

# SAH Journal

The Society of Automotive Historians, Inc.  
Issue 234  
May-June 2008



www.autohistory.org

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## SAH in Music City

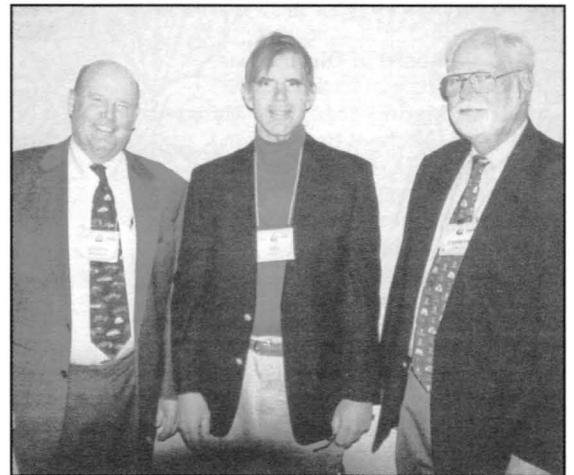
By Tom Jakups

Nashville, Tennessee in early April is lush green lawns, blooming tulips and warm rain, a welcome change to this Connecticut native long resigned to New England's lingering winters. For four days, April 2nd-5th, the Music City hosted the 7th Biennial Conference of Automotive History, held in conjunction with the National Association of Automobile Museums (NAAM).

Prior to the start of the Conference the SAH Board of Directors met for its annual spring meeting. Minutes of the meeting follow this report. Also in this issue is a report of the International Motorsports History Section, which held its formative meeting at the Conference.

The theme of this year's Conference was "Competition and the Development of the Automobile, the Search for Performance and Reliability." Presenters covered such topics as sports car racing in southern Ontario, the impact of the Campbell Cosworth casting process on international motor racing and author Barré Lyndon and his influence on the popularity of motor racing in pre-WWII England. Non-racing topics included the annual Mobilgas Economy Run, the history and performance of the South Korean automobile industry and a look at William C. Durant. Presentations from the Conference will be published in an upcoming issue of the *Automotive History Review*.

This year, for the first time since 1998, SAH and NAAM held joint seminars: "Marathon: The Car Built in Nashville," by local historian Bill Pryor, "The History of Tires," by Corky Coker of Coker Tires, and a panel discussion about SAH and NAAM "Working Together Toward the Future." Representing SAH were *Kit Foster* and *Mike Berger*. Foster talked about how historians could serve museums by answering questions, aiding in the formation of a library, serving on a selections committee, providing content for newsletters, acting as docents, and how museums could help historians by sponsoring lecture series, providing a library and a gift shop. Berger said historians and museums could work together in developing curricula, using issues like global warming to open a broader dialog about the role of automobiles. Historians and museums could also do a better job of communicating the socio-political aspects of the automobile.



Conference Chairman Joe Freeman and SAH President Darwyn Lumley with racer, author and commentator Sam Posey

continued on page 4



**Thomas S. Jakups, Editor**

In his remarks on the facing page SAH President *Darwyn Lumley* speaks of the much improved relationship between SAH and NAAM as exhibited at the Automotive History Conference in Nashville. The renewed sense of cooperation was most evident in one of the three joint sessions, a panel discussion entitled "Working Together Toward the Future." After *Kit Foster* and *Mike Berger* outlined ways automotive historians and museum curators could work together, there was a discussion of how museums could

## Welcome!

access the expertise of SAH members. The answer was so obvious, and I squirmed in my seat as first someone mentioned sending the membership directory to museums and then another suggested making them aware of the SAH website. Finally, someone spoke up, "Automotive museums should become members of the Society of Automotive Historians." So obvious; so true. I thought this was a defining moment of the Conference. To those museums who accepted the invitation and are now receiving this newsletter, I say "welcome."

I also want to welcome *Allan Meyer* to the *Journal*. Allan answered my call for an Associate Editor and will be assuming the position of *Journal* Editor this fall.

Allan, an SAH member since 1995, lives in Vashon, Washington, and has been an editor/publisher with sev-

eral organizations for the past 21 years. He is currently editor/production coordinator of *PCN (Pacific Citroën News)*.

Allan attended Art Center College of Design in Pasadena, California, where he majored in Transportation Design. He has also produced newsletters for the Citroën Car Club, Renault Owners Club of North America and the Microcar and Minicar Club. He is a member of the International Motor Press Association and is also affiliated with SAH SoCal, Petersen Automotive Museum, San Diego Auto Museum, LeMay Museum, Friends of the Detroit Public Library, Freewheelers and Great Autos of Yesteryear. Allan also spent five years as a line mechanic servicing Volkswagen, Porsche and Audi.

I look forward to working with Allan and I feel confident in eventually turning the reins over to him.

—Tom Jakups

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Issue 234 May-June 2008



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Issues 1-29 Sept. 1969-(undated) 1973

**G. 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* 235**  
**June 30th**



**Darwyn H. Lumley, President**

**T**he 7th Biennial Conference of Automotive History, held in Nashville, Tennessee, from April 2–5, was a success. We again partnered with the National Association of Automobile Museums (NAAM). Our relationship with NAAM continues to evolve in many positive ways. NAAM and SAH now have a liaison arrangement which, I believe, will lead to even better events in the future. The partnership with NAAM, as well as its organizational expertise, is very much appreciated. In addition, we applaud NAAM for reaching out to SAH to improve communications regarding Conference matters.

One new feature of the Conference was a panel discussion with representatives from NAAM and SAH. Immediate Past President *Michael Berger* and Treasurer *Kit Foster* spoke for SAH on the topic “Working Together Toward the Future.” The session was well attended and the audience was attentive and very involved.

Thanks to *Joe Freeman*, a Past President of SAH, for coordinating the Conference. Joe arranged for a significant variety of presentations which were well attended. The diverse topics were quite representative of SAH in general with their breadth and depth of automotive history.

The first session presenter was *Doug Leighton*, who explained how WWII influenced the evolution of sports car racing in Southern Ontario,

## Observations

Canada. It seems that the British Empire used that area for flight training during the “Good War.” Canadians, Brits, Poles, Free French, Aussies and others received their instruction in Ontario far from the very perilous situation in the U.K. After the war the abandoned aerodromes became the venues for the early, and very amateur, sports car racing of the late 1940s and into the next decade. My thoughts went to Southern California where the former Santa Ana air field was a location for similar activity. No doubt there are other areas where the fields laid out for air crew training became the basis for road racing courses. Here is yet another topic to be developed by SAH members who are interested in motorsports history.

In a related development, the International Motorsports History Section of SAH had an organizational meeting at the Conference. *Pat Yongue* facilitated the successful meeting, held on April 5th which, among other things, resulted in *Joe Freeman* being elected as Section President.

A “Section” of SAH differs from a “Chapter” in that it is organized by members who have an interest in a specific area of automotive history, but do not necessarily live or work in a designated geographic region. There seems to be great interest in motorsports history and we look forward to the growth of this Section. SAH membership is required to be a Section member.

On the subjects of sports cars and motorsports history allow me to mention a response I had to my comments in the previous (March–April 2008) issue of the *Journal*. I doubted the view that returning GI’s started the interest in imported, or what we once termed “foreign,” cars by bringing in MG-TC’s. Member *Paul Woudenberg*, well-known for over 25 years of Pebble Beach Concours leadership, supports my conclusion. In regard to GI’s introducing foreign cars, he says,

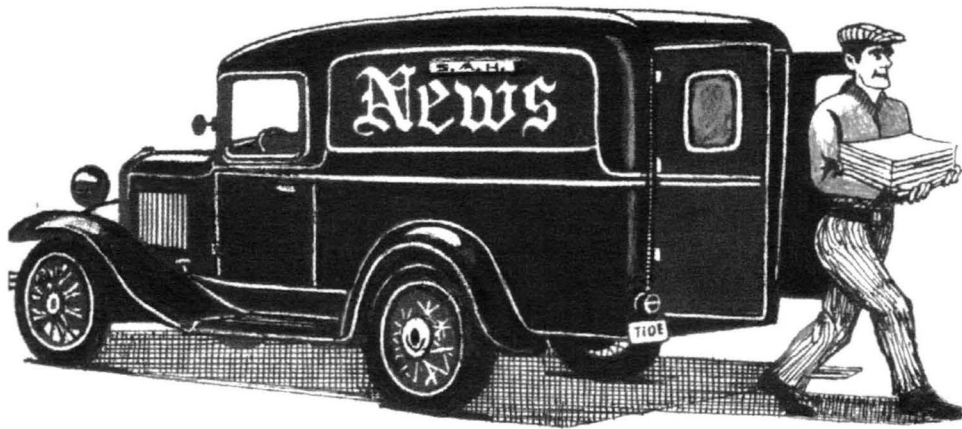
“There weren’t any in 1946 and none of my buddies even thought about it. We were all waiting for the new Chevy and Ford.”

He goes on to say that the “foreign car game in the U.S. really began in 1948 with the Austin A40, Ford Prefect, MG TC, Hillman Minx and the rare Mark V Jaguar.” It should be remembered that the British economy was in dire straits when WWII ended. The export of all goods, and especially automobiles, was both an official economic policy and also a real necessity. This is another case of following the money trail, for the war had bankrupted almost everyone except the U.S. We had the money. The “push” factor, of exporting goods to improve the domestic economy of the U.K., may have been more important than the “pull” factor of the perceived benefits or characteristics Americans sought from imported cars.

As I mentioned in the previous issue, there are many SAH members whose lifetimes, like that of Paul Woudenberg, encompass the immediate post WWII period. Consequently, it is possible to personally recall the factors which have led to the present situation in which the indigenous automobile industry is not the force it had been. Paul remembers that the “Morris Minor and Sunbeam appeared in 1949 followed by Riley in 1950 and Rover in 1951” with Volkswagen not being much of a sales item until 1953.

I started my observations mentioning the recent conference presentation of Doug Leighton and the abandoned air fields of Southern Ontario, Canada. As a child Doug became interested in this subject by wondering about the decaying Quonset huts situated in unusual locations. Like Doug, and similar to the comments of Paul Woudenberg, you have some stories to tell, some based on personal experience and observation. We are waiting to hear them.

—Darwyn Lumley



**News continued from page 1**

Friday, April 4th, provided an opportunity to get out and about Nashville, with a bus tour to the Country Music Hall of Fame and Museum or a tour of the Civil War battle of Franklin. Some members chose a third alternative, heading north to the Corvette Museum in Bowling Green, Kentucky.

Everyone then gathered to tour the Lane Motor Museum, a unique museum that includes such cars as a '50 Martin Stationette, a '52 two-engine Citroën Cogolin, a '56 Mochet CM-125Y, a '65 Peel Trident three-wheeler and the chassis for a Dymaxion. All this along with several Czech Tatras from the '30s through the '60s.

Conference participants were treated to a Thursday lunchtime address by Amelia Island Concours d'Elegance's *Bill Warner* who recounted his driving a Porsche 911 in the 1975 Cannonball Run: Coast to Coast in 35 Hours, 53 Minutes, and



**Bill Warner regaled his audience with his experiences in the Cannonball Run and Lap of America.**

the 1983 Lap of America run which spanned the circumference of the United States.

Racing driver, author and commentator Sam Posey, Saturday's Banquet speaker, spoke of the influences in his racing life, his heroes, Juan Manuel Fangio, Jim Clark, Mark Donohue and David Hobbs. ■

**SAH Board Minutes  
Nashville, Tennessee  
April 2, 2008**

Present: President Darwyn Lumley, Vice President Susan Davis, Secretary Arthur Jones, Treasurer Kit Foster, Immediate Past President Michael Berger, Directors Robert Ebert, Judith Endelman, Paul Lashbrook, Stanton Lyman, Joseph Malaney, John Marino and Steve Wilson, Guests Taylor Vinson, Tom Jakups, Robert Ewing, Bobbie'dine Rodda and Joe Freeman. Absent: Directors Michael Bromley and Douglas Leighton

**Minutes and Reports**

**A.** The meeting was called to order at 9:00 A.M. by President Darwyn Lumley.

**B.** The minutes of the October 11, 2007, meeting of the Board were approved as published.

**C.** Secretary Arthur Jones read the minutes of the special meeting of the Board conducted by email on October 15-17, 2007.

**D.** President Lumley reported that member Tom Brownell is ill and in hospice care. The Society has awarded him its Presidential Award of Honor in recognition of his many

years of service in the field of automotive history. Tom Jakups, Editor of the SAH Journal, was presented with a certificate recording the appreciation of the Board for his faithful service.

**E.** President Lumley reported that he has called for reports from the awards committees describing their methods of operations and standards for making the awards. They will be forwarded to members when the survey is complete. A young member has asked the Board to consider granting reduced costs to facilitate attendance at conferences by students.

**F.** President Lumley stated that every member should accept responsibility for involvement in the work of the Board and take on at least one assignment. This will be especially important as present duties are reassigned. The Secretary will assume responsibility for public relations. The Vice President will manage the biennial fund drive.

**G. Treasurer's Report** Kit Foster reported that budget predictions are on course with a \$3,000 deficit as predicted. Contributions of \$2,478 were received with dues invoices. It was not necessary to transfer funds from the Vanguard account, as authorized by the Board in October. The balance sheet was submitted, showing a net worth of \$89,038. The Board voted to file the report for record and later review. *Foster moved that, to facilitate transactions, two signatures be required to access the Vanguard account. Motion passed unanimously.*

**H. Membership Report** Membership as of March 31st stands at 1,012, including 86 new members during the past twelve months, but without subtracting for overdue accounts. The Society has become increasingly international with 23 percent of members residing outside the U.S. The U.K. chapter is our fastest growing component.

**I. Nashville Conference** Chairman Joe Freeman reported that the current conference has received

109 registrations including both SAH and NAAM. Costs have been a concern, but the contribution of three sponsors has helped. There will be three joint sessions with NAAM.

#### Old Business

##### A. 2006 Fundraising Campaign

Michael Berger expressed his concern that receipts from the 2006 campaign be allocated to the activities mentioned in the solicitation.

##### B. Future Campaigns

Susan Davis submitted a report giving thoughts on fundraising in general and recommended that future campaigns be directed to operating expenses. *Arthur Jones moved that a campaign be conducted in fall 2008. Stan Lyman moved an amendment that receipts be used to augment operational funds. Motion and amendment approved unanimously.*

##### C. Dues for Student Members

Kit Foster stated that SAH materials do not mention the recently approved student dues. He will include it in future communications. The Board agreed not to ask for proof of student status.

##### D. Disposition of Collections

Darwyn Lumley reported on an NAHC project to develop recommendations and guidelines for collectors wishing to gift their collections. Leroy Cole is serving as SAH coordinator to the NAHC Committee.

##### E. Many Hats Status

Kit Foster reported on progress to date on his request to divest himself of his many duties.

##### F. International Motorsports Section

An organizational meeting has been scheduled to formulate goals and a plan of operations.

#### New Business

##### A. Proposed Joint NAAM/SAH Award

Judy Endelman made a proposal to establish an award recognizing the presentation of automotive history at NAAM museums. *Kit Foster moved that SAH enter into discussion with NAAM on the project. Motion approved unanimously.* President Lumley appointed Stan Lyman and Arthur Jones to meet with NAAM to develop a specific proposal.

#### B. NAAM/SAH Conference

**Planning** Judy Endelman reported that NAAM is now formulating plans for its 2010 conference and asked that SAH participate. President Lumley appointed Bob Ebert and John Marino to meet with NAAM to determine the location and date for the conference.

##### C. Student Paper Award

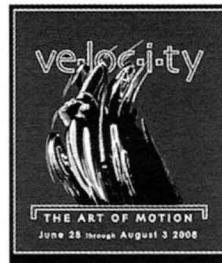
*Bob Ebert submitted a motion that the award be renamed the Richard P. Scharchburg Student Award and that it be added to Article X—Awards of the by-laws. The motion was approved unanimously and will be presented to the membership in accord with provisions of the by-laws.* He then recommended that the policy for the award, as stated in the announcement, be

changed from "The winning paper will be published in the *Automotive History Review*" to "The winning paper will be considered for publication in the *Automotive History Review*." *Paul Lashbrook moved to accept the recommendation. Motion approved unanimously.*

##### D. Cugnot Award, Non-

**English** Taylor Vinson submitted a motion to amend Article X—Awards of the by-laws to include granting of the Cugnot Awards for Non-English publications. *Motion carried unanimously and will be presented to the membership in accord with provisions of the by-laws.*

**E. Membership Secretarial Issues** Kit Foster presented for dis-



## 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](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](mailto:thelancials@msn.com) or you may call him at 952-929-2762 evenings CST.

cussion a proposal from Keefe Media International to provide membership services to SAH. The added expense may create the need to raise dues, but the officers have not been successful in finding a member willing to perform the services pro bono. Don Keefe, as Office Manager for the Pontiac Oakland Club and a 20-year SAH member, is familiar with the requirements of the job and his proposal is comprehensive. Foster recommended changeover in October, the end of the membership year. *Bob Ebert moved that, subject to confirmation of several details, the proposal be accepted. Foster later conducted a telephone conversation with Keefe to resolve outstanding issues. Upload of data for the membership directory is included but Keefe recommends that it be put on line with password access. Judy Endelman moved that Keefe's proposal be accepted as described, effective October 1. The motion was approved with one abstention.*

#### **F. SAH 40th Anniversary**

Leroy Cole has suggested that a special issue of *Automotive History Review* in 2009 be set aside to commemorate the 40th anniversary of the Society. No specific format has been chosen, but Taylor Vinson agreed to place a call for recommendations in the next issue.

#### **G. 2009 Spring Board Meeting**

President Lumley called for proposals to host the 2009 SAH spring Board meeting. Past meetings have been

managed by a Board member on location and, to minimize expenses, convenient to an airline hub.

#### **Publications and Media**

##### **A. Publications Committee**

There was a consensus that the website needs freshening.

##### **B. SAH Journal**

Tom Jakups said that two candidates have submitted credentials to be Editor of the *Journal*. The best qualified, Allan Meyer of Vashon, Washington, has experience as editor of several automotive publications. Judy Endelman asked about references, of which none were provided. Bob Ebert suggested that a telephone interview be conducted with Foster, Jakups and Lumley to further vet the candidate. If positive, their recommendations could be submitted to the Board in an electronic meeting.

##### **C. Automotive History Review**

Taylor Vinson reported costs for issue #48, which are in line with past experience. Recent issues have been delayed by the peer review process, although it is considered a valuable improvement, and by images of poor quality.

##### **D. Membership Directory**

Foster plans to issue the Directory in the fall.

#### **Additional Reports**

##### **A. Membership Committee**

Arthur Jones submitted a report of ads placed in club publications on an exchange basis. Michael Berger asked that the SAH ad state that a membership application may be found on

line. The Committee will continue its efforts to place additional ads.

**B. Publicity** Kit Foster will provide the Secretary with documents from previous PR releases.

##### **C. Digitization of Publications**

No report

##### **D. American Historical**

**Association** Bob Ebert put together a power point on Peoples' Cars of the 1950s for the January convention. It received good traffic. NPR has expressed interest in a program on the small car; Kit Foster has documents about it.

**E. Silent Auction** A report for the 2006-07 auction was submitted and shows a net profit of \$3,563. Material is being assembled for an auction in 2008-09.

##### **F. Nominating Committee**

Nominations are expected to be made to the Board in May. Additional candidates will be considered if submitted.

##### **G. Centennial Certificate**

**Program** No report.

##### **H. European Meeting**

Taylor Vinson reported almost a record number in attendance.

##### **I. Hershey Annual Meeting**

John Marino reported that the Country Club has been reserved for the fall. However, costs have increased and an alternate location may be considered in the future.

##### **J. Hershey Tent**

Paul Lashbrook reported the tent location has been secured for this year through Bev Kimes and Jim Cox. We may need to make our own arrangements for future years and this is very difficult. Paul continues his efforts to raise money to purchase a generator to provide coffee and entertainment.

#### **Awards**

**A. Brigham** Leroy Cole reports too few nominations but review underway.

**B. Benz** Don Keefe reports nominations needed.

**C. Bradley** Jim Wagner has gathered a new committee.

**D. Ingersoll** Arthur Jones reports very few nominations. More would be welcome.

## **WANTED: AUTOMOBILE LITERATURE 1900-1975**

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

**I travel to purchase collections.**

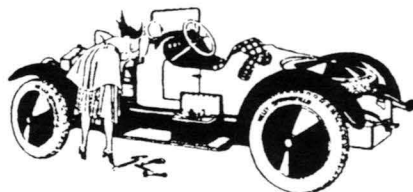
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**Syracuse, NY 13211 USA**

**315-432-8282 fax 315-432-8256**

**e-mail: [info@autolit.com](mailto:info@autolit.com)**



## E. Friend of Automotive

**History** Bob Ewing has assumed the chairmanship. Additional nominations are sought.

**F. Student Paper** Bob Ebert reported solicitation sent out to 600 universities.

## Meetings and Conferences

### A. 2009 European Meeting

Date not set.

**B. The World of the Model T Conference, July 17–19** Several SAH members will speak or moderate sessions. McFarland expects to publish the proceedings.

**C. Southern California Literature Faire, June 22nd**

**D. Velocity Automobilia, Minnesota, July 26th**

There being no further business, President Lumley adjourned the meeting at 3:30 P.M.

*Arthur Jones*  
Secretary

## 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 amendments (underlined text) were voted at the Directors' meeting on April 2, 2008. Petitions must contain the signatures of two percent of the membership (twenty signatures at current membership level) and should be presented by August 1, 2008. Direct them to the Secretary, *Arthur Jones*, 504 South 26th Street, Philadelphia, PA 19146.

### Article X—AWARDS

#### Section 2—Awards

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

(g) Awards of Distinction. Awards of Distinction are presented for books

and articles on automotive history of particular merit published in the previous calendar year. The Award may be presented for books and articles in the English language and in a language other than English.

(h) Richard P. Sarchburg Student Award. The Sarchburg Student Award is presented to a student who has written an outstanding research paper in the field of automotive history. The award may be presented to either an undergraduate or a graduate student, or, at the discretion of the Committee, to both.

## SAH Motorsports History Section is Activated

Members of the Society of Automotive Historians activated a new International Motorsports History Section of the Society during a special meeting at the Seventh Biennial Automotive History Conference in Nashville, Tennessee, April 2–5, 2008.

Attendees established, on a preliminary basis, that the Section's stated objective is "To provide for the support, understanding and education of international motorsports history." To achieve this, the Section will compile bibliographies, database archives and other tools to assist historians to develop detailed, accurate motorsports history publications, presentations and events.

Following initial discussions several important matters were agreed and voted upon, those being:

- That *Joe Freeman*, former President of SAH and vintage race-car owner, driver, author and publisher, would serve as the first President of the Section. Freeman would be responsible for developing a set of by-laws modeled after those of other sections within SAH.

- That *Pat Yongue*, Associate Professor of English at the University of Houston, would serve as IMHS Secretary.

- That a tentative Mission Statement of the Section, as drafted by *Pat McInturff*, Professor of Management at the California State University at

San Bernardino, would read as follows: To provide for the support, understanding and education of international motorsports history.

It was also agreed that annual IMHS dues be set at \$10 (in addition to the annual SAH \$40) and that all SAH members who joined the Section within its first calendar year (before April 2009) would be considered Charter Members of IMHS.

Those present concurred that IMHS should maintain a webpage, that the SAH website ([www.autohistory.org](http://www.autohistory.org)) provide a link to the Section's webpage and that *SAH Journal* and *Automotive History Review* were to be consistently encouraged to present materials related to international motorsports history and the activities of the Section.

Various IMHS potential projects and events were then discussed, with agreement that the next meeting of the Section would be held in the spring of 2009 at the same time and place as the SAH Board meeting.

Any questions regarding the formation of the Section or its potential activities should be directed to Freeman ([jfreeman@racemaker.com](mailto:jfreeman@racemaker.com)) or Yongue ([plyonge@uh.edu](mailto:plyonge@uh.edu)).

—*Joe Freeman*



**Members of the International Motorsports History section gather for their inaugural meeting.**

## Obituary

### Paul Frère 1917–2008

I first read about Paul Frère in the June 16, 1948 issue of *The Motor*. Two of its editors were visiting Belgium to try various American cars, including the Frazer for whose importer Frère worked as service manager. The

Englishmen were important contacts for car-mad Frère, who was beginning a career as an automotive journalist while also competing successfully in motorcycle trials and races.

Born in France of Belgian parents in 1917, Paul Frère moved frequently on the Continent as a youth. This brought him the flawless command of Dutch, French, German, Italian and English with which he communicated with people at all levels of the industry and sport. Having earned a commercial engineering degree from Brussels University, young Frère managed to not get caught up in the war's devastation. He started writing for various local journals including *Belgique Automobile*.

A career breakthrough came in 1952 when Frère was appointed co-editor of *Royal Auto*, the organ of Belgium's Royal Automobile Club. His joint editor was Jacques Ickx, who had an outstanding reputation as editor, journalist, historian and all-around expert. The generous Ickx, father of future racing driver Jackie Ickx, gave the 35-year-old Frère warm introductions to leading industry figures. With this as a stable base for the first time, Paul started taking his racing seriously.

While most auto journalists fancy themselves excellent drivers, Paul Frère really was. And he was successful in the most unlikely cars. In 1952 he won a production-car race on Belgium's Spa circuit driving an Oldsmobile 88. The next year he won his class in the demanding Mille Miglia. His mount, which was all but brakeless for the last 400 of the 1,000 miles, was a 1952 Chrysler Saratoga with a semi-automatic transmission.

His 1952 success with the Oldsmobile led to an invitation to compete in that year's Belgian Grand Prix if he could find a suitable car. Paul approached the British HWM team, which offered him a mount for a lesser event at Chimay instead. This the journalist promptly won, setting a new lap record when taking the lead on the last corner of the last lap. This sealed a

seat on the team for the Spa race in which Frère finished an excellent fifth.

This remained Paul's best result for HWM, for whom he drove a few more times before switching to Gordini in 1954, when he retired in his three outings. He did enough, however, to come to the attention of Ferrari. Frère raced Formula 1 cars for Ferrari three times, placing fourth in the Belgian G.P. in 1955 and an excellent second in the same race in 1956. After this fine result Enzo Ferrari offered Paul a permanent post at Maranello in charge of car preparation and testing plus a regular place on the sports-car team. He decided against the move to Italy that the job would have required.

Sandy-haired, open-faced and very fit, Paul Frère kept racing with the Ecurie Nationale Belge, whose patron Pierre Stasse was publisher of *Les Sports* for which our hero was now writing. Starting in 1952 Paul was a regular competitor at Le Mans, driving class-winning cars. After co-driving Aston Martins to second place twice in a row Frère decided to make an all-out attempt to win. This meant a Ferrari, so in 1960 he pulled some strings to wangle a seat in a Testarossa. He and Olivier Gendebien were the team's only survivors—and the winners.

As an industry insider Paul Frère was often asked for private opinions about new models, a role that developed into regular consultancies for a tire maker and for Lancia, Fiat and Mazda. His close relationship with Ferdinand Piëch at Porsche led to several books about its racing cars and his stand-alone work on the 911. It also gave him the chance to test-drive almost every racing Porsche of his era. For almost 40 years Paul was a regular contributor to Japan's *Car Graphic* while his tenure as European Editor of *Road & Track* was almost as long.

For a dozen years Frère was a member of the FISA Technical Commission that drew up rules for international racing. His was the idea that led to the Group C regulation starting in 1982 that controlled cars only by the

amount of fuel they were allowed to carry. Though Paul wasn't entirely happy with the way this was implemented, it led to a great era in endurance racing.

Paul Frère's many fans were delighted when he put his personal experiences between hard covers in *On the Starting Grid*, *Sports Car and Competition Driving* and *My Life Full of Cars*. I didn't hesitate to comb them for gems that could sparkle in my own works. My latest book, *Red-Hot Rivals*, is about the epic battles between Ferrari and Maserati from the 1940s through the 1960s. He recalled "team manager Nello Ugolini briefing us—Farina, Trintignant and myself—on the morning of the 1955 Belgian Grand Prix and making his recommendation: 'We know that the Mercedes will be very difficult to beat, but our main target is to beat the Maseratis.' On that occasion we did, Farina taking third place and myself fourth."

Thanks for that, Paul, and farewell. On February 23rd, at the age of 91, Paul Frère died at Saint-Paul-de-Vence in the south of France where he had long dwelled.

—Karl Ludvigsen

**Editor's Note:** This tribute to Paul Frère was written for publication in *Hemmings Sports & Exotic Car* and is published here with its permission.



## 26th Annual Lit Faire

The SAH Southern California Chapter will present its 26th annual Literature Faire and Exchange and Collector Car Corral on Sunday, June 22nd at NHRA Wally Parks Museum, Fairplex, Pomona, on 1101 West McKinley Avenue.

This is where local auto writers, historians and restorers sell materials



from their research libraries, and you will find out-of-print books, manuals, pins, badges, models, posters, programs, catalogs, brochures and memorabilia.

You can also tour the NHRA Museum, home to some of the most famous dragsters, sports cars and land speed record holders in America.

For more information contact *Bob Ewing* at (562) 693-3580.



**Els De Vos**

### **Thank You, SAH**

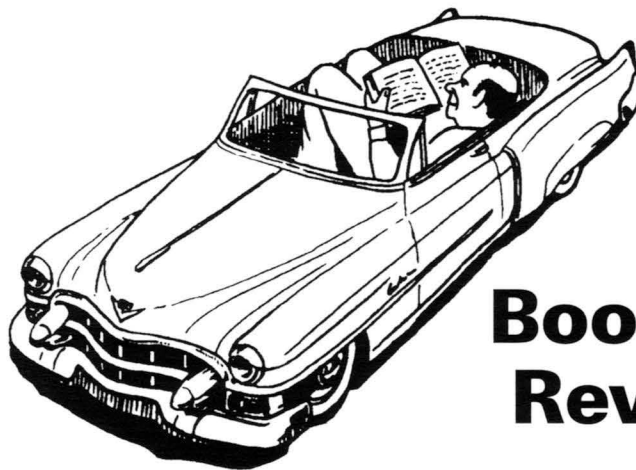
Unfortunately, I was not able to attend the Paris meeting because of other obligations at the university where I am working, but I want to thank the Society of Automotive Historians officially for its Student Paper Award. It's an honor and also confirms the interdisciplinary aspects of my research. This award was for me an extra recognition, as I reworked the paper during my maternity leave for my first child. As such, I want to encourage all women in academics to continue their work.

—*Els De Vos*

### **Silent Auction Reminder**

The Silent Auction has about 200 items to date, all cataloged but less than half our normal size. Please send in your books, magazines, etc. to P.O. Box 183, Goodrich, MI 48438 so they can be included in the catalog. I plan to have the Silent Auction Catalog in the July-August *Journal*.

—*Leroy Cole*



## **Book Reviews**

**The Streamline Era Greyhound Terminal, The Architecture of W.S. Arrasmith**, by Frank E. Wrenick  
2007 ISBN 978-0-7864-2550-1. Hardcover, 204 pages, 79 photographs. McFarland & Company, PO Box 611, Jefferson, NC 28640 800-253-2187, www.mcfarlandpub.com. \$49.95

"Why a book about architecture in our *SAH Journal*?" you might ask. This text explores streamline design as it applies to the Greyhound terminals from the 1930s to around 1950. The company's avant garde, forward thinking philosophy of hiring Raymond Loewy to design its vehicles and coaches, and the relationship of the architectural "Moderne" movement to automotive design in the same era, makes the book relevant to those fascinated with both the history of architecture and the automobile.

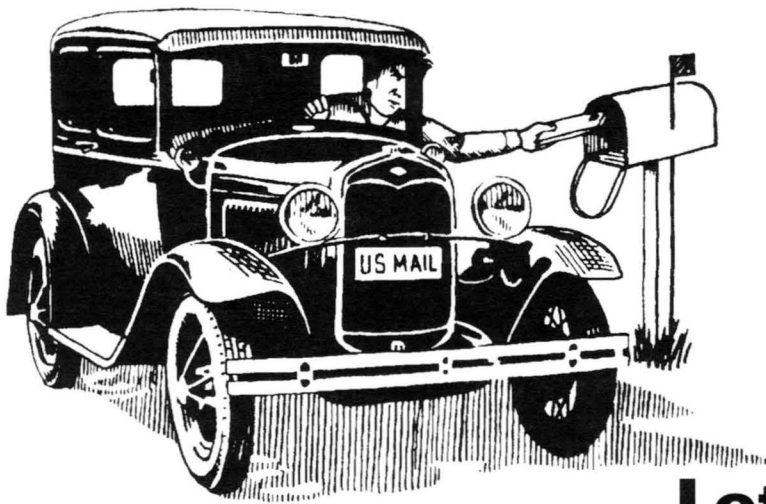
The book primarily explores the professional life of the architect, William S. Arrasmith and is divided into three parts. The first covers the development of Arrasmith's architectural career; the second explores the history of Greyhound and the evolution of bus terminals, focusing on the streamline period of design, the 1930s, when Arrasmith's influence was at its peak; finally the text describes each of the twenty-eight Greyhound terminals he designed.

Greyhound in the mid 1930s began the design and construction of bus terminal buildings for its exclu-

sive use in significant downtown locations. After experimentation with various architectural styles, Greyhound felt well enough known, with a national network of buses which were universally recognizable, that the company was ready to take a bold step and build terminals which were as unique and streamlined as its buses. What Arrasmith brought to Greyhound was the ability to express the style in a new and innovative way while still remaining consistent with the underlying philosophy of streamlining which espoused efficiency, smooth surfaces and freedom from embellishment, horizontal and curvilinear lines, long window rows, rounded corners, cleanliness, speed and technology.

Arrasmith's design work for the Greyhound terminals placed him in the forefront of architects who designed in this streamlined idiom. Although he did not create the style, he fashioned it into its ultimate definitive statement before transforming it into the post-war, post streamline era. With such a large opus of work in the streamline style and its applications to architectural design, William S. Arrasmith ranks among the other contemporary practitioners of industrial design in the streamline design epoch; including Raymond Loewy, Henry Dreyfuss, Otto Kuhler, and Walter Dorwin Teague.

*Stanton A. Lyman, A.I.A.*  
**continued on page 10**



## Letters

### VW Diesel Query

Just got finished reading the last issue of *SAH Journal* and wish to add one piece of information to the letter titled, "A PreWar VW Diesel." The date that "A Diesel for the Volkswagen" appeared in *Automobile and Aviation Industries* magazine was June 1, 1947. I had seen that piece years ago (1960s?) and have never seen any more about that proposal.

A close look at the cylinder head shows a unique eccentric mechanism in the upper part of the combustion chamber. What was it supposed to do?

I always felt it would be fun to convert a present VW aircooled flat four into a diesel. With all the new speed parts available one should be able to get a bottom end built that would hold

up to the extra compressive pressures.

—Stan Smith

### Schuster Testimonial

One hundred years ago the automobile race from New York to Paris was under way, the long way, west. It began in mid-February 1908 and ended in Paris in late July 1908. The United States entry, a Thomas Flyer, was declared the winner. George Schuster, a Thomas employee, was the only man to go the entire distance. He came on board as the Thomas mechanic but wound up doing much of the driving, and was driving when the Thomas arrived in Paris.

Here is a copy of a Weed Tire Chains ad that ran in the October 1908 issue of *Cycle and Automobile Trade Journal* magazine. My questions

are these: Does anyone know how George Schuster came to endorse these tire chains on August 21, 1908, about a month after the race ended? Did the company seek him out or did he seek it out? How much was he paid? Are there any other endorsements by George Schuster?

In the mid-1960s *The Great Race* came out. Two main cars were made up for the comedy, which was based very loosely on the race. The Thomas Flyer look-alike had hydraulic brakes and front doors. The other car had six wheels, two wire wheels in front and four wooden wheels in the rear. However, Natalie Wood drove a real Stanley Steamer runabout.

—Nelson Bolan



**"New York-to-Paris Race Impossible Without Weed Chains"**

August 21, 1908.

Weed Chain Tire Grip Company.

Gentlemen:—The road conditions in the New York-to-Paris Race made travel an impossible task without the use of Weed Chains on our tires. We struck snow, ice, mud, slush—everything. In some places we would not have made two miles a month without chains. In fact I do not believe our winning Thomas, or any other car would ever have seen Paris if it had not been for your equipment. Outside of preventing lost traction, they saved us time and again from accident—and possible destruction.

*George Schuster*

**WEED CHAIN TIRE GRIP COMPANY**  
33 MOORE STREET, NEW YORK

**Reviews continued from page 9**  
**Vintage Franklin, A History of the Car in Its Time** by Sinclair Powell and Mark Chaplin, 2007 ISBN 978-0-9795841-0-7. Hardbound, 412 Pages. Mark H. Chaplin, Publisher, distributed by the H.H. Franklin Club, 70 Johnson Dr., New Providence, NJ 07874-2146, [www.franklinclub.org](http://www.franklinclub.org). \$60.

*Vintage Franklin, A History of the Car in its Time* is a worthy companion to the 1999 book by Sinclair Powell, *The Franklin Automobile Company*. Whereas the earlier book by Powell gives a thorough analysis of the history of the company, the current volume emphasizes the Franklin automobile and its features.

Each major model development in Franklin history from the Cross Engine early models to Barrel Hood Franklins, Renault Hood Shovel Front



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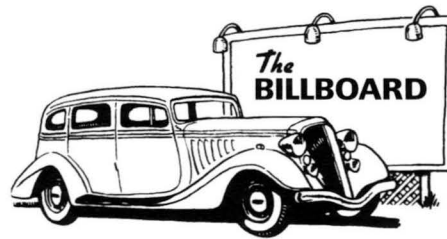
Franklins, Series 9, The Airman, the luxurious but ill-fated V-12 and the Reo bodied Olympic are given extensive photographic treatment. The 650 photos in the book are a treasure of pictures from factory, collector and media files. Each model is covered extensively. Photographs of the factory and dealerships add interesting detail to the book.

The history of Franklin is given only cursory coverage. The interested reader needs to consult the earlier book by Powell for that. However, if exploits of trans-continental trips in the first decade of the 20th Century, or durability tests by factory teams and Los Angeles dealer Ralph C. Hamlin or Cannonball Baker fascinate you, you will find the pictures in the book an invaluable pictorial chronicle of the events that shaped the history of the air-cooled Franklin.

Beyond being both delightful to read and having superbly presented photographs of the Franklin cars, this book is a reminder of an important reality of automotive history. Franklin was not the only automobile builder to fail during the Depression of the 1930s. Having outstanding products was not enough to sustain Franklin and other smaller firms. The air-cooled Franklin is demonstrated in this book to have been a proven, well-designed and innovative product. The economics of the era and the industry, though, brought an end to the dreams of H.H. Franklin.

In addition to the photographic chronology of Franklin, the book contains an appendix giving basic specifications of key models of Franklin automobiles from 1902 to 1934. The only criticism is the lack of an index which would have helped the usefulness of the book as a reference guide. Overall, though, *Vintage Franklin, A History of the Car in Its Time*, is an invaluable addition to the library of any Franklin enthusiast and an important component of the library of the automotive historian.

Robert R. Ebert



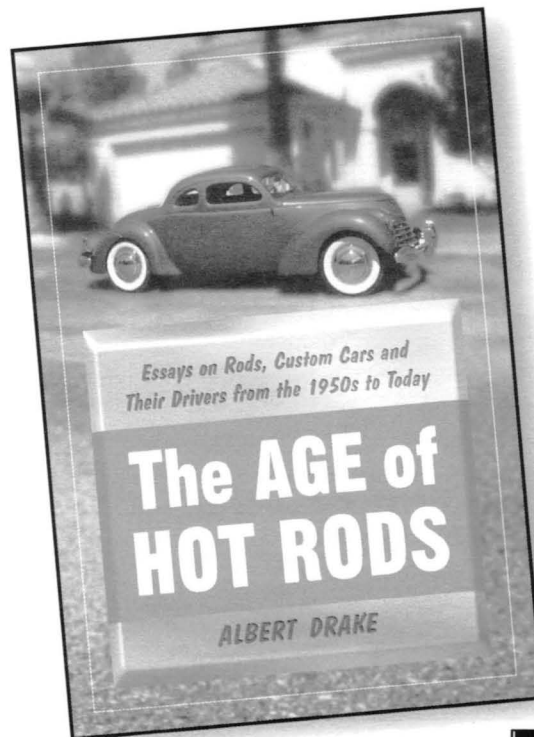
**For Sale** 1918 Cleveland Auto Show program, 90 pages, 7-3/4 x 10-3/4 soft cover in fair condition with covers loose, soiled and split, 29 car illustrations, seven are of Cleveland-built cars. Listing and pictures of leading automobile men of Cleveland at the time. \$95.00 **Nelson Bolan 13 Sierra Drive, Tavares, FL 32778**

**Information Wanted** I am preparing a book on the McFarlan Company of Connersville, Indiana. They built carriages, buggies and spring wagons before entering the automobile scene in 1909. I am looking for stories about people who owned McFarlan automobiles plus photos, ads and literature. Does anyone know of McFar-

lan fire apparatus, ambulances or funeral cars being used in any city other than Connersville? I am also looking for the names of current owners of McFarlan vehicles.

**Richard A. Stanley, 316 North Drive, Connersville, IN 47331, (765) 825-3257, richcar@si-net.com**

**For Sale** American Underslung, large collection of original literature and photographs which includes a large quantity of factory photographs, negatives, race photos, Fred Tone memorabilia, sales literature, manuals, Walter Seeley restoration documentation, etc. For sale as one lot. **Walter Miller, Syracuse, NY 13211 (315) 432-8282, info@autolit.com**



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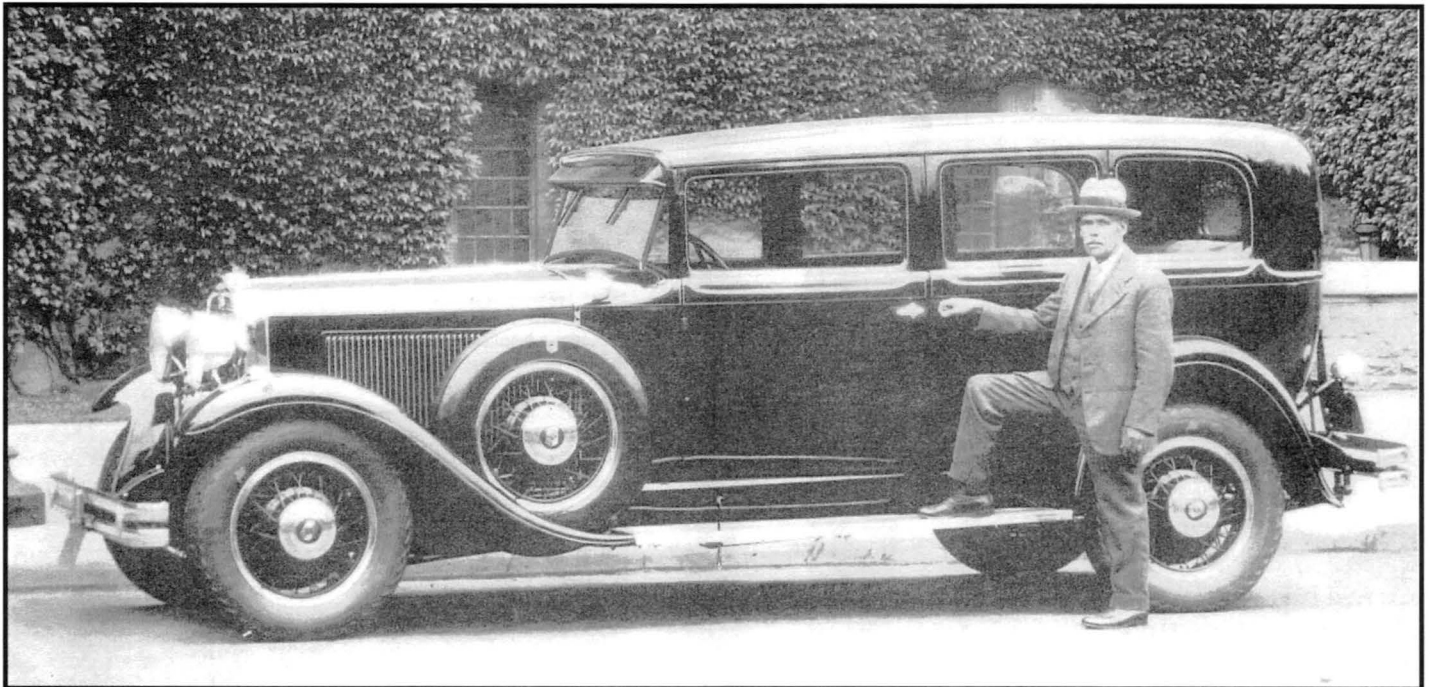


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**M. WILLIAM LE BLANC OF HULL, QUEBEC, CANADA GOT LUCKY.** In the Depression year 1930 he won the English Derby with a two-dollar bet. The Quebec carpenter received a check for \$149,000. That would be the equivalent of over a million 2008 dollars. The frugal 56-year-old Le Blanc decided to handle his winnings in a conservative manner. After buying a new suit, he purchased a new car, this seven-passenger limousine. When buying the car, Le Blanc ordered the Regal package with six wire wheels, leather spare covers, luggage rack and dual tail lights. He also popped for an eight-tube Philco radio and a heater. The base price of the car was \$2,085. The ordered accessories brought the price to around \$2,500 list.

Le Blanc's plan was to take a motor trip, visiting every Canadian province and then travel the United States from coast to coast. What is the marque, model and year of the automobile? *Fred Summers collection.*