

SAH Journal

The Society of Automotive Historians, Inc.
Issue 238 Electronic Edition January–February 2009



www.autohistory.org

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Help Wanted

The coming year will mark the passing of responsibility for several of the Society's administrative responsibilities into new hands. Two years ago, Kit Foster asked to be relieved of most of the extensive duties he had assumed over many years. The process is underway and the Society has engaged a membership service to manage records and renewals. Kit will not stand for re-election as treasurer next fall and we are searching for a candidate to fill this important position which he has held since 1997. Recently, Taylor Vinson asked to be relieved as Editor of *Automotive History Review* effective with Issue 51, due out this spring. He has served as Editor since 1995.

Kit and Taylor have served tirelessly in these positions for more than a decade in addition to their many other contributions. They have been the Society's strong backbone and we owe them an enormous debt of gratitude. Fortunately they will not be abandoning us and each has agreed, in addition to assisting with the transition, to continue his involvement: Kit as Chair of the Publications Committee and Taylor as Chair of the Non-English Cugnot Award Committee and Convener of the SAH Winter Dinner in Paris.

We now face the task of filling their shoes. Below is a brief description of the duties of each position. All members are encouraged to consider whether the filling of one of these roles might be a way to participate more fully in our field of interest and to establish new contacts with others in the Society. There are no pre-qualifications and you may call Kit or Taylor to learn more about the scope and hours required. There is no

compensation but reasonable out-of-pocket expenses are reimbursed. If you are not tempted for yourself, perhaps you know of another who might be induced to apply. President Darwyn Lumley or one of the present holders would be pleased to hear from you.

Job Description: Treasurer

The treasurer maintains the Society's financial records and pays all bills. He or she prepares an annual budget and tracks income and expenses against the budget. Reports are issued to the Board at the semi-annual meetings. The treasurer makes bank deposits and processes credit and debit card payments.

The Society's accounting is presently done on a cash basis, and records are kept in the readily accessible program Quicken. Migration to the more capable QuickBooks should be straightforward, should there be need to do so. The membership records are now processed separately from the treasurer's office. The Society's financial assets are held in a business checking account and two mutual fund accounts, all in institutions with nationwide presence in the U.S.

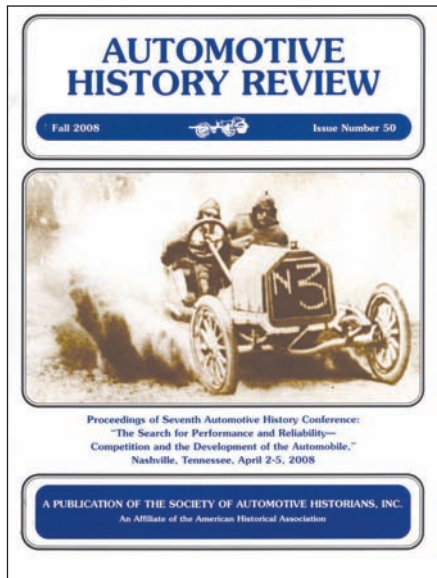
The treasurer is a voting member of the Society's Board of Directors and attends the semi-annual meetings, one of which is at Hershey in October, the other in the spring in varying locations in the United States. The treasurer interacts with all committees and functions that involve receipts and expenditures, including Membership, Publications and Silent Auction.

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**Job Description: Editor of
Automotive History Review**

The editor is responsible for the publication of the Society's magazine, *Automotive History Review*. While the by-laws do not establish a publication schedule, in recent years the Review has been published twice yearly.

The editor solicits and receives articles from members and non-members. As a general rule, these articles should not have been published elsewhere, except that English-language translations of articles first published abroad are acceptable. Submission of manuscripts in electronic format is encouraged. The editor reviews each article for consistency with SAH style, and amends the manuscript to accord with that style. Where there are substantive questions the answer to which may require revisions to the



manuscript, the editor dialogues with the writer to resolve the questions. When the editor is satisfied that the article is publishable, she or he chooses a peer reviewer and submits the article for comment.

The editor oversees the production, printing, and mailing of the *Review*, choosing the production staff and the printer, who submit invoices to the treasurer for payment. The editor mails two complimentary copies to the author of each article published and one to the author of each abstract from an auto history conference.

Unless otherwise elected to the Society's Board of Directors, the editor is not a member of the board, but is invited by the president to attend the board's semi-annual meetings, one of which is at Hershey in October, the other in the spring in varying locations in the United States. At these meetings, the editor presents a statement of the cost of producing and mailing issue(s) published since the last meeting, and discusses briefly the content and scheduling of the next issue of the publication.

—Arthur Jones

SAH Journal

The Society of Automotive Historians, Inc.
Issue 238 January–February 2009



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C. Marshall Naul
30–50 July 1973–Dec. 1976
John Peckham
51–59 Feb. 1977–July 1978
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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
Thomas S. Jakups
195–236 Nov./Dec. 2001–Sept./Oct. 2008

SAH Journal (ISSN 1057–1973)

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

Subscription is by membership in the Society.

Membership dues are \$40 per year. Send dues, membership inquiries and changes of address to

Society of Automotive Historians, Inc.
178 Crescent Road
Fairport, NY 14450 USA

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The Society of Automotive Historians, Inc.

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

**Copy Deadline for Journal 239
March 31, 2009**

SAH News

SAH Award Nominations Accepted:

Deadline April 15th, 2009
(unless otherwise noted)

The Society gathers again to recognize significant contributions to the publishing, documentation, and preservation of the worldwide history of the motor vehicle.

Complete details of the nomination requirements are found online at: www.autohistory.org/nominations.html

Nominations are being accepted now for books, magazines, articles, organizations and people worthy of being honored in 2009. Our awards are:

Nicholas-Joseph Cugnot Award, English Language recognizes the best English Language book in the field of automotive history published in 2008. Nominations are made to: *Douglas Leighton, Huron University College, 1349 Western Road, London, Ontario, N6G 1H3 Canada.* Email: jleight@uwo.edu

Nicholas-Joseph Cugnot Award, Languages Other than English recognizes the best non-English language book in the field of automotive history published in 2008. Nominations are made to: *Taylor Vinson, 1314 Trinity Drive, Alexandria, VA 22314-4726.* Email: ztv@comcast.net

Carl Benz Award recognizes the best article in the field of automotive history published in 2008. Nominations are made to: *Don Keefe, 178 Crescent Road, Fairport, NY 14450.* Email: donaldjkeefe@aol.com

Richard and Grace Brigham Award recognizes the best overall treatment of automotive history for a magazine as a whole. Nominations are made to: *Jack Juratovic, 9501 Bearfoot Trail, Brooksville, FL 34613.* **Deadline June 1, 2009**



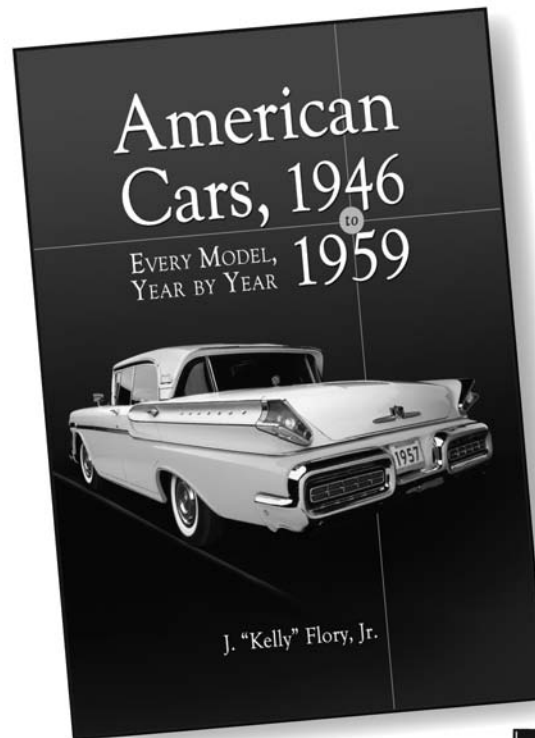
James J. Bradley Award

recognizes outstanding contributions to automotive history by an organization. Nominations are made to: *James Wagner, 1669 Nantucket Road, Plymouth, MI 48170.* **Deadline July 31, 2009.** Email: jimmywags@aol.com

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

Friend of Automotive History Award recognizes exceptional contributions to the cause of automotive history by an individual. Nominations, which must include a brief biographical sketch of the nominee, are made to: *Bob Ewing, 5841 Greenleaf Avenue, Whittier, CA 90601.* Email: bobewing35@hotmail.com

Richard P. Scharchburg Student Paper Award recognizes the best treatment of automotive history by an upper-level undergraduate or graduate student. Papers are to be submitted electronically as an e-mail attachment to *Robert R. Ebert, Department of Economics, Baldwin-Wallace College, 275 Eastland Road, Berea, OH 44017-2088.* **Deadline for Student Paper submissions is June 15, 2009.** Email: rebert@bw.edu



This comprehensive reference book details every model from each of the major manufacturers. Year by year, it provides an overview of the industry and market, followed by an individual report on each company: its main news for the year; its production figures and market status; and its powertrain offerings, paint colors and major options. The company's models are then detailed individually with such information as body styles, prices, dimensions and weights, standard equipment and production figures.

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ISBN 978-0-7864-3229-5 2008



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SAH News



SAH Literature Faire

The Southern California Chapter of the SAH will be holding its 27th annual Literature Faire on June 28th at the NHRA Museum in Pomona, CA. Interested vendors should contact me at the address below ASAP. Interested buyers are reminded that there is no admission charge to them, and the hours are 8 a.m. until 2 p.m. (or until heat stroke brings an end to the proceedings). Members and past vendors will be getting applications in the mail.

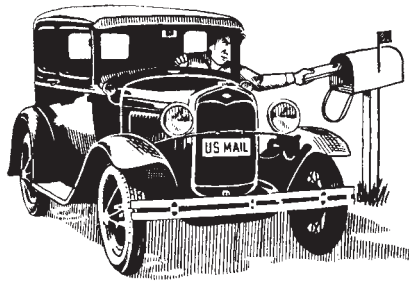
Bob Ewing

5841 Greenleaf Ave.

Whittier, CA 90601

email to: bobewing35@hotmail.com

Letters



From *Taylor Vinson*

One of our members sent the brief obituary of Henry Ford II's second wife, enclosed. I have seen no mention of it in any other publication of any sort.

From *The New York Times*,
January 2, 2009

FORD-VETTORE, Cristina, died peacefully in her beloved Rome on Christmas Day. Will miss you, Gaea.

Billboard

I am in the process of selling my husband's collection of automobilia. I will be selling many items over the next year. My husband, Ralph DeStefano, was the owner of Pollock Auto Restoration, Pottstown, PA. This building was once owned by Mr. William Pollock (of Pollock Steel) and was used as a vintage automobile museum for many years. My husband purchased the building with its many books and vintage auto related items back in 1994. Unfortunately, my husband became seriously ill and passed away in November of 2007. At this time, I have a fantastic collection of *The Horseless Age* (bound volumes) available. I have included a list of what is available, as well as pictures of the books for your review. I am aware that many of these volumes are rare and that they should be preserved for the future. I am selling the entire collection together. There is a possibility that I have more bound volumes, but I cannot promise this. I have a very large quantity of boxes to go through, and due to time restraints, must do this slowly and orderly. I am selling the collection in "as is" condition. Please see the list below and email me for pictures of the set..

Becky DeStefano

BirdsBurro@yahoo.com

The Horseless Age Collection

- Vol 4 April 5 - Sept 27, 1899
- Vol 5 Oct 4 - March 28, 1900
- Vol 6 April 4 - Sept 26, 1900
- Vol 7 Sept 6, 1900 - March 27, 1901
- Vol 8 April 3 - Dec 25, 1901
- Vol 9 Jan 1 - July 1, 1902
- Vol 10 July 1 - Dec 31, 1902
- Vol 11 Jan 1 - June 30, 1903
- Vol 12 July 1 - Dec 31, 1903
- Vol 13 Jan 1 - June 30, 1904
- Vol 14 July 5 - Dec 28, 1904
- Vol 15 Jan 4 - June 28, 1905
- Vol 16 July 5 - Dec 27, 1905
- Vol 17 Jan 3 - June 27, 1906
- Vol 18 July 4 - Dec 26, 1906
- Vol 19 Jan 2 - June 26, 1907
- Vol 20 June 1 - Dec 31, 1907
- Vol 22 July 1 - Dec 30 1908
- Vol 25 Jan 5 - June 29, 1910

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Remember? See page 12.



Reassessment

“One of the penalties of growing older is witnessing the Gibaltars of one’s time reduced to pebbles and washed out to sea.” I’d very much have liked to have the preceding quotation attributed to me. But, honesty must prevail and I need to give credit to Joseph Epstein in a *Wall Street Journal* column, “Another Newspaper Bet Goes Bad.” The column appeared in the December 13-14 issue and, as you might surmise, was about the end of newspapers as we have known them. Specifically, Mr. Epstein was writing about the *Chicago Tribune*.

But, I read the quotation and thought about the present status of the so-called “Big Three.” Read it over again, “One of the penalties of growing older is witnessing the Gibaltars of one’s time reduced to pebbles and washed out to sea.” I thought about the formidable industrial automotive giants of the 1930s through the 1960s and also about how the indigenous British auto firms have disappeared. I realize that I profess to be an auto historian; I should have been prepared to consider that change is constant. The fact of growing older is less relevant if one has an historic perspective. We should recognize the impermanence of human organizations and constructions. Even the image of Gibraltar as an impregnable rock fortress is outdated in a world of nuclear weaponry.

So, the changes of today might serve to help reassess some commonly held perceptions. Note that I described the “Big Three” as “so-called.” I believe that Walter P. Chrysler is credited with inventing the phrase as a means of promoting the auto firm he created. From what I remember, it was a clever way of identifying the early Chrysler Corporation as being of co-equal status with General Motors and the Ford Motor Company. The strategy seems to have worked as the term continues to be commonly used, despite the fact that the present



Darwyn H. Lumley, President

Chrysler LLC is eclipsed in most all measures of size by Toyota, and perhaps other auto firms as well. Historically, the phrase “Big Three” not only gave Chrysler status, it also excluded the so-called “Independents,” Studebaker, Hudson, Nash, Packard, and others of varying time periods. To continue to use the phrase today can lead to many misjudgments of both the past and present.

Even the use of the term “Independents” can be misleading. Was being independent a measure of success or failure? Was it pejorative or a measure of honor? Since the historic trend has been for convergence in the auto industry, in the nations which were industrial giants in the 19th and 20th centuries, we may have adopted a perception of natural selection. The commonly held view is that the weak fell by the wayside and the so-called “Big Three” were evidently successful survivors.

One very difficult task of the historian is to be conscious of one’s position in time. For example, think again about what our views of the permanency of GM, Ford, and Chrysler might have been around 1958, barely 50 years ago. Current histories need to carefully consider the judgments made in earlier times. Did all of the past auto firms disappear due to an industrial use of the laws of natural selection? Might there have been various advantages given to the some firms and denied to others?

Were the World War II government contracts equally applied, or did some auto firms gain significant benefits to the disadvantage of others? Do the circumstances of selection apply across national boundaries? Are the situations which led to the demise of Morris and Austin the same that affected Nash and Packard? How did it happen that we in the U.S. have found ourselves with large auto firms that are said to be “too big to fail”? Might the nation have been stronger if industrial power had not become so concentrated in a small number of corporations? Those, and other questions, are open fields for research. The processes of change, evident since the first auto chugged out of a primitive workshop, have been profound. There is much yet to be written. —Darwyn Lumley

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SAH in Paris: The 14th Annual European Meeting

The Society's fourteenth European meeting convened in Paris on February 5th, as 35 members and guests met for dinner in the Salon De Dion of the Automobile Club de France. Members were present from Finland, Switzerland and the USA, as well as the host nation, but the largest contingent came across the channel from Britain. Attendees were welcomed by treasurer *Kit Foster*, acting as emcee in the absence of customary convener *Taylor Vinson*. Following dinner, the annual presentation of awards commenced.

This year, the European presentations comprised two book awards for works in languages other than English. An Award of Distinction was presented to Roger Gloor, of Bern, Switzerland. His book, *Alle Autos de 50er Jahre*, is an updating and expansion of an earlier work, *Nachkriegswagen*, and is especially valuable for recording the existence of a number of startup auto manufacturers after World War II. Herr Gloor, who has worked for the Swiss magazine *Auto-Revue* for more than ten years, also received an Award of Distinction last year for *Alle Autos der 60er Jahre*, but was unable to attend that presentation. His publisher is Motorbuch Verlag of Stuttgart, Germany.

The presentation of the Nicholas-Joseph Cugnot Award for the best book in a language other than English marked an historic event, the first SAH "triple crown," the only time SAH book awards have been given to three different authors from the same family. The Cugnot was presented to French writer Christian Rouxel for *d'Azur à Total - Desmarais Frères, le premier grand pétrolier français*. The Desmarais brothers formed a business in 1861 to sell oils for lamps, later adding petroleum to their line. They eventually became France's largest refiner and supplier of gasoline. "Azur" refers to the brand name they adopted in 1930; "Total" is the name under which the fuels are sold today by the firm's successor. Christian's father, *Claude Rouxel*, received Awards of Distinction in 2003 and 2006, his mother Marie Christine in 2004. Christian's publisher is Drivers of Toulouse, whose award was accepted by Jean-Claude Amilhat.



Roger Gloor, right, accepts his SAH Award of Distinction from Kit Foster. Photo courtesy of Rouxel family.

Rétromobile XXXIV Alternative Energy

The following morning, many from the SAH entourage attended the opening of Rétromobile, France's premier indoor old-car event, at ViParis at the Porte de Versailles. Taking a page from a current mantra, the show's theme was alternative energy from the first century of the automobile. On exhibit were a number of steam vehicles, including an 1885 DeDion Bouton dog cart, 1899 Everett steamer, a Stanley-Locomobile reproduction and a steam motorcycle from 1920.

Electrics included a reproduction of *La Jamais Contente*, the torpedo-shaped racer with which Camille Jenatzy set the world land speed record in 1899. Buried in the small print was the fact that the real *Jamais Contente* resides a short train journey from Paris at Musée National de la Voiture et du Tourisme at Compiègne; SAH members were privileged to see it last year. Other notable electrics on display were examples of the Peugeot VLV runabouts manufactured during World War II, an immense Krieger limousine from 1908, a Sinclair C5, a Renault Dauphine-based Henney Kilowatt and a small Jarret runabout, a joystick-controlled minicar from the collection of SAH member *Jean-Michel Horvat*. The French were significant users of *gazogène*, producer gas made from onboard digesters, during World War II. Peugeot had a



The Nicholas-Joseph Cugnot Award for the best book in a language other than English was presented to Christian Rouxel, right. Sèverine Rouxel photo.



Jean-Claude Amilhat, right, accepted the Cugnot Award on behalf of publisher Drivers. Sèverine Rouxel photo.

prime example on the corporate display, and a Hotchkiss *gazogène camion* completed the theme centerpiece.

Following tradition, *Fondation de la Automobile Marius Berliet* of Lyon headlined the opener with a press conference. Conducting the briefing was Fondation president Phillippe Brossette, who succeeds his cousin, Friend of Automotive History *Paul Berliet*, the founding president. Featured in this year's display were the Zenith carburetor and Luc Court truck. As usual, *Rétromobile* included displays by prominent French manufacturers Peugeot and Citroën, as well as imports Mercedes-Benz and BMW/Mini, and related clubs. The major European collector car dealers were present, and vendors of parts, literature and automobilia were in abundance.

A planned visit to the CAAPY Museum at Poissy, which focuses on the Simca marque, was canceled when a sudden snow squall snarled area traffic. It may be rescheduled for next year. —Kit Foster



SAH at *Rétromobile*: Prototype 1960s electric runabout by Jarret frères was part of the theme display on alternative energy. From French SAH member *Jean-Michel Horvat's* collection. Kit Foster photo.

HORSELESS CARRIAGE GAZETTE

As you might expect from a club publication, the *Horseless Carriage Gazette* is chock full of exciting four-color photographs showing brass-era automobiles in action. First-generation cars don't get out often but, when they do, it is a real privilege to be along for the ride.

History buffs will enjoy a feature or two in each *Horseless Carriage Gazette* about marques both popular and obscure. In addition, more than 240 black & white images from the pre-1916 era were used as illustrations in the six 2007 issues.

Membership is \$45 (\$55 outside of the USA).

There is no better place to connect with nearly 5,000 enthusiasts who appreciate pioneer vehicles than in the Horseless Carriage Club. We'll be honored if you decide to join.

Horseless Carriage Club
PO Box 62, Bakersfield CA 93302
888/832-2374 or office@hcca.org

Du Pont Letter

While doing some recent research I came across an obscure letter that may be of interest to other SAH members. It is on E.I. Du Pont De Nemours & Company stationery, dated January 8, 1922. It is from a Vice President of Du Pont named William Coyne and addressed to three other executives of that company.

Of most interest is that copies of the letter were sent to P. (Pierre) S. du Pont and J. (John) J. (Jakob) Raskob. In the letter no consistent form exists as to the use of Du Pont, du Pont or duPont. Raskob is the Du Pont executive who encouraged and supported the investment of DuPont profits, gained from World War I, into the General Motors Corporation. The connection between Du Pont and GM is well known, and the letter attests to the corporate relationship, in a not very subtle manner.

The letter, in full, follows:

"The following duPont employees bought competitive automobiles on or about the dates mentioned.

It is the right of our people to spend their money where they please, but when our men know that their Corporation is as heavily interested in the General Motors Corporation as is the duPont company is, and that the Chairman of the Board and Chairman of our Finance Committee is Chairman of the Board and President is a Director and member of the Finance Committee of the General Motors, that our Vice President in charge of Finance is Chairman of their Finance Committee, and another member of our Finance Committee and a Director of our Company is a Member of the Finance Committee and a Director of the General Motors, and that our officials are keenly interested in General Motors' welfare and that its earnings mean considerable to duPont Company; a duPont man who buys a car competitive to General Motors line, certainly it does not show the high degree of loyalty and support to his Corporation and its officials but that it and they have a right to expect, nor should he look for consideration from it or them.

C.E.Till, Acctg.Dept. bought a new Peerless touring on or around Christmas.

E.F. Bragton, Purchasing Dept. bought a Hudson speedster around January 6th.

W.J. Hanley, Order Section, Explosives Division, bought a new Nash sport model around January 5th.

It takes little imagination to comprehend that the three men to whom the letter was addressed were in supervisory positions relative to the three named Du Pont men who were listed as having purchased Peerless, Hudson and Nash autos.

How the three men fared in the Du Pont corporation is not known. —Darwyn Lumley

Sports Car Racing at Watkins Glen

By *Tom Brownell*,

Sharon Morris, typist and
Joyce Brownell, copy editor

In the immediate post-war years, sports car racing had come to America. Watkins Glen, N.Y. was an ideal spot for such a race. It had a high plateau surrounding the town allowing the cars to build up speed and swoop down as they re-entered. Until 1955 they raced on public roads. Then, in that year, one car went out of control and hit some by-standers, killing them. The town decided to build a new racetrack on the surrounding hills. They got help from Cornell University's engineering students. The new track opened in 1956.

My father took me to Watkins Glen for the races in 1957. We knew we had entered "gasoline alley" when we saw the lights on and exotic sports cars being worked on in every garage in town. We had arrived early, because that was Dad's habit. We parked outside the racetrack.

I remember a scattering of cars parked on the infield. Most of them were MG-TCs or TDs. The cars had been driven there the night before by couples that had camped out. We walked past one car where the wife was cooking breakfast on a portable grill. She invited us to have breakfast with them. The fresh food smelled delicious, but Dad said, "No, thanks." Still that image lingers in my mind. It was so peaceful, such an idyllic setting that I vowed to repeat it sometime in my life.

Dad and I stood by a corner where we could watch the cars come around and head down a fast straightaway. After the race, one driver came up and was talking to some friends. He said he went into the turn too fast and spun out. We had seen that happen. The race was the U.S. Grand Prix. I recall seeing Dr. Dick Thompson, the flying dentist, in his red Corvette, but I recall the winner drove, a Mercedes 300 — these cars were nearly invincible.

We went to the races every year that I was in high school. Dad

had a friend at work who said he would get us pit-passes, but he never did. However, the setting was never as serene as that first year.

My roommate at Dartmouth, John Black, and I decided to attend the U.S. Grand Prix our sophomore year. John had a new 1961 VW. We planned to stay at my parents' house on Lake Ontario, roughly an hour's drive away. We would cut our Saturday classes. That was a mistake I never repeated, because when I got back to school Sunday evening, I was 1,400 pages behind. One class that fall assigned 1,000 pages of reading per week.

At the races we had seen Stirling Moss take a few laps in a two-seater prototype Mustang. Lee Iacocca got hold of that idea, based it on a Falcon or Fairlane chassis, and the cars fairly flew out of the showrooms. If Ford had gone ahead to build the two-seater like Moss drove, the car might have been another Edsel because Americans had shifted loyalties from sports cars to station wagons. Moss had just recovered from his injuries at Goodwood. His reaction time had slowed slightly, and he knew he wasn't competitive. Later, we read in the newspaper that Moss was stopped for speeding on his way back to New York City.

In the 1970's, races at Watkins Glen took on a rock concert atmosphere, and crowd control was the biggest problem; I didn't go back during that decade. In the mid 1980s, I stopped at the racetrack on the way home from touring the Blue Ridge Mountains with my younger son, Anthony, and Irv, a retired government worker and officer of a truck club I belonged to. Gates to the track were open and it was deserted. We took one lap in the 1969 C20 Chevy pickup, and then stopped for photos. From the pits, the track climbs a steep hill followed by a quick chicane, then a turn to the left and the fast backstretch and gentle curve, where Dad and I had stood in 1957. Then, the fast downhill straightaway followed by the tight left past the pits.

I doubt that the U.S. Grand Prix is still held in Watkins Glen. All the enthusiasm has gone out of the sports car bubble and racing of any kind has

become big business. Watkins Glen now proudly sponsors a Grand Prix Museum and racing research library. The Museum regularly invites the likes of Sir Stirling Moss (knighted in 2000) and other famous drivers to tell their stories for wine and cheese gatherings. If one attends and asks Moss any questions, that person might detect that the high point of his distinguished career was winning the Mille Miglia with Denis Jenkinson as navigator at an average speed of 99 mph, a record that still stands, because the race is no longer held. Or, the time Moss spotted a spectator drinking a pop and thought one would taste good, too. So, the next lap he signaled that he wanted one. The spectator threw Moss a pop, which he caught. The next lap, Moss tossed back the empty. His speed hadn't faltered; in fact, both laps had been the same—with and without pop.

The two men trusted each other implicitly, so that when Jenkinson said, for example, "hard right hand turn entering village," or "one-way bridge," Moss would drive accordingly. Jenkinson never lost his place; his directions were always accurate. Questioners should not ask Moss about that Goodwood crash because he doesn't remember. He only recalls going into a turn too fast and getting the car spun around so that its rear hit the embankment to absorb energy. Moss is said to have broken every bone in his body in that crash. Rather than undergoing the long recovery that was common with broken bones at the time, his surgeon used what was then an experimental method of joining the bones with screws and pins, and he had Moss up and water skiing within weeks. Such surgery is now commonplace.

I never fulfilled the vow of revisiting that idyllic setting. Sometimes, you can't go back.

Tom Brownell is a member of SAH and interested in vehicles of every size, shape, and, description.

Sharon Morris is a professional caregiver. She works for Visiting Nurses in Muskegon, MI.

Joyce Brownell taught writing at Ferris State University for 25 years.

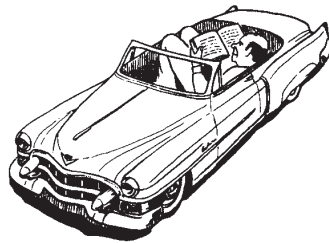
Book Reviews

Why Not? The Story of the Honourable Charles Stewart Rolls Inspired by Contemporary Accounts, by David Baines, 2007.

ISBN 978-1-85443-224-7. 8-1/2 x 11 inches, 308 pages, 300 black and white photographs, 7 color illustrations, hardbound with dust jacket and slip case. Dalton Watson Fine Books, Deerfield, IL, \$89.00 Available at www.daltonwatson.com

I have to admit that this book simply blew me away! When I agreed to review it sight unseen with no preconceptions, I assumed I would be receiving just another potted biography of Charles Stewart Rolls. But what I got was a five-pound and three-ounce slip-cased tour-de-force that's so magnificent in design and delivery that it's forced me to reconsider my definition of a book. In writing previous book reviews I've always concentrated on content with pictorial matter judged on how it complements the text. But here the graphic design and the excellence of execution is so overwhelming that the text is secondary. One could dismiss this as a family scrapbook if this particular family wasn't quite so rich and this particular family member wasn't so self-assured.

It never occurred to Rolls that his every waking moment, with some exceptions, should not be memorialized in photographs. I must give due credit to the publisher, of course, and the young author (editor, actually) who took it upon himself to ferret out this material and expose it to the light of day. Baines doesn't claim this is a history book or even a biography, and it isn't because there are gaps here and there, notably just one photo and only sketchy allusions to Rolls's three and a half months in America. There are any number of Rolls biographies, old and new, available for a lot less money. If you want photographic documentation of how the Honourable Charles acquitted himself as a racing driver




and a balloonist and how he came to forsake the development of the motorcar that bore his name, hyphenated with Royce, to be sure, and how he plunged into the world of aeronautics with never a backward glance then you simply have to own this book. In fact, I would recommend it to anyone who appreciates books for their own sake. It is like owning your own copy of the young nobleman's photo album and scrapbook.

I've often heard that Rolls and Royce were never photographed together, but that isn't quite true because there's a group picture on page 184 in which Rolls is shown but Royce is "hidden from view." Other revelations to me include a picture on page 99 of Rolls on the 90hp Panhard which I never knew he drove in the bloody Paris-Madrid race of 1903. Another revelation is a photo on page 108 of Rolls as one of the members, as a standby, of the British team that contested the 1903 Gordon Bennett race. I've also wondered if Rolls ever really flew with Wilbur Wright, but here we have several photos of that event. The aeroplane in which Rolls met his death on July 12, 1910 is always described as a French-built Wright Flyer which has always aroused my suspicions as being one of those stories that must be true because it's repeated so often. I was gratified to see several photos that tend to show that it was a Wright Flyer built under license by Short Brothers of Shellbeach. The Wright Flyer that Rolls flew across the Channel to France and back on June 2, 1910, appears to be the French model however, the difference being obvious if you compare the canard elevators of the two.

In summation, I have to admit that this book makes me quite


envious. Having glimpsed such grandeur, I regret that *Bernie Golias* and I didn't have the same entrée into the world of high-grade publishing when he and I collaborated on *Famous But Forgotten: The Story of Alexander Winton*. When we wrote that book in 1997 we had access to several Winton family archives which included photographs and other documentary evidence on a par with the Rolls archives as presented in this book. If only the Winton book could have been published on the same scale! Charles Stewart Rolls was born in London, England on August 27, 1877 and died in an airplane crash at Bournemouth, England at age 32. Not age 30 as stated on both the dust jacket and the slipcase. Winton actually competed in two Gordon Bennett races, 1900 and 1903, whereas Rolls was only a standby driver in 1903. Winton intended to go into the airplane business just before he died and so did Rolls. Winton built expensive cars and so did Rolls. Winton was born 17 years before Rolls, outlived him by 22 years, and left twice as many photos. One last comment concerns the title which, in case you were wondering, is explained in the Epilogue where Rolls is quoted as saying, "Some men see things as they could be and ask 'Why Not?'" —*Thomas F. Saal*



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Book Reviews

The Wankel Rotary Engine, by John B. Hege, 2001/2006. ISBN 0-7864-2905-4. Softbound. 174 pages, 68 illustrations. McFarland & Company, Inc., Box 611, Jefferson, North Carolina 28640. (336) 246 4460. www.mcfarlandpub.com. \$29.95.

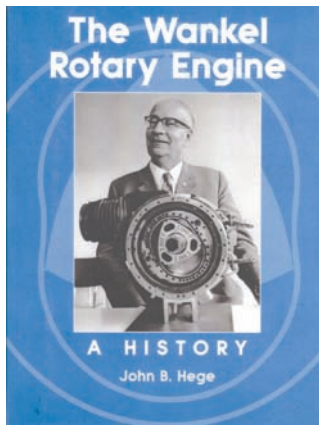
This costly paperback has one major fault: that it hasn't been updated since McFarland published its hardback version in 2002. Otherwise it stands apart from the crowd as the only history of the Wankel rotary engine that brings the story into the 21st Century.

Many writers have tackled the Wankel story. Among them are Jan Norbye, Nicholas Faith, Dieter Korp and Kenichi Yamamoto, designer of Mazda's rotary. Yours truly even had a go with his self-published *Wankel Engines A to Z*. I was proud of the way you could flick its pages and see the rotor turn. But all these books were published in the 1970s when it seemed that Felix Wankel's invention would sweep the industry.

In clear matter-of-fact prose John B. Hege, who attends to cars professionally, tells the story of the Wankel's creation and its struggle to find a place as an alternative to the reciprocating engine as power for cars, boats, aircraft and snowmobiles. Uniquely among chroniclers of the Wankel, he brings its saga up to date as an engine still used in cars by Mazda, but otherwise rejected by the establishment.

Hege also mentions the continuing efforts of Rotary Power International and Wankel GmbH to build Wankels to meet special requirements, but isn't aware of the substantial independent rotary-engine activity in Russia, made possible by the expiration of the original patents controlling rights to the rotary.

As a quick reference to the salient developments in the Wankel's history, Hege's work is useful. I referred to it myself when I was writing about some aspects of the engine recently. But I wouldn't want to take it as gospel.



Both early and late in his book Hege attributes Mazda's continued use of the Wankel rotary to the resources already sunk into its production, saying that it had "invested too much in the rotary to back out." I'm certain this isn't so. Rather, Mazda sees the rotary as a distinctive hallmark of its range, an advanced technology that it alone along the world's auto makers has mastered.

Just as Subaru sticks with its flat-opposed engines, an important link to its past as a maker of aero engines, Mazda views the rotary as a vital, indeed essential, contributor to its image. That's why it continues to make and sell Wankel-engined cars. This new version of Hege's book would have benefited greatly from the inclusion of the well-received RX-8.

I disagree with the author's assessment of some Wankel technologies. He follows the NSU line in being dismissive of Felix Wankel's original concept, the DKM with its pure rotary operation. This is pictured on the book's cover with its creator. Against Wankel's protests, NSU changed this into the KKM, in which the three-pointed rotor orbits as well as rotates. In spite of its problems, the DKM had, and still has, significant potential as an engine capable of seriously high revolutions.

Nor is he fair to NSU's Spider, the first production car with the Wankel engine. He calls it "a fairly unremarkable car" that "did not handle particularly well, just another pint-sized convertible roadster." This is in sharp contrast to my experience and impressions as the owner of such a car. I found it to be a satisfying automobile in its own right with

handling that I likened to the Alfa Romeos of the time. Nothing wrong with that.

Some of the author's other judgments don't jibe with reality. He thinks that Wankel's disc-valve version of the Mercedes-Benz DB601 aero V12 went into production, which it certainly didn't. To him the Citroën 2CV was "tiny and very basic." Basic it was but tiny it certainly wasn't; in fact its large and flexible interior was an important virtue. Maybe he meant to say "tinny", which would certainly apply. The canard that Ralph Nader was responsible for the Corvair's abandonment after 1969 is trotted out again. In the work of Daimler-Benz on fuel-injected Wankels, the vital role of Bosch isn't mentioned, nor does Claus Luthe get credit for the styling of the NSU Ro 80 that Hege rightly praises.

Disappointingly from this writer's standpoint, Hege dodges the issue of the Wankel's real displacement. He buys the NSU/Mazda line that the displacement of one rotor is double that of one of its chambers, whereas in fact the capacity should count all three chambers. To count only two makes the engine look good, and fools taxation and racing authorities, but does the further development of the Wankel no favors by masking its inefficiency.

Small glitches annoy. Nibel of Daimler-Benz is Hans, not Otto; NSU's joint venture with Citroën was Comobil, not Comobile; the element in housing coatings is silicon, not silicone; Wankel's sidekick Eiermann is Dankwart, not Dankwert; Curtiss-Wright executive Berner was Roland, not Rowland, and the chassis Mazda raced at Le Mans in 1984 were Lolas, not Lauras. A character named Wilkinson (Wilkenson in the index) pops up on page 131 without introduction, solely to befuddle the reader.

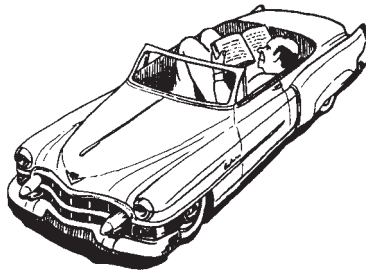
In spite of these regrettable hiccups Hege's chronicle does have value as the sole record of the Wankel from its origins. That's why I wish it had been updated, and corrected. —Karl Ludvigsen

Book Reviews

Delage – France’s Finest Car, by Daniel Cabart, Claude Rouxel, and David Burgess Wise, translator. 2007. ISBN 978-1-85443-219-3. Two volumes, with dust jacket and single slip case. 376/150 pages, 1,000 mainly black and white photos and illustrations; some color. Limited edition of 1,000 numbered books, signed by the authors. Dalton Watson Fine Books, Deerfield, IL 60115, USA. \$225/£110.

“Delage – France’s Finest Car” represents something of a family reunion for SAH, the two principal authors, *Daniel Cabart* and *Claude Rouxel*, and the author/translator *David Burgess Wise* being Society members. The work itself, in its original French edition, *Delage – la Belle Voiture Française*, won the SAH Award of Distinction in 2006. What’s more, Dalton Watson’s *Glyn Morris* arranged for its translation and publication in English.

Delage had a life of 50 years (1905-55), the first 30 under the direction of its founder, Louis Delage, and the last 20, because of financial and product problems, under the aegis of Delahaye (a good discussion here). Whether Delage was “France’s finest car” depends on your interpretation of “finest,” but there’s little question that it was a “belle voiture française.” Both Delahaye and Delage are best remembered today for the custom coachwork that adorned their chassis, winning many a concours d’élégance



before World War II. Delage, it was said, was the car you gave to your mistress.

But Delage was more than just a pretty face. “Keep it simple; make it strong” was its founder’s aim from the beginning. The car’s competition successes in the ‘10s and ‘20s were notable; perhaps most significantly it won the Indianapolis 500 in 1914. In the Grand Prix de l’A.C.F. and the British Grand Prix in 1927, Delage took the first three places in both races, repeating its performance of the year before in the third San Sebastian Grand Prix.

The format and illustrations of the original book have been retained. That is to say, the text recounts the history of the company in chronological order, comprising short chapters with liberal use of sidebars on pastel backgrounds. I found this somewhat distracting in the French version, but its logic is now clear: it allows the main text to continue uninterrupted. The appendices of *Delage – la Belle Voiture Française* are now the opening pages of Vol. 2 of *Delage – France’s Finest Car*. These appendices include racing records for hillclimbs,

speed events, grand prix and other races; capsule biographies of the drivers, and a list of surviving cars. To this, David Burgess Wise (himself the owner of a skiff-bodied 1926 Delage DISS) has added the story of the marque in England, complete with *Autocar* drive reports, London auto show material, and 71 pages of advertisements that appeared in England from 1919 to 1939.

The production is exemplary. The clarity of the period photos is enhanced by the sepia tone given many of them. According to the publisher, this is the first comprehensive history of Delage ever published in English. As such, this is a magisterial work with appeal on a number of levels. In sum, a luxury book for a luxury car, well worth “the price of admission.” —*Taylor Vinson*

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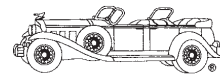
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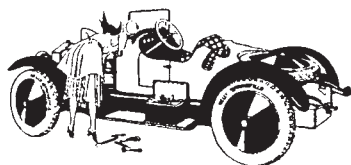


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Editorial

Remembering What You Remember

“Young man, when I was your age, we didn’t have ____, we only had ____, and we liked it.” This phrase can be completed with any number of ideas, such as “text messaging” and “pen and paper,” or “Nissan Versa” and “Yugo.” Thus, “Young man, when I was your age, we didn’t have the Nissan Versa, we only had the Yugo GV, and we *didn’t* like it.”

Ten years ago, I recall engaging in some party banter with guests who were interested in East Bloc vehicles. I trotted out a line about when the Yugo was first shown at the Los Angeles Auto Show, there were protesters outside the Convention Center. This got the expected wry responses.

My comment may have been amusing but it was incorrect in every respect. Looking back into my own files brought back the experiences of twenty-five years ago in much greater clarity.

The first Yugo I ever saw on North American soil was at the Cambria Pines Lodge, California, in August, 1984. The Yugo 45 had previously been shown at that year’s Los Angeles Auto Show by an individual, Miroslav Kefurt, to limited notice. Kefurt was planning to import the cars under the banner “Yugocars Incorporated”. A story had appeared in the June 8, 1984 edition of the *Los Angeles Times*, well after the Auto Show had ended.

The alleged protesters I had recalled were not picketing, marching, or chanting. The people weren’t protesters, they were merely handing out leaflets. The year was incorrect also, it was a year later, in 1985. The Yugo GV was being officially imported by Yugo America, Inc. to poor reviews.

In the mid-1980s few Americans could relate the difference between the Balkans and the Baltics. I had enough geopolitical awareness to know that Yugoslavia was not the same as Russia, but I still thought the anti-Yugo leafleters were crackpots, tilting at windmills. My friends thought I was a crackpot for keeping and carefully filing away the leaflets. By 1995, most Americans knew where to find Serbia on a map, and some even knew the name Adem Demaçi, the man profiled on one version of the anti-Yugo leaflet.

Memories might not be watercolors, but they can be misty. —A. Meyer



Above and Top: Yugo 45 as seen in Cambria Pines, CA, in 1984. All images from the Editor’s collection.



Yugo 45

SPECIFICATIONS

ENGINE: 1.6 liter, 105 hp, 1300 cc, 1600 cc, 1700 cc, 1800 cc, 1900 cc, 2000 cc, 2100 cc, 2200 cc, 2300 cc, 2400 cc, 2500 cc, 2600 cc, 2700 cc, 2800 cc, 2900 cc, 3000 cc, 3100 cc, 3200 cc, 3300 cc, 3400 cc, 3500 cc, 3600 cc, 3700 cc, 3800 cc, 3900 cc, 4000 cc, 4100 cc, 4200 cc, 4300 cc, 4400 cc, 4500 cc, 4600 cc, 4700 cc, 4800 cc, 4900 cc, 5000 cc, 5100 cc, 5200 cc, 5300 cc, 5400 cc, 5500 cc, 5600 cc, 5700 cc, 5800 cc, 5900 cc, 6000 cc, 6100 cc, 6200 cc, 6300 cc, 6400 cc, 6500 cc, 6600 cc, 6700 cc, 6800 cc, 6900 cc, 7000 cc, 7100 cc, 7200 cc, 7300 cc, 7400 cc, 7500 cc, 7600 cc, 7700 cc, 7800 cc, 7900 cc, 8000 cc, 8100 cc, 8200 cc, 8300 cc, 8400 cc, 8500 cc, 8600 cc, 8700 cc, 8800 cc, 8900 cc, 9000 cc, 9100 cc, 9200 cc, 9300 cc, 9400 cc, 9500 cc, 9600 cc, 9700 cc, 9800 cc, 9900 cc, 10000 cc.

MANUFACTURED IN YUGOSLAVIA BY:
Zavodi Crvena Zastava

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Above: Cut-and-paste folder from Yugocars Inc. Below: Anti-Yugo leaflet, on pink paper, one of three versions.

- “Crash tests conducted by the National Highway Safety Administration ... suggest front-seat occupants [of YUGO] would probably die in a head-on, 35-m.p.h. collision.”
Los Angeles Times, August 9, 1986
- “It is obvious that the Yugo GV is inferior to every other car sold in America.”
“The right price for the Yugo is ... only about \$2,150. In view of that, if I had only four grand to spend on a car I’d rather buy a two-year-old Chevrolet.”
CAR AND DRIVER, April 1986
- “How much car for \$3,990?
The price is the come-on for the Yugo. But you can’t buy it for \$3,990, and it’s hard to recommend at any price.”
“The Yugo scores below every other small car we’ve tested in recent years.”
“There is a serious question of safety” with regards to the Yugo.
Consumer Reports, February 1986
- “If Yugo for it, you could be sorry.”
Washington Post December 20, 1985



COMMUNIST JUNK

- At only 5-m.p.h. the Yugo GV sustained total damage repair costs of \$2,197 -- representing 55 percent of its \$3,990 base price.
Insurance Institute for Highway Safety Automotive News, May 19, 1986
- “The survey reports that 75 out of every 100 vehicles had engine trouble. What’s more, only 32 percent of the Yugo owners said their problems were completely fixed.”
Christian Science Monitor, June 6, 1986
- “The trouble with Yugo is that you get what you pay for.”
Popular Mechanics

YUGOSLAVIA IS A TERRORIST STATE

Yugoslavia grants haven and free passage to terrorists like the infamous Carlos, the Baader-Meinhof Gang, and most recently to Abu Abbas, the mastermind of the Aquille Lauro hijacking, to mention only the most notorious.

YUGOSLAVIA IS A TOTALITARIAN STATE

Yugoslavia is a police state run by the Communist party. There is no freedom of speech and there is no right to assembly. Individuals are condemned to years of prison for speaking up, for unpublished writing and for giving interviews to foreign press. Yugoslavia has more political prisoners than any other European country including the Soviet Union. Political prisoners are beaten and tortured.

YUGOSLAVIA MURDERS

Assassinations originating at Yugoslav diplomatic missions are well documented by courts of law, particularly in Sweden, West Germany, Switzerland, France and Belgium where scores of Albanians, Croats and Serbs have been murdered by the Yugoslav secret police.

YUGOSLAVIA IS NO FRIEND OF THE USA

Yugoslavia assists Libya, trains Qaddafi’s combat pilots and has condemned American actions against international terrorism. Yugoslavia cast fever votes in agreement (11%) with the United States in last year’s United Nations General Assembly session than any other European country including the Soviet Union.

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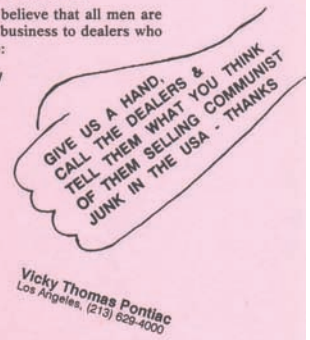
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