service. In the publication division we have six separate award classes. In the service category we have two awards including the prestigious Friend of Automotive History honor. In the *Journal* you will find a listing of the awards, the chairpersons of the award committees and their addresses.

Please consider this message as an invitation to enjoy the membership benefits that have just been mentioned. At the same time, consider informing at least one of your friends about SAH. Other benefits of SAH membership will be described in future messages. Give the Nashville conference some consideration. I look forward to meeting you there.

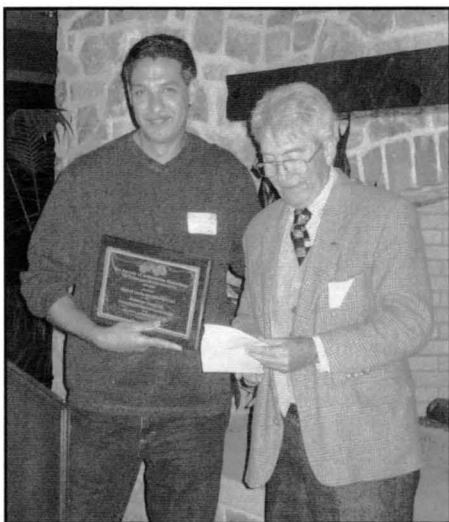
—Darwyn Lumley



Richard and Grace Brigham Award

There are two recipients of the 2007 Richard and Grace Brigham Award this year. *Charge Utile* magazine, published by Histoire & Collections, Jean-François Colombet, rédacteur en chef, is a French publication of commercial vehicles—basically everything except automobiles. That award will be presented in France next February. The other award winner is *Hemmings Classic Car*, published by Hemmings Motor News, Richard Lentinello, editor-in-chief.

Hemmings Classic Car is a relative newcomer to the old-car scene. However, this four-year-old publishing effort began with a deep heritage of editorial excellence.



Hemmings Classic Car editor Richard Lentinello (l) with Brigham Award presenter Jack Juratovic photo courtesy Bobbie'dine Rodda

Many readers, myself included, were apprehensive when we learned that *Special Interest Autos* was to be no more. I thought, oh my gosh, no more Russell von Sauers drawings? Or the driver comparisons of competitive models?

It turns out my fears were allayed. Now approaching its fortieth issue, *Hemmings Classic Car* has served its readership well. Subtitled *The Definitive All-American Collector-Car Magazine*, it has expanded the SIA format into new territories and directions, but has been able to keep the reader relationship and involvement intact, and with the new format it reaches out to a more diverse reader base. *Hemmings Classic Car* presents a modern face with a four-color format, five excellent columnists, 14 departments, a bevy of monthly special features and, to my personal relief, the Drive Reports with the Russell von Sauers drawings.

Each issue brings information and varied outlooks on the history of the American car and takes the reader along for the ride. Congratulations to Richard Lentinello and the staff at *Hemmings Classic Car*.

—Jack Juratovic

Carl Benz Award

I would first like to thank President Mike Berger and Past Presidents Joe Freeman, Dale Wells, Leroy Cole and Kit Foster, as well as 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 many more years of service.

I also wish to thank our committee members, Dennis David, Sam Fiorani, Keith Mathiewetz, John Sawruk and Bill Warner for their expertise in evaluating the nominations and declaring the winners. As time goes on, I have seen them excel not only in their own areas of expertise but also as a cohesive evaluation unit. This is Sam's second year on the Committee, and I watched him hit the ground running last year and confidently settle in this year, his expertise with foreign cars being especially helpful. As always, I am aided by Dennis, who has really assumed the role as first chair and has offered much help over the years, even presenting when I was unable to.

I would also be remiss if I didn't thank my assistant Tracy Blawski for her help preparing the packages to be sent to the Committee members. Without her, things would be far less efficient.

The Benz Award recognizes excellence in the presentation of automotive history appearing in periodical publications, such as newspapers, magazines, newsletter, journals and other formats. A maximum of 250 points is awarded in the area of historical research and a maximum of 250 points for presentation of that research.

This year, our total number of submissions was down a bit—we had 10 nominations from a variety of sources. It was a case of quality over quantity as I was impressed by the high quality of the works that made it to us. In addition to the Benz Award this year, the Committee has named an Award of Distinction.

Our Benz Award of Distinction goes to Gary Witzenburg for his excellent article, "Standing the Test of Time: The Continuing Story of the Packard Proving Grounds," which

appeared in the April 2006 issue of *Collectible Automobile*. It scored a total of 475 out of 500 points. Congratulations Mr. Witzenburg!

Our 2007 Benz Award winner was an excellent account of a little-known but significant chapter of early NASCAR history, the 1956 NASCAR race at Road America in Elkhart Lake, Wisconsin. Not only did the article cover the history of the track itself but also chronicled the path that NASCAR took to hold its only race at that facility. In parts, the article read like a traditional historical perspective but then it shifted gears, covering the highlights of the race much like one would announce color commentary for a televised race. Illustrated with event photography and modern shots of a Curtis Turner replica, the article was an entertaining romp through a very interesting race. The 2007 Benz Award goes to "Breaking the Mold: NASCAR at Road America, 1956," by Greg Fielden, which appeared in the June 2006 issue of *Collectible Automobile*. It scored a total of 479 out of 500 points. Congratulations to Mr. Fielden!

—Donald Keefe

Student Paper Award

Automotive historians are well aware of the main dimensions of automotive history. It encompasses the vehicles themselves, the companies that built them, the competitions in which they participated, as well as the social and environmental conditions influencing the development of an automotive culture in many countries of the world. The winning paper in this year's student paper competition explores the impact of the automotive culture on rural Belgian Flanders.

Els De Vos, a Ph.D. student in architecture and urban design at the Catholic University of Leuven, has written an outstanding piece of research entitled "The Development of the Garage in Rural Belgian Flanders." In her paper the challenges facing home occupants, archi-

ects and urban planners as they sought to find an appropriate place for the auto in relation to the single-family house are explored. She examines such questions as "How did the increasing use of cars shape domestic architecture in the 1950–1960 period in Belgium?" She concludes that the process that gave birth to the garage was complex because it was answering to functional as well as symbolic considerations.

Ms. De Vos could not attend our awards banquet tonight. However, she has expressed profound gratitude to the Society of Automotive Historians for being awarded this year's prize and has indicated an interest in accepting our invitation to receive the award at the SAH Paris banquet in February.

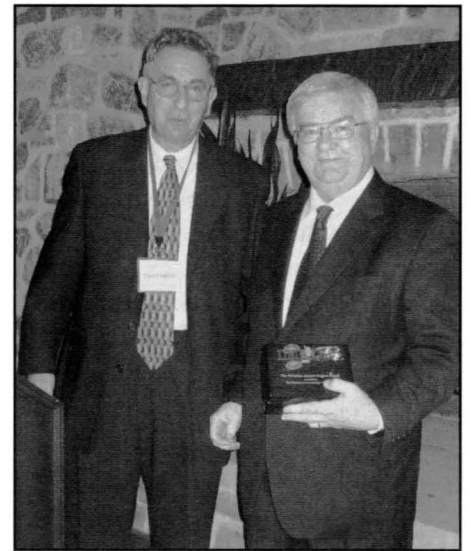
—Robert Ebert

Nicholas-Joseph Cugnot Award English Language

New works in history usually impart new knowledge, but the best of them cause us to re-examine old assumptions, or bring into the foreground people and discoveries which have been overlooked. Automotive safety, for example, is a current and all-embracing topic, used extensively and intensively by companies such as Volvo and Mercedes-Benz to advertise their products, yet we know little of the men and women behind important developments in this field.

Harry Niemann's book, *Béla Barényi: Pioneer of Passive Safety at Mercedes-Benz*, gives the Hungarian-born inventor of many modern systems the attention he so richly deserves. The book is thoroughly researched, clearly written and handsomely produced. It has earned one of this year's SAH Awards of Distinction.

Some figures in automotive history are so well-known that the mere mention of their names conjures up popular images. Henry Ford and Henry Royce, for example, come immediately to mind. Among knowl-



Cugnot-English Award Chairman Douglas Leighton (l) with this year's winner William Pelfrey photo courtesy Bobbie'dine Rodda

edgeable students of automotive history, they might be joined by others like H.M. Leland, R.E. Olds or Billy Durant. Karl Maybach's name is probably in the latter category, despite the recent introduction of a high-end automobile once again bearing the name.

Harry Niemann's exhaustively-researched *Karl Maybach: His Engines and Automobiles* provides a fulsome portrait of the man, his family and his engineering contributions to the development and application of internal combustion engines. Handsomely produced, *Karl Maybach: His Engines and Automobiles* is a worthy recipient of an SAH Award of Distinction.

A special word of thanks to Ginger Schulz of Classique Car Library Ltd. for submitting these two works to this year's Cugnot competition.

History is a discipline full of paradox. It requires a high degree of technical skill, yet it is open to anyone who wishes to undertake research, pursue questions and communicate them to an audience. The best history, then, is at once scholarly and sophisticated, but open and readable, appealing to the specialist and the general reader alike.

William Pelfrey's book, *Billy, Alfred and General Motors: The Story of Two Unique Men, A Legendary*

Company and a Remarkable Time in American History, is such a work. It captures the contrasts between the ultra-flamboyant “Billy” Durant and that driven genius of organization, Alfred Sloan, but it also helps us to understand the corporate evolution of General Motors.

William Pelfrey offers us new insights and tells a story in readable prose that is handsomely produced with excellent photographs. It is a pleasure to award Mr. Pelfrey this year’s English-language Cugnot Award.

—Douglas Leighton

Nicholas-Joseph Cugnot Award Non-English Language

The Nicholas-Joseph Cugnot Award is also presented for the book published in the previous calendar year in a language other than English which represents the most outstanding writing and original research in automotive history.

This year’s award goes to a German writer, Horst Ihling, for his book *Autorennsport in der DDR - BMW (Ost), EMW, Wartburg*. The book appears to be the first comprehensive account of auto races and rallies in the former East Germany during the Cold War, as well as treating the prewar competitive efforts of Dixi and BMW, whose headquarters fell behind the Iron Curtain. For 32 years, Herr Ihling worked as a Dipl. Ing. in the technical bureau of Auto Werke Eisenach, the company that manufactured the Wartburg. He was also the company’s press chief and leader of its rallysport division. The publisher is Schneider Text of Giel-Courteilles, France. On a personal note, I came across this book in Weimar last year, was impressed with it, and *Ferdie Hediger* arranged with the publisher, Hans-Jürgen Schneider, to send a copy for consideration by the Committee.

The Society also recognizes books of particular merit in a language other than English with its Award of Distinction. Ferdie nominat-

ed this year’s winner of the Award of Distinction, *Alle Autos der 60er Jahre*, by Roger Gloor of Bern, Switzerland. This is the first time that SAH has awarded a prize to a Swiss citizen. Herr Gloor has worked for the Swiss magazine *Auto-Revue*, for over ten years. He has just come out with a similar book on cars of the ’50s which will be an entry in the next competition. The publisher is Motorbuch Verlag of Stuttgart.

As last year, this year’s Committee included *Bev Kimes*, *Frank Gump*, and *Matt Sonfield*, and my thanks for their steadfast service.

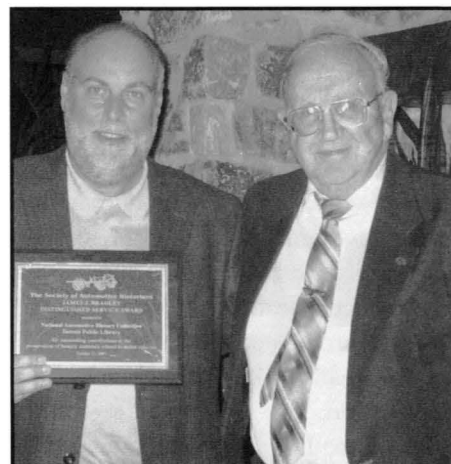
—Taylor Vinson

James J. Bradley Distinguished Service Award

The 2007 James J. Bradley Award is presented to the National Auto History Collection (NAHC) of the Detroit Public Library. Once again the NAHC has demonstrated its dedication and determination to seek out and preserve automotive history.

Mark Patrick, Director of Special Collections, is here tonight to discuss the latest major acquisition, a very successful duplicates sale and the new location of the collection in downtown Detroit.

—James Wren



Mark Patrick of the National Automotive History Collection, Detroit Public Library (l), is a proud recipient of the James Bradley Award presented by Chairman Jim Wren photo courtesy Bobbie'dine Rodda

Friend of Automotive History

We have a unique situation in regard to the 2007 Friend of Automotive History. That is, he was nominated by three separate members of our Society. This is quite unusual and, I believe, should be understood as a measure of the many contributions made to the interest we all share: automotive history. Of the three nominations, two were made by SAH members on this side of the ocean, and one by a member who resides in the United Kingdom. The truly international nature of an interest in automotive history is capped off by the 2007 Friend of Automotive History being *Malcolm Jeal*, present chairman of the Society of Automotive Historians in Britain.

Malcolm has devoted much of his life to the pursuit of scholarship in automotive history. A member of SAH since 1989 (#1380), he has edited *The Gazette of the Veteran Car Club of Great Britain* (informally known as “The Veteran Car”), and *The Automobile*, the popular British magazine devoted to early automobiles and their history.

Malcolm is no stranger to receiving awards from SAH. *The Automobile* has received our Brigham Award in the past and a number of articles therein have been awarded Benz recognition.

We are all familiar with the London-Brighton Veteran Car run, an event which has a unique place in automotive history. Begun as a commemoration of an historic 1896 change in highway laws, the annual London-Brighton run is open to the three- or four-wheeled cars which must be certified that their build took place prior to January 1, 1905. For many years Malcolm chaired the Dating Committee of the VCC, whose task is to ascertain the “most probably correct” manufacture date for cars owned by members. This task is particularly onerous because of the prestige and commercial pressures that owners and dealers of cars can apply,

as it determines eligibility for the London-Brighton Run, among other factors.

One of the three nominators for Malcolm states, "I doubt there is anyone . . . in the UK—or worldwide come to that—who knows more about the veteran period, or who has done more to promote motoring history." As you can see, Malcolm Jeal has helped to enhance the prestige of the London-Brighton Veteran Car Run, as another nomination statement reads, "by always applying the strictest of standards of historical evidence regardless of political or social costs." When it takes place again, next month, the London-Brighton Run is billed as "the world's longest running motoring event." Since retiring as chairman of the Dating Committee, he remains on the committee and renders exemplary service.

Malcolm further continues to render service to the subject of automotive history as editor of the annual publication of *SAHIB Aspects of Motoring History*, published by the Society of Automotive Historians in Britain, as well as by assisting fellow researchers.

It is my pleasure to present the 2007 Friend of Automotive History to Malcolm Jeal.

—Darwyn Lumley

April 15th Is Deadline for 2008 Award Nominations

Nominations are now being accepted for books, magazines, articles, organizations and people worthy of being honored in 2008.

Nicholas-Joseph Cugnot Award, English Language recognizes the best English Language book in the field of automotive history published in 2007. 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 2007.

Taylor Vinson, 1314 Trinity Drive, Alexandria VA 22314-4726

Carl Benz Award recognizes the best article in the field of automotive history published in 2007. **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, 9501 Bearfoot Trail, Brooksville, FL 34613**

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**

Student Paper Award recognizes the best treatment of automotive history by an upper-level undergraduate or graduate student. **Bob Ebert, 4958 Somerset Court, North Ridgeville, OH 44039**
Deadline for submissions for this award is June 1, 2008.

James J. Bradley Award recognizes outstanding contributions to automotive history by an organization. **James Wagner, 1669 Nantucket Road, Plymouth, MI 48170**

Friend of Automotive History Award recognizes exceptional contributions to the cause of automotive history by an individual. **Bob Ewing, 5841 Greenleaf Avenue, Whittier, CA 90601**

By-laws Amendments

The SAH By-laws allow amendment by a vote of seven or more Directors, provided that notice is promptly published in *SAH Journal* and members given an opportunity to petition for modification or reversal. The following amendment (underlined text) was voted at the Directors' meeting on October 11, 2007. Petitions must contain the signatures of two percent of the membership (twenty signatures at current membership level) and should be presented by February 1, 2008. Direct them to the Secretary: *Arthur Jones*, 504 South 26th Street, Philadelphia, PA 19146.

Article II - Membership and Dues
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 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.

(d) Student Member. A Student Member is a person who is currently enrolled full-time in a program of studies at a school, college or university, and who, therefore, pays annual dues but at a reduced rate.

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

SAH at AHA

SAH will host two sessions at the American Historical Association's 122nd Annual Meeting in Washington, D.C. January 3–6, 2008. The SAH sessions on January 4th and 5th are titled, "Elusive Popularity: The Uncertain and Uneven Quest for 'the People's Car' Parts 1 and 2"; they will tie in to the centennial of the Ford Model T. The sessions will be held at the Marriott Wardman Park hotel. Contact *Michael Bromley* at 301-633-1139 or *ml_bromley@verizon.net* for more information. He is looking for appropriate multimedia for the museum-type display.

SAH in Paris XIII

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 13th annual gathering will once again be at the Automobile Club de France (ACF). The date: Thursday, February 7, 2008.

The inclusive price of the cocktails and dinner is 96 euros (about \$142 as of November 1, 2007). Members coming from the U.S. should write me at 1314 Trinity Drive, Alexandria, VA 22314 or e-mail me at ztv@comcast.net after January 1, 2008, and I will let you know the exact amount. At that point you may pay me by check.

Members coming from outside the U.S. should make reservations with, and arrange payment to, *Laurent Friry*. His home address is 22 rue d'Antony, F-91370 Verrières le Buisson, France and his e-mail address is Laurent.friry@ericsson.com. Please let Laurent and me know not later than January 25th if you wish to come so that the ACF can make arrangements. Sorry, but Laurent asks that you not send Eurocheques 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 7:45. Jacket and tie for men. The dinner will be distinguished by the fact that more Awards will be presented in Paris than at Hershey: the Friend of Automotive History, two Awards of Distinction for books in English, the Nicholas-Joseph Cugnot Award and Award of Distinction for books in a language other than English and the associated publishers, one of the two winners of the Richard and Grace Brigham Award, and the Student Paper Award. Elsewhere in this issue of the *Journal* you will find the winners' names.

We are also planning a day trip

to the Chateau de Compiègne on Saturday, February 9th, about 45 minutes by train from Paris, to visit the Musée National de la Voiture et du Tourisme with its 75 horse-drawn vehicles of the 18th and 19th centuries and its collection of over 30 automobiles. The Chateau also houses a museum of the Second Empire and is set in a beautiful park. Further information is available at www.chateau-compiegne.fr. Train tickets will be the responsibility of the individual traveler; we would gather at the Gare du Nord at 10:00 A.M. I am seeking permission for us to visit the Kellner Archives which are housed in the Chateau. On the return trip, members may want to stop at the charming town of Senlis.

Final details about the dinner and the trip will be in the January/February issue of the *Journal*

—Taylor Vinson

SAH and NAAM Officials Plan 2008 Conference

Taking advantage of the huge annual gathering at Hershey, six Board members of SAH and NAAM met on Friday October 12th at the AACA Museum to lay plans for the upcoming 2008 Conference, to be hosted April 2nd through the 5th by the Lane Motor Museum in Nashville, Tennessee.

In the interest of improving communications and collective efforts between the two organizations, the NAAM Board arranged the meeting, which was attended by President Laura Brinkman, SAH Board member *Judith Endelman* from The Henry Ford and Michael Spezia from the Gilmore Museum. SAH was further represented by officers *Michael Berger* and *Darwyn Lumley*, Conference Coordinator *Joe Freeman* and Board member *Arthur Jones*. It was decided to offer a number of joint presentations focusing on matters of interest to members of both groups. The conference will also include two dinner presentations open to all attendees.

In addition, the group proposed exploring the creation of a new award for the best public presentation of automotive history.

The general theme chosen for the 2008 conference is "Competition and the Development of the Automobile: The Search for Performance and Reliability." All SAH members are invited to submit proposals for presentations and papers to be offered during the gathering. Please contact the SAH Conference Coordinator Joe Freeman at jfreeman@racemaker.com or 121 Mount Vernon Street, Boston, MA 02108.

—Joe Freeman

Studebaker National Museum Opens Archive Center

The Studebaker National Museum Archive Center is open for business. The Archives opened October 23, 2007, culminating a year-long project to remodel the former "Jelly's Bar" to house the Studebaker National Museum's 70-ton collection.

The Studebaker National Museum Archives holds the surviving archives of the Studebaker Corporation and the Packard Motor Car Company. The collection includes an image collection with over 50,000 images, company publications, engineering drawings, sales literature and dealer and production records. The oldest records date to 1854, and the photo collection dates to the 1890s.

The SNMA also offers historical monographs and reprinted Studebaker parts and service manuals for sale.

The 9,000 square foot-archive center also holds records for the Packard Motor Car Co., Dodge Manufacturing, O'Brien Paints, the Bendix Corp., South Bend Toy and South Bend Lathe because they were all part of local industrial history. The written records go back to 1854.

The SNMA features a public reading room where researchers can spend time with retrieved records. The research room will be open Monday–Thursday from 10:00 A.M.– 4:00 P.M.

Researchers receive the first 30 minutes free, with hourly fees applying thereafter. Image and document reproduction fees apply in all cases.

The Studebaker National Museum is located at 201 South Chapin Street, South Bend, IN 46601, +1 574-235-9714, www.studebakermuseum.org.

Obituaries

Wally Parks

1913-2007

Wally Parks, the driving force behind the formation of the National Hot Rod Association (NHRA), has died at the age of 94. It was Parks's vision, goals and unconditional commitment to the need for speed and side-by-side racing in a safer, more controlled environment that created what is today the world's largest motorsports governing body.

Born in Oklahoma and living in Kansas until age 8, Parks and his family then moved to California, where his automotive interests surfaced. In his high school years, he became active in building stripped-down Model-T Fords and Chevy fours for use on the street and in early speed trials conducted on dry lakebeds in the Mojave Desert, north of Los Angeles.

In 1937, Parks took part in the formation of the Southern California Timing Association (SCTA)—an organization focused on conducting land speed record events—serving as one of its officials until World War II began. In 1946, following military service in the South Pacific, Parks was elected president of the reorganized SCTA. In 1947, after 10 years of employment as a road test driver and process engineer for General Motors, Parks left GM to assume a new role as the SCTA's general manager. It was his concept that produced America's first Hot Rod Show, presented by the SCTA in 1948 at the Los Angeles Exposition Armory.

In 1948, Parks helped co-publishers Bob Petersen and Bob Lindsay in the introduction of *Hot Rod* maga-

zine, which became one of the world's largest-circulation auto-enthusiast publications, and later was named its first editor. In 1949, Parks organized the campaign that led to the opening of Utah's Bonneville Salt Flats for hot rod speed trials—a still-thriving annual activity.

In 1951, utilizing *Hot Rod* as a conduit to nationwide readership, Parks formed the NHRA. In 1963, he resigned his position as editorial director for all of Petersen's automotive magazines—*Hot Rod*, *Motor Trend*, *Car Craft*, *Sports Car Graphic* and *Motor Life*—to assume full-time administrative duties as president of NHRA.

An early recipient of *Car Craft* magazine's prestigious Ollie Award for his many contributions to motorsports, Parks was named Man of the Decade 1962-1972 by *Popular Hot Rodding* magazine and was recognized as Man of the Year in 1973 by the Specialty Equipment Market Association (SEMA). The American Auto Racing Writers & Broadcasters Association (AARWBA) honored Parks in 1988 and again in 1994 for his pioneering efforts in motorsports. Parks received his highest honors in 1992 and 1993. He was drag racing's first inductee into the International Motorsports Hall of Fame in 1992 in Talladega, Alabama, and in 1993, he was inducted into the Motorsports Hall of Fame in Novi, Michigan.

In 2002, Parks again was recognized for his many contributions to the sport of drag racing. He was presented with the inaugural Robert E. Petersen Lifetime Achievement Award at the fourth annual Hot Rod & Performance Trade Show in Indianapolis. This award was created to honor the entrepreneurs who have contributed to the history, growth and well-being of the hot rod industry. In late 2003, Parks received another honor of distinction, as he was named the Dean Batchelor Lifetime Achievement Award winner by the Motor Press Guild in Los Angeles.

Parks remained on NHRA's board of directors and dedicated much of his time to the cultivation and expansion of The Wally Parks NHRA Motorsports Museum at Fairplex in Pomona, home of the CARQUEST Auto Parts NHRA Winter-nationals and Automobile Club of Southern California NHRA Finals. Although much of the museum's historical focus is on the evolution of NHRA and drag racing, it also features many other forms of motorsports that relate closely to the formative years of NHRA, including dry lakes, Bonneville, oval track racing and allied performance industries. These are elements that appealed most to Wally Parks, a guy who had been there, done that and enjoyed and appreciated it for decades.

Editor's Note: The preceding was from an NHRA press release marking Mr. Parks's death.

Dorothy Deen

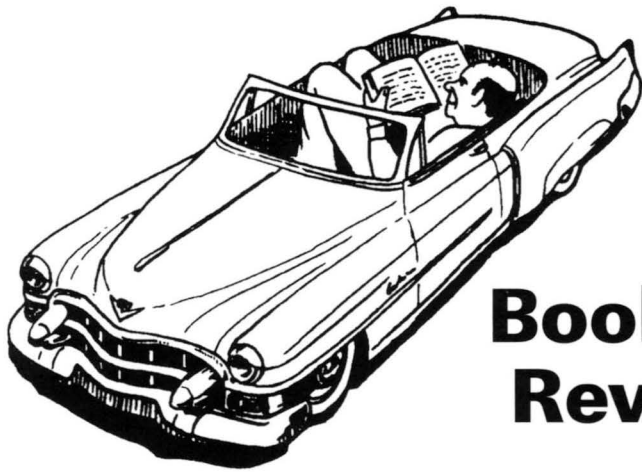
1922-2007

As raging wildfires threatened her Southern California home, Dorothy Deen Sitz died in a nearby Oceanside hospital on October 23rd, after a long illness. The vivacious blonde was best known for the Doretti sports car, a line of sports car accessories of the same name and as importer of Triumph sports cars for the Western United States. A darling of the local and automotive press, she was a common fixture at races and promoting the sports cars she sold.

Born March 28, 1922 in Hollywood, California, to engineer and businessman Arthur Andersen and Martha Schultz Andersen, Dorothy grew up in a time when women either stayed home with children or worked as secretaries and telephone operators. At an early age, Dorothy Andersen had other ideas.

Her career started when as a teenager she test drove the Whizzer motor bicycles her father had re-designed. She graduated to a mail

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Book Reviews

A Century of London Taxis, by *Bill Munro*, 2005. ISBN 1-86126-762-2. Hardbound, 192 pages, 147 black-and-white and 27 color photographs. Crowood Press, £19.95, \$34.95 at Amazon.com

After Big Ben, probably no icon better represents Britain's capital city than the London taxi. To most people alive today, the Austin FX3 and FX4 come first to mind. Author *Bill Munro* has previously covered these models and their current successor, the TXI, thoroughly in his book on coach-builder-turned-taxi-manufacturer Carbodies, Ltd. (*Carbodies—The Complete Story*, Crowood Press, 1998). In this new work he starts at the beginning, with the approval of London's first motor cab in 1904.

Most everyone knows that Austins weren't the only London cabs. Few, however, will have a good comprehension of the breadth of the genre, more than 20 marques before 1919, prominent among them French Unics and the Napiers and Panhards run by W&G du Cros. The variety continued apace after World War I, with the appearance of Beardmore, some North American interlopers (Yellow and Hayes), Morris Commercials and a number of minor makes. The story continues in like fashion right up to 2005.

In addition to sagas of the individual makes and models, Munro intersperses history of the taxi trade, its organization, regulation and licensing,

and the roles that London taxis played in two world wars. He describes "The Knowledge," the familiarity with the city that each cabbie must demonstrate before being allowed to serve the public. The more popular taxis are given sidebars with technical specifications, and an eight-page color section illustrates the most frequently seen models in overview and in detail.

Bill Munro knows whereof he writes. A veteran of thirty years as a cabbie himself, he tells the story competently and comprehensively. He also addresses challenges in the future, in which traffic congestion, accessibility for passengers of all abilities, economy and environmental friendliness will force inevitable trade-offs. Mayor Bloomberg of New York City has fallen in love with hybrids. Bill Munro exhibits no such certainty. The future history of the London taxi is yet to be written.

—*Kit Foster*

GM's Motorama: The Glamorous Show Cars of a Cultural Phenomenon, by David W. Temple. ISBN 3-978-0-7603-2826-2. Hardbound, 192 pages, over 280 photos and illustrations, over 120 in full color. Published by Motorbooks, MBI Publishing Co., Galtier Plaza, Suite 200, 380 Jackson Street, St. Paul, MN 55101-3885, www.motorbooks.com. \$40.00.

There is something very telling about the dedication in a book. The follow-

ing is David Temple's: "To Dad for teaching me how to write the dreaded essay assignments of grade school."

It goes way beyond that! Here is what really sparked the fire that prompted Temple to write this comprehensive Motorama book: "discovering photographs my Dad had taken at the 1953 GM Motorama held at the San Francisco Civic Center." That revelation in the mid '70s not only served as inspiration for this book, but kicked off the author's career as an automotive photo journalist.

During the past two decades Temple's work has appeared in *Car Collector*, *Cars & Parts*, *Collectible Automobile* and *Classic Chevy World*. His passion to delve into the crevices and cracks of Motorama history is brought to life in the pages of this new book. This history celebrates the fabulous GM Motoramas which were in their prime a half century ago. The book's credentials are noteworthy: a foreword by Chuck Jordan, retired GM vice president of design; an editor's note by Dennis Adler; and a lively introduction by the dean of automotive lore, David E. Davis, Jr.

For those who never attended a Motorama show, this volume takes you there in living color. It traces these show cars from their beginning, as it credits the first two of Harley Earl's imaginative creations: the 1938 Buick Y-Job and the famous 1951 LeSabre. David E. Davis defines the LeSabre as "the Father and Mother of all American show cars."

Individual chapters are devoted to GM marques: Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac. Chuck Jordan's L'Universelle is examined as GMC's sole Motorama vehicle. LaSalle IIs and Firebirds share a chapter with GM's V-6 and Turbine Power Projects

What really struck me about each of these chapters was the generous use of color photography and illustrations, the depth of new research, and a wealth of archival material. The author's collection of photographs and illustrations is

enhanced by private collections, as well as material from H. B. Stubbs Company, Canadian National Exhibition Archival, Alfred P. Sloan Museum, GM Heritage Center and a huge selection from GM Media Archive. As I paged through this pictorial and verbal treatise, these glamorous shows came back to life.

Another chapter takes us into some of the aforementioned crevices of Motorama history. Entitled, "Twins, Triplets and Quadruplets," the author delves into how many of each vehicle might have been built.

The following chapter explores what previously was unknown territory: "Fates of the Motorama Cars—Mysteries Solved and Unsolved." The following questions arise—and several are answered. Have they been destroyed? Are they tucked away in a warehouse? Have they found their way into private collections? Will they suddenly surface at auction—like the Olds F-88 and the Pontiac Bonneville Special did in 2005 and 2006 respectively?

A skeptic might view some of this as conjecture. An optimist may envision it generating new findings beyond what Temple has unearthed and assembled in a fascinating, very readable book.

The book concludes on an upbeat note after a solid examination of the very special show cars of GM's past. The final chapter "GM's Newest Concepts" makes it crystal clear that these present day "concept cars" owe their heritage to the Motoramas of the '50s. We view the 2003 Cadillac titled "Sixteen" emphasizing its 830-cid V-16 of 1000 horsepower and 1000 ft-lbs of torque, as well as the 2004 concept Chevrolet Nomad designed in Britain and assembled by Pininfarina. Displayed the same year was the Buick two-seater concept car. The Pontiac Solstice "made the leap from concept to production in almost record time" as it was introduced in 2005 as a 2006 model. Its sister car, the Saturn Sky, joins with the Solstice, both now in production. Recent news in August,

2006 was the announcement that Chevrolet's concept Camaro will debut in Chevrolet showrooms in 2009. From concept to reality!

This history's informative appendix lists known Motorama vehicles built and their present-day status, plus all Motorama show dates and locations.

These were the glory days for General Motors. The corporation held 49.9% of market share according to *Time* magazine in November, 1954. The 1956 Motorama tour to five cities was viewed by 2.3 million visitors—at no charge to the public.

The author has researched his subject thoroughly. The book is well produced and shines as the definitive Motorama history to date.

—Pat Chappell

John Gary Anderson and His Maverick Motor Company—The Rise and Fall of Henry Ford's Rock Hill Rival, by J Edward Lee, 2007,

ISBN 9781-59629-229-1. Softbound, 126 pages, 32 illustrations. The History Press, 18 Percy Street, Charleston, SC 29403-5341 www.historypress.net \$19.99.

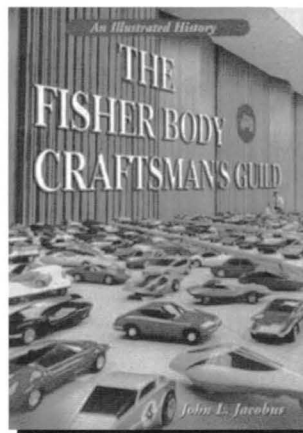
Today the South hums with automotive manufacture—Mercedes-Benz in Alabama, Nissan in Tennessee, Toyota and Corvette in Kentucky, BMW in South Carolina and Hyundai building a plant somewhere in Dixie. The makes indigenous to the region in the early years of the industry are largely forgotten. The Anderson car of Rock Hill, South Carolina, (1916-25) was one of these, and J. Edward Lee sets out to tell the story of the car and its founder.

John Gary Anderson, the "hungry visionary" in Lee's baroque phrase, was born in a small town in North Carolina at the beginning of the Civil War and grew up amid the hard times of Reconstruction and its aftermath. Orphaned at the age of nine,

The Fisher Body Craftsman's Guild:

An Illustrated History by John L. Jacobus.

only definitive work on this famous student automotive design competition held 1930 - 1968; 331 pages, 171 photos (41 color), charts, appendices, bibliography, index, endnotes, hardcover, 7"x10", \$49.95 + \$4 s/h from McFarland & Co., ISBN: 978-0-7864-1719-3. 2005 release.



Reviewed by Old Cars Weekly, Cars and Parts, Collectible Automobile, Choice, Car and Driver, CruZin', Wood Carving Illustrated, Road & Track, AUTO Aficionado, Hemming's Classic Car, The Auto Channel, the Automotive Chronicles, The Flying Lady, The Washington Times, GM Tech Center News, GM's Intranet, Minnesota Street Rod Assoc., Cruisin Chiefs: Manitoba Pontiac Assoc., etc.



William A. Moore

1956 - 1st National Scholarship, Senior Division, \$5,000 university trust fund.

www.FisherGuild.com

- Contact the Author (SAH #2220) for 20% discount for SAH members at johnjacobus1@aol.com or write to: 10103 Gates Avenue, Silver Spring, Maryland 20902. Check or money orders only.
- See the Guild's web site www.FisherGuild.com for posted reviews and further book ordering instructions.

he had only three months of formal education. Anderson arrived in the railroad town of Rock Hill, South Carolina, at the age of 16, opened a successful general store and, at 22, married into one of the town's leading families. He and his father-in-law started a carriage company, and Anderson was producing 6,000 buggies a year by 1900. Lee's book is at its most interesting in relating the story of the small-town Southern businessman that Anderson was, the role of Cincinnati in the carriage business in the late 19th century, and the cotton economy of the region in that era.

As the demand for carriages declined, Anderson's thoughts turned

to automobiles and he began to produce an assembled car in 1916, the Anderson Six, "A little higher in price, but made in Dixie!"

Lee's title and subtitle are misleading as Anderson was anything but a maverick and a rival to Henry Ford only in the sense that both men manufactured automobiles. According to Lee, Anderson's total production in the nine years of its existence was 6,000; I note that this and some yearly figures vary from that given in *The Standard Catalog of American Cars 1805-1942, Third Edition*. In the beginning, the least expensive Anderson cost four or five times more than the cheapest Model T so the car never

had a chance to be a significant competitor to Ford. By 1920, an Anderson cost more than a Studebaker, Nash, Oakland, Maxwell, Essex or Chevrolet. In spite of the car's excellent craftsmanship, sales headed South (so to speak), and the introduction of a troublesome Continental engine in the Aluminum Six led to the end of production in 1925. John Gary Anderson himself lived on another 12 years.

Lee's prose occasionally turns to the purple with such sentences as "He had taken the cards dealt him, as tattered as they were, patched them, reconfigured them, dusted them off, shined them and ably played them to their utmost utility." Although the story of the Anderson car is equally well told in "Made in Dixie But . . . The Anderson Motor Company and the Problems of Financing and Acceptance of a Southern Made Automobile," by Craig S. Pascoe in *Automotive History Review* No. 32 (Spring 1998), the issue is no longer available on back order, and Lee's book thus fills the need for those who want to know about Anderson..

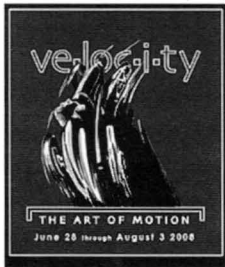
—Taylor Vinson

A Lap of the Globe: Behind the Wheel of a Vintage Mercedes in the World's Longest Auto Race, by

Kevin Clemens, Foreword by Frank Barrett. 2006 ISBN 0-7864-2561-X. Softcover, 231 pages, 120 b/w photographs, appendices, index. Published by McFarland & Company, Box 611, Jefferson, North Carolina 28640. www.mcfarlandpub.com. 800-253-2187. \$35.00

The closest most people will ever get to experience a rally on public roads for themselves is likely on a summer-time mad dash to a three-day weekend's destination. You know how this contest works: leave town before everybody else, hurry up and wait on the so-called expressway and, if you are lucky enough to be moving quick-

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An invitation to all SAH Members

Velocity: Automobilia, Toy, Literature & Book Fair
July 26, 2008



All SAH members are invited to participate in a very special event cosponsored by the Society of Automotive Historians, Velocity: Automobilia, Toy, Literature & Book Fair held in conjunction with the Velocity: the Art of Motion automotive art exhibit July/August 2008 at the Hopkins Center for the Arts in Hopkins Minnesota. The Arts Center is only 15 minutes west of Minneapolis.

We are pleased to offer all members of the SAH and selected vendors of quality automotive Books, Literature, Toys and Automobilia the opportunity to show, sell and swap your collections during this exhibit. This one day long event will be held on Saturday, July 26, 2008.

Your merchandise will be presented in front of automotive enthusiasts who have a passion for high-end literature, book and toy collectables. This is a special invitation to the SAH and as such we are looking for only authentic collectables in all categories.

The event will be held at the Hopkins Center for the Arts, all vendors' spaces and tables will be indoors. Rain or shine the show goes on. The cost to the vendor will be \$20.00 for each five feet by eight feet of floor space. Tables will be provided if needed. Each vendor is limited to four total spaces or tables. No greasy car bits please!

Automobilia: Automotive related emporia. Gas and oil signs, cans, bottles, ashtrays. Hood ornaments, hood badges and event posters. Fine art prints, photos, automotive related items.

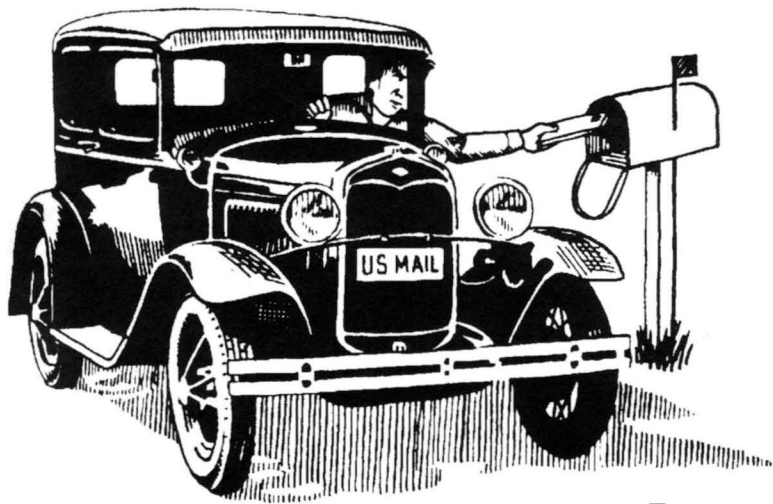
Toys: Antique to early mid-century items. Tin, tin litho, die-cast or cast iron is preferred as well as early plastic toys are welcome.

Literature: Brochures, newspapers, dealer info, magazines, postcards, etc.

Books: All topics on or about the automobile, the personalities connected to them, including photography related to general or specific brands.

All space & table fees collected goes to the Hopkins Center for the Arts (HCA, Inc) a 501(c)(3) nonprofit corporation. You get to take what you make! To learn more about the entire event visit the Velocity web page: http://www.hopkinsmn.com/_hca/velocity.html

If you are interested in accepting this invitation for this one time special event please call or email to get the registration form. Booth and table space allotment is limited and is on a first come first served basis so please register soon. For additional event information or your registration documents please contact: Mike Lancial at this email: thelancials@msn.com or you may call him at 952-929-2762 evenings CST.



Letters

May to the Sculpture

With regard to the “sculpture” on the back cover of *Journal* 230, “Beauty Is in the Eye of the Beholder,” it proves that the slick used-car salesmen are not all in the United States. Whoever sold the four pieces of the sculpture to the city fathers of Prague must be considered one of the best in the Czech Republic, if not all of Europe. Whenever the “sculpture” is eventually dismantled, the four large items could each be advertised as “restoration begun, a few parts missing.”

—Nelson Bolan

Mum's the Word

I have a belated response to both the *Jeff Godshall* letter in *Journal* 228 and the two excellent responders in *Journal* 229. I can appreciate Jeff Godshall's wonderment at the lack of letters, telegrams, etc. to dealers telling them that the auto company is quitting business. The reason: it's counter-productive for all concerned. Dealers are not fools. They know what's happening. They talk to their zone managers regularly. There are contact people at the factory that they talk to on a regular basis. They know. They just do not want to know officially. If there were an official notice or proclamation, they would never sell another car.

Mum's the word. They all have

inventory on hand, either paid for or floor planned by a bank. Everybody puts on a bold front. The factory makes bombastic pronouncements for future plans. The dealership still runs ads and flies banners. They will even special-order cars. They smile and put on a brave face for the public. They must for the American public has learned to be wary. From 1918–1940 over 2000 vehicle manufacturers in the U.S. have gone belly-up. This fact has not been missed by most of the car buying public. In fact it even has a name: it's the dreaded Orphan Car Syndrome. No buyer wants to fall into that trap. The unfortunate ramifications are well known.

As far as the manufacturer is concerned, poor sales is always the reason a company gets in trouble. The reasons can be multitudinous and may or not be the fault of the company. Regardless, the results are the same. The company begins its long spiral downward. First, the company lays off workers and office staff. It goes into a general austerity mode. The taxing districts will co-operate. After all, local politicians don't want it on their heads that they are responsible for the loss of 2,500 local jobs. Usually, major suppliers will cut a good customer some slack. On even the federal level adjustments and payment schedules of taxes can be

worked out. The company will blow-off slow selling models to dealers with deep discounts. For those manufacturers who have an export program, there is one final attempt to gain cash flow. It's inelegantly called Dumping. Dumping also had the positive effect of ridding your inventory of slow selling body types. Although touring cars and roadsters rapidly fell out of favor in the U.S. after 1925, a strong demand still existed in New Zealand, Australia, South Africa, Kenya, Rhodesia and Central and South America.

Sometimes it works, and the company will right itself. Usually it cannot stave off the continued downward slide to the bankruptcy court. The end usually comes quickly. It's commonly a small vendor or supplier who believes he has been ignored or slighted. Pete's Janitor Supply's invoice for \$90.00 is 120 days past due. He files suit. This becomes a matter of public record that is monitored by all interested parties. Immediately, all other creditors get in line to follow suit. The whole house of cards begins to fall. Company management is out. The court appoints the principal lender, the Banking House, to take over management of the company.

Bald-faced lies of the past are now superceded by the more sophisticated obfuscation as practiced by the courts and banks. Supervisory staff and a few workers are still building cars. Banks must get court permission to build cars during bankruptcy proceedings. It is always given. Every dollar that comes in from any source goes into a fund for final disbursement to creditors. Court appointed bank managers only understand one commodity: dollars. Banks do not want real estate, inventory, land, vehicles, plant machinery, etc. Nor do they understand how to run a business. They must turn everything into dollars. Before the advent of Just in Time inventory control, an auto manufacturer pointed with pride to his warehouse full of prudent purchases. A banker looks at that warehouse and

sees scrap metal, much to the chagrin of modern day restorers. The same fate befell the paper that automotive historians covet. It has even less real value than metal.

Meanwhile back at the plant some cars are still being built. The last assembly line may have shut down. So the cars are simply pushed from workstation to workstation until completed. During these end game days a new kind of buyer appears. A known type, he is called a Drive-away. Not to be confused with the Dealer Drive-Aways of an earlier time, he usually had an appointment, arrived by train and took a cab to the plant. Then he proceeded to order his car. He was an enthusiast of the marque and knew exactly what his last example was to be. These last orders generated by Driveaways, employees or scattered dealers, brought production to an end.

Last year James Foster, a neighbor, allowed me access to 35–40 pounds of paper. It was a special bequest, a treasure trove of literature and documents etc. that belonged to his grandfather, Frank Foster. From 1920–1929, his grandfather owned Foster Motor Co. Inc., St. Louis, Missouri. In volume, it was the third largest McFarlan dealer in the U.S.

One afternoon we spent a couple of hours combing through correspondence, records and material of all kinds. When it was time to leave, I asked Jim Foster if I could photocopy his material. He answered, "Yes. Just take good care of it. I was very close to my grandfather." I photocopied everything. Since then I have examined 90 percent of the material. No letter from McFarlan Motor Corp. to Foster Motor Co Inc. has been found, nor for all of the reasons given at the top of this letter, did I expect to find it. However, an interesting letter did surface, the likes of which I have never seen before. It's after the fact of the bankruptcy proceeding. The letter is dated July 27th 1928, Bulletin McFarlan Motor Corp.,

Connersville, Ind. One page, eight paragraphs long, this letter detailed a meeting called by the chairman with the major creditors with the plan for settlement of accounts. I am at a loss to understand why this letter was sent to a dealer, who normally is not a creditor.

—Fred Summers

News continued from page 9

order business selling gasoline model airplane engines, also designed and manufactured by her father.

Growing up in Los Angeles, Dorothy had always been interested in cars, but her interest really took off in 1950 when she took delivery of a brand new Ivory MG TD, which was followed by several sporty Simcas. Instantly she was propelled into a world of rallies, clubs and races. Although her later business interests prevented her from racing, she and her father often ran their cars on an abandoned airfield near the Andersen beach house.

The next business venture forever changed Dorothy's life. Unable to find high-quality accessories for her MG and her father's Morgans, the pair designed and marketed their own wind wings, sun visors, luggage racks and valve covers, in addition to wood and aluminum steering wheels. With backing from Andersen and in partnership with machinist Paul Bernhardt, Cal Specialties was born. To make the Cal Specialties line sound more exciting, the partners took the first three letters of Dorothy's name, and turned it into the Italianate "Doretti."

Through his work with thin-wall steel tubing, Andersen became involved with Swallow Coachbuilding, which was building a sports car based on Triumph TR2 running gear. In partnership with Dorothy, Andersen took on distribution of the new car in the U.S. and simultaneously picked up Western distribution rights for Triumph. Not only would Dorothy import the cars, but for a single dollar



Dorothy Dean with Triumph TR3A
photo courtesy Jonathan Stein

she sold the rights to the Doretti name that soon graced the attractive new two-seater.

After Doretti production ended in 1955, Deen continued to import Triumphs until the company bought out all distributors in 1960. She then became the 45th woman in the world to earn her helicopter pilot's license and later co-owned and managed an aircraft dealership. She later returned to UCLA to become a paralegal on her intended—but never completed—route to becoming an attorney. Along the way she declined Max Hoffman's offer of a West Coast BMW distributorship and opted for a life of retirement and travel with her husband, Tony Anthony, whom she met when he sold her that first MG TD sports cars years earlier. She is survived by automotive historian Jim Sitz, her husband of 16 years.

—Jonathan Stein

Assistant Editor for the SAH Journal

The *Journal* needs someone with a strong interest in and knowledge of automotive history, preferably a published writer, with excellent editorial and proofreading skills, and prior experience putting out a newsletter.

Such person would work with the *Journal* editor with the goal of assuming the editorship of the *Journal* in 2008.

Please send a letter of interest and resumé to Tom Jakups, 37 Wyndwood Road, West Hartford, CT 06107 or tjakups@mac.com

Reviews continued from page 12

ly at all, by all means jockey for a better position because this lane isn't fast enough and the last one there is a rotten egg! On a trip like this, you need all the modern conveniences you can get.

Imagine flipping the scale of your trip from three days to three months, keeping the sense of urgency constant and making Earth's circumference your expressway. It is probable that those electronic "mod cons" would not survive. The cliché "they don't make 'em like they used to" deserves a bit of polish after reading *Kevin Clemens'* account of the romantically named *Around the World in 80 Days Motor Challenge*, a sort of rally-cum-happening not since repeated. Between May and July in the digital world's Y2K, cars from the analog world each no younger than forty years old started and finished a road race in London—by crossing all time zones!

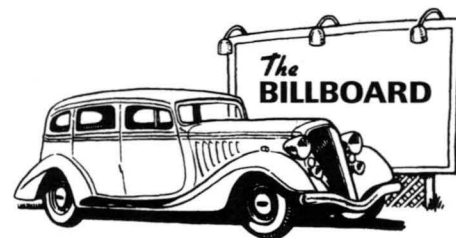
The rally's ambition was global, its cooperation international, yet, this personal, chronological narrative is strictly the author-competitor's diary and it quickly becomes apparent that attempting to win this race was Priority 1. Because Clemens provides practical details concerning the deliberations made to select and prepare his car, to secure sponsorship, and relates lessons he learned the hard way, anyone seriously considering a rallying adventure for the first time would benefit from his efforts. More details in appendices cover the rally route, results and his sponsors. However, because no interviews are included, the rally's organizer, rally participants and even his co-driver remain comparatively mysterious figures.

The softcover's small (6x9 inch) format is not ideal for photography and makes the touristy black & white photos and a rather blank route map acutely unable to capture the scale of the epic journey through Italy, Greece, former Russian Republics ("The Place We Dreaded to Go"),

"Forbidden China," Canada, USA, Morocco ("ancient roads in North Africa"), Spain, France and England. Instead, Clemens puts the reader in the driver's seat, always at full gallop, with his impressions and recollections of the rally's quickly changing vistas and challenging terrain, and provides psychological sketches of the cultures, governments, people and personalities he encountered along the way, including his own increasingly competitive nature.

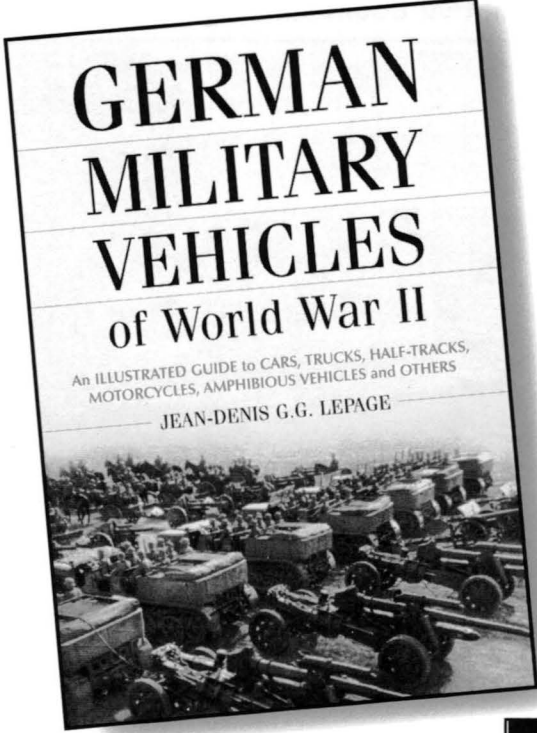
An extra-long title, which almost reads like an epic itself, is really fitting for a trip around the world in a 1959 220S saloon. Still, I think the title should be slightly longer because the star of this book is not a "vintage Mercedes" or a "Benz." That tough old car with "a certain honesty and puppy-dog charm . . . matched by its rugged durability" is, rather with a nod to historical accuracy, a proper postwar Mercedes-Benz.

—Omar Abou-Zied



Information Wanted About sources related to the history of automotive air conditioning which I may not already have. I am collecting research for a book I am writing. **Paul Lashbrook** lashbrook@midspring.com or 954-587-5785.


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LOOK, MA, NO HANDS—or feet either. The driverless 1923 Oakland is helping to demonstrate the efficacy of the 1924 model's new four-wheel brakes. The '23, with four passengers, relies on the braking power of the unladen '24 car (and the strength of a slender rope), presumably on a cobblestone San Francisco incline. *Kit Foster collection*