

SAH Journal

The Society of Automotive Historians, Inc.
Issue 242 Electronic Edition November-December 2009



www.autohistory.org

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Date Reminders

January 9, 2010

AHA Conference, Session 185
Santa Rosa Room, 2:30 PM
San Diego Marriott Hotel & Marina
333 West Harbor Dr, San Diego, CA

January 21, 2010

15th SAH Paris Dinner, 6:30 PM
Automobile Club de France
6 Place de la Concorde, Paris

March 24 - 27, 2010

SAH Spring Board Meeting and Eighth
Automotive History Conference
Tupelo, MS

President's Message from Susan Davis

Greetings, all—it is an honor to represent you and this august body. Before proceeding, I must note with sadness our loss of *Taylor Vinson*. His towering, if quiet, presence at Hershey just this last month was typical. Taylor was always quietly available, from providing our spaces at Hershey to making friends of strangers to mentoring many of SAH's leaders today. The Society and we fortunate to have known him have been graced by his acquaintance and friendship. Others who knew him far better than I will speak and write not only to our loss but also to his legacy, here and elsewhere.

SAH has impressed me since my first Annual Meeting Banquet at the Hershey Country Club c. 1994 as guest of *Dave Brownell*. I joined immediately. From that meeting to Motormail today, and everything in between—this *SAH Journal*, the *Automotive History Review*, the conferences, the steady flow of intellectual material that has raised the quality of automotive history—this Society gives a hobby and passion academic legitimacy. It is impressive.

SAH's resource value blazes through to me every time I talk to people about collector cars, whether it's on the show field at Hershey, at home or on the road. Inevitably someone has a question about cars, or their car, if you have any kind of automotive history credentials. At Hershey, the new owner of a 10 h.p. Stanley runabout sent to me by SAH member *Jonathan Stein* turned out to be the curator of a major collection in Pennsylvania. Judging by the questions he asked me about the Stanley, it was an easy leap to think he might need information about other cars in his collection. Was he a member of SAH? No? Then joining SAH was as important for him overall as my advice to buy the book, *The Stanley Steamer* by SAH member *Kit Foster*.

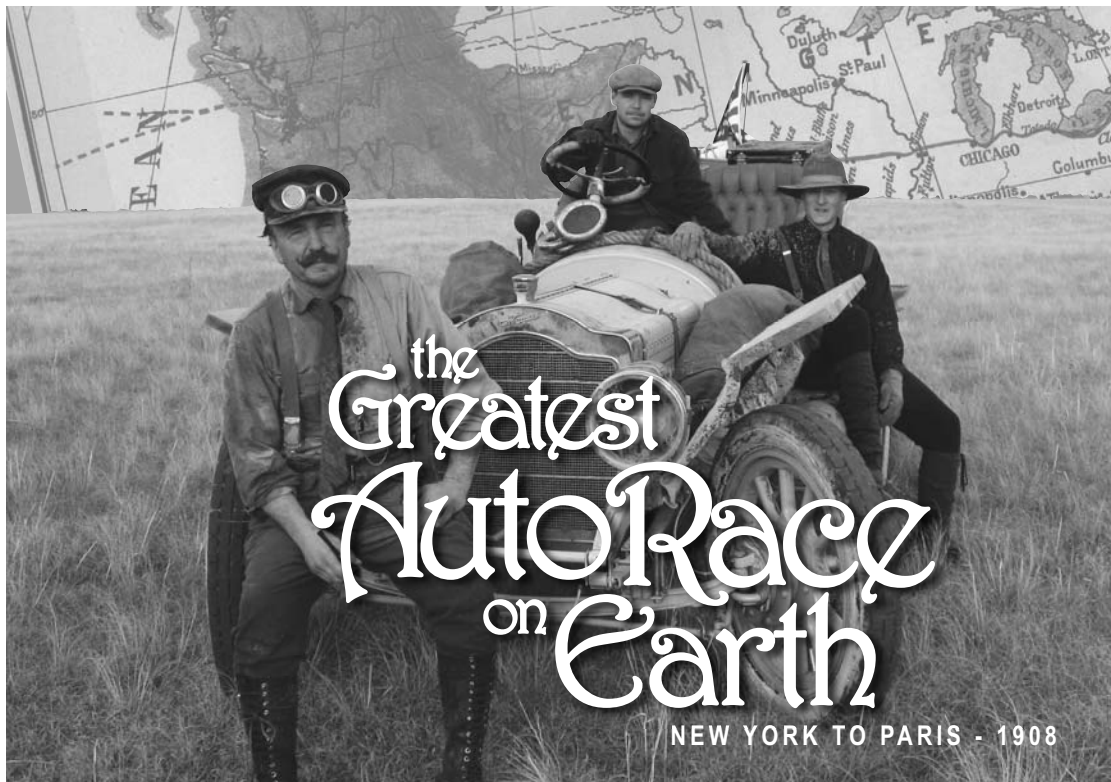
Back at home, I serve as treasurer of the Board of Trustees of the Seal Cove Auto Museum, in Tremont on Mt. Desert Island here in Maine. Among vintage automotive cognoscenti, Seal Cove has been considered from time to time one of the ten best brass-era collections in the world. The museum owns nine cars; all others are owned by the Paine Trust.

When Seal Cove's founder Richard Paine died in 2007, the managing Trust selected about 40 of Richard's 100-plus cars to go to auction in order to create an endowment, a portion of the income of which supports the museum that interprets our own and the remaining jewels. Since we think we kept the best ones, even with slightly over half of Paine's collection, we still support the claim of being one of the world's premier brass collections.

At the recent October Seal Cove board meeting, documenting each of the Trust cars and the nine Museum cars was an agenda item. We will be hiring a recognized expert to write up the extensive material. Although the expert mentioned is himself an SAH member, it turns out that neither the museum nor the Trust is a member. As you might expect, I am working to correct that. Curiously, that's a harder sell than you might think in my present position. I worry about appearing self-serving.

We are passionate about SAH and what it has to offer to produce accurate automotive history. Naturally we believe everyone else interested in old cars should be a member. And without being too pushy about it, we are, after all, the best ambassadors of spreading the word. If each of us does this for just one person or museum or collection, imagine the expanded impact, and benefit, of this truly remarkable society.

What better memorial to Taylor Vinson and the pioneers he has joined?



Eight years in the making, **The Greatest Auto Race on Earth** is now available on DVD, telling the story of the 1908 New York to Paris auto race.

Through never before seen photos and exact running replicas of the Thomas Flyer, German Protos, and Züst, the story of these brave men and their machines is told as they travelled 22,000 miles in 169 days.

With stunning cinematography and cutting edge computer graphics, we look at the hardships and accomplishments of such heroes as George Schuster, Lt. Hans Koeppen, and the popular Italian, Antonio Scarfoglio. Mastered to HD, this 95 minute program has already garnered numerous awards.

Use PayPal and order online at www.thegreatestautorace.com or send your name and address with a cheque or Money Order for \$35.44 (\$29.99 + \$5.45 S/H) to **The 1908 Great Auto Race Film Company Ltd.**, #202, 10816A-82 Ave., Edmonton, Alberta, Canada. T6E 2B3

SAH Journal

The Society of Automotive Historians, Inc.
Issue 242 Nov - Dec 2009

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

C. Marshall Naul

30-50 July 1973-Dec. 1976

John Peckham

51-59 Feb. 1977-July 1978

Walter Gosden

60-87 Nov. 1978-Dec. 1983

Richard B. Brigham

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

Christopher G. 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

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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 243
January 1, 2010

SAH News

SAH in Paris XV

Since 1996, SAH members have convened for drinks and dinner the evening before the opening of Rétromobile, the largest indoor old car event in France. Our 15th annual gathering will once again take place at the Automobile Club de France (ACF). The date: Thursday, January 21, 2010. The inclusive price of cocktails and dinner is 100 euros.

Members should make reservations with *Laurent Friry*. His e-mail address is: Laurent.Friry@gmail.com. Home address, 88 rue d'Estienne d'Orves, F-91370 Verrierès le Buisson, France. Please let Laurent know not later than January 11, 2010, if you wish to come, so that the ACF can make arrangements. It is simplest if you pay Laurent at the door.

The Club, at 6 Place de la Concorde, is easily reached from the Concorde Metro stop. We'll meet for drinks at 6:30 p.m., with dinner following at 7:45. Jacket and tie for men. At that time, the Nicolas-Joseph Cugnot Award and Awards of Distinction for books in languages other than English will be presented to the winners and their publishers.

No supplementary events are planned at this time. Rétromobile is usually held in February, a couple of weeks later, but the date has been changed this year due to a large exhibition being held at the Expo grounds at that time.
—Kit Foster



AHA Conference

The America Historical Association Program Committee has scheduled the SAH session for Saturday, January 9, 2010, 2:30-4:30 PM, in the Santa Rosa Room of the San Diego Marriott Hotel & Marina, 333 West Harbor Drive, San Diego, CA 92101.

Session 185 is "New Directions in the History of the Automobile in America."

Co-Sponsor: Society of Automotive Historians

Chair: *John A. Heitmann*, University of Dayton

Papers:

The Other Shop Floor: Automobile Maintenance and New Perspectives on Twentieth-Century American History

Kevin L. Borg, James Madison University

Americans and Automobiles: Still an Open Road

Tom M. McCarthy, U.S. Naval Academy

I Could Not Travel Both: Automotive Risk, Safety Reform, and the American Love Affair

David P. Blanke, Texas A&M

University at Corpus Christi

Comment: Rebecca Morales, San Diego Center for Algae Biotechnology


Nethercutt Accepts Tribute to MacMinn

Ken Eberts, president of the Automotive Fine Arts Society (AFAS), and Jack Nethercutt, of The Nethercutt Collection and Museum, jointly announced that the Strother MacMinn tribute, unveiled in the AFAS Exhibition at the 2009 Pebble Beach Concours d'Elegance, has been acquired by The Nethercutt Collection and Museum and will be placed on display in the main museum building.

AFAS had commissioned researcher/writer/historian *Helen V. Hutchings* to conceive and create the tribute chronicling the influences and accomplishments of *Strother MacMinn*. In turn she tapped veteran automotive photographer Neil B. Nissing to partner with her in the effort. As Hutchings sourced and found material over the six months of research, Nissing digitized the historic and contemporary images. The finished tribute consisting of 16 "modules" covered nearly 50 linear feet on the seven-foot-high display panels at the entry to the 24th AFAS 2009 Exhibition sponsored by Lincoln at the Pebble Beach Concours d'Elegance.

Yanik Wins History Award


SAH member *Anthony J. Yanik* was awarded the State History Award by the Historical Society of Michigan. His book *Maxwell Motor and the Making of Chrysler Corporation* received the award as one of the four best Michigan history books of the year published by a university or commercial press. It is available via Borders and Barnes & Noble.




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Letters

From: John Satterthwaite

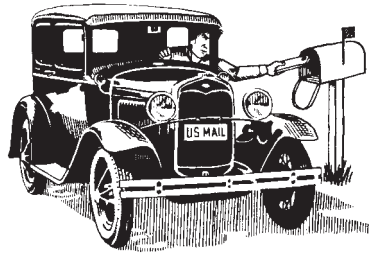
Lafayette Hill, PA

Your editorial, "The Best Car Ever?" in *SAH Journal* 241 awakened an inert urge to speak up about a subject I have known and studied most of my 79 years. I used to believe the Porsche 356 series were "the best," then one 911 after another. Even the Boxster models, to me, were close to perfection. Yet, the Miata MX-5 has been such a joy to drive, at an affordable insurance rate, that "the best" has changing qualities, and relates to my wallet's contents. So, I'm sending thoughts from my experiences.

The best car, ever? Was that to mean surpassing all others? Was that to outdo all others? In what? Was that to create the utmost changes in lives of people around the world? It is obvious one size, or category, does not fit all. For example, Rolls-Royce was for many decades the ultimate pride of English craftsmen. However, relatively few could afford so many luxurious options in a Rolls-Royce, and they were not intended to win racing competitions. By comparison, Benz and Daimler raced to prove durability of their cars, and established the "Mercedes" as the winning name in automobiles.

Meanwhile, the Ford Model T surpassed the production of all others and succeeded in putting millions of people on wheels, after more than two millennia of transportation by horses. Ford changed the ways we live, the way we make things, and how we are governed. Topping all of that, Volkswagen took those same goals to even greater production numbers, in more countries, with the Beetle sedan. No other car has had so many units built, in so many countries, to surpass all other makes.

The financial successes of VW has led to the acquisition of Porsche, which is the only sports car company in the world to focus 45 years of relentless refinement on one special model, the 911 series. The great old Packards, Pierce-Arrows, Cadillacs, Marmons, and many others, never got that much development in order to be "the best." In my humble opinion, after E. L. Cord instructed Fred and Augie



Duesenberg to build "the best car in the world," their J and SJ models came closer than any others in the 1930's, to that elusive goal of being "the best." The French Bugatti Royale was another attempt to be king of the hill, but there were only six built of that model, and the economic depression of the 1930s stopped further developments, and sales of those Royals.

From the early days of motoring, racing has been a sport to attract tremendous amounts of attention, to prove a winner, and to stimulate sales for those winners. "Race and win on Sunday, sell on Monday." Ferrari, Alfa Romeo, and Maserati, to name a few, truly benefitted from racing successes.

In fact, more than 3000 auto companies have come and gone worldwide, in the 20th Century. Japanese and Germans have proven to be equal, or in some ways, closer to that holy grail of being "the best" than what Americans have achieved. Other countries continue to try to be the best.

Therefore, as we find our way in the 21st Century, there are new challenges, new technologies, and new races to be won, in order to reveal "the best" of new, higher standards. Emissions must be reduced or eliminated, in order to clean up the air we breathe. Alternative sources of energy for our cars and trucks must be developed to stop the huge transfer of our money to oil-producing foreign countries. People in China and India have joined the many manufacturing struggles throughout our world, to build "the best" in their unique ways, and offer the public newly designed vehicles for comparisons, of price as well as technical features.

Since "the best" does indeed relate to costs, at the end of the day, it is "value," or what you get for your money, that determines what will sell, and what does not. No sales equals no products, regardless of any features. "Best seller" is merely what other

people have purchased, inferring that to follow the leader, in this case, is an easy, good choice. However, we are individuals with different ideas and different needs. "The best," thus, is a different quality to different people, for different reasons. "The best," today, is substantially different from those cars built in the 20th Century. "Progress" of technological developments continues to raise standards for "the best" quality, safety, durability, and value for your money. As for style, beauty is in the eye of the beholder, which may or may not enhance the "the best" car or truck.

From: Peter Engelhard,

Essen, Germany

In a letter to *SAH Journal* 241, *Alan McPhee* expressed his view that Chrysler's current problems began with the company's takeover by Mercedes-Benz in 1999. Mr. McPhee further emphasizes that this was "an unprecedented act of industrial vandalism". Please allow for some comments on this subject.

The Daimler-Benz/Chrysler merger certainly was an extremely unlucky industrial venture and its implementation raised serious doubts also on moral and legal issues. Nevertheless, I would not go so far as to call it "industrial vandalism"- and if it was, it surely was no singular case. It needs to be carefully noted, that the years around 1999 were a time when numerous hitherto independent motor manufacturers were taken over by majors. Recall, for example, Ford and Volvo, Ford and Jaguar, GM and SAAB, BMW and Rover, Daimler-Benz and Mitsubishi. All these mergers turned out to be unsustainable and left behind the former independent in a worse condition than before.

I would like to raise some doubt whether pre-merger Chrysler really was in such a good shape as Mr. McPhee emphasizes. My impression always was that for many years Chrysler had been a company on the margin with an extremely volatile business performance.

I strongly support Mr. McPhee's suggestion that the *SAH Journal* is a good platform for discussing subjects like the present and would like to read more about other opinions.



The SAH Board, 2010. Seated, left to right: Director Judith Endelman, Vice President Douglas Leighton, President Susan Davis, Secretary Robert Ebert, Treasurer Patrick Bisson. Standing, left to right: Directors Leslie Kendall, David Woodhouse, John Heitmann, Steve Wilson, Paul Lashbrook, Stanton Lyman, Thomas Jakups, John Marino.

Minutes of the Fall Meeting of the Board

Hershey Country Club, Hershey, Pennsylvania
October 8, 2009

Present: *Mike Berger, Pat Bisson, Susan Davis, Bob Ebert, Judy Endelman, Kit Foster, Arthur Jones, Paul Lashbrook, Doug Leighton, Stanton Lyman, John Marino, Steve Wilson, David Woodhouse*

Directors Elect: *John Heitmann, Tom Jakups, Leslie Kendall*

Guests: *Leroy Cole, Don Keefe, Taylor Vinson*

Absent: *Darwyn Lumley*

Call to Order: The meeting was called to order at 7:00 p.m. by Vice President Susan Davis acting on behalf of President Darwyn Lumley. She reported that Darwyn is recovering from his recent operation and looks forward to resuming his involvement with Society activities.

Minutes: The minutes of the April 17, 2009, meeting of the Board were approved as published. Secretary Arthur Jones reviewed electronic voting by the Board since the past meeting. A motion submitted by Darwyn Lumley on May 5 to accept the recommendation of the Publications Committee that Kit Foster be appointed Editor of *Automotive History Review* was approved unanimously.

President's Report: Susan Davis extended a welcome to incoming directors John Heitmann, Tom Jakups

and Leslie Kendall and to Doug Leighton, Bob Ebert and Pat Bisson for assuming responsibilities as officers. Retiring officers and directors Michael Berger, Kit Foster and Arthur Jones were thanked for their service. Darwyn Lumley will continue as Past President and director.

Treasurer's Report: Kit Foster submitted a Preliminary Balance Sheet and Statement of Income/Expenses for the year ending September 30, 2009. Net worth has declined from \$81,197 to \$73,721 reflecting a decline in dues income and new expenses of membership services. The report was filed for audit.

The proposed budget for the year 2009-10 again shows a shortfall of income over expenses and it is likely that a dues increase will be required in the future. Doug Leighton moved the acceptance of the budget. Approved unanimously.

Audit Report: Stan Lyman reported that the audit of financial records on the transition of treasurers has not been completed. He and *Joe Freeman* will proceed.

The Society may be required to file IRS Form 990, Annual Report of Tax Exempt Organization. Pat Bisson agreed to obtain a determination.

Fundraising Campaign: Susan Davis presented a draft of the appeal letter. Several minor revisions were suggested. Mailing is planned for October 22.

Electronic Meetings Protocol: Doug Leighton presented a series

of recommendations for conducting electronic meetings. They are designed to maintain a more orderly process under the control of the President. The directors expressed their general approval and asked that a formal document be prepared for adoption by the Board.

Membership Report: Don Keefe submitted a report showing a decline of 69 members during the past twelve months. Stan Lyman moved that Keefe be directed to send out postcard reminders to outstanding renewals. Approved unanimously.

Membership Committee: Stan Lyman reviewed the committee's initial recommendations of actions to attract new members and to retain existing members by enhancing the benefits of membership. It is expected that the activities of the International Motorsports Section will bring us candidates. Don Keefe suggested that a program for online participation through the website could generate interest. The committee will continue to look for new initiatives. Winter 2010 will the third anniversary of the call to lapsed members and the action will be repeated.

Academic Committee: John Heitmann reported that the Society's session, 'New Directions in Automotive History,' will be presented at the American Historical Association Convention in San Diego on January 9, 2010. Planning for the 2011 AHA session, 'Driving and the View through the Window,' is underway. His goal is to select the most important recent scholarship on automotive history and link the Society to it. A notice of the event will be placed in the *SAH Journal* and members are encouraged to attend.

Archives Committee: By his recollection, Kit Foster reported that the committee had made little progress in drafting guidelines for the disposal and dispersal of personal archives. He said he had offered to chair a session on the subject, with emphasis on museum involvement, at the upcoming conference.

Elections Report: Leroy Cole formally announced the election of officers and directors.

Certification of Elections: Arthur Jones reported that he had reviewed the ballots of the election and certified them correct as reported by the Chair of the Nominating Committee. He offered a resolution of the Board that Patrick Bisson and Susan Davis be authorized to sign checks on the Society's account at Bank of America. The resolution was moved by Paul Lashbrook and accepted unanimously. Notice will be forwarded to the bank.

Awards Committees

Brigham: Leroy Cole reporting: *Collectible Automobile*, published by Publications International, Ltd. Frank Peiler, Publisher, and John Biel, Editor-in-Chief.

Cugnot: Doug Leighton reporting: *Ferdinand Porsche: Genesis of Genius: Road, Racing and Aviation Innovation, 1900 to 1933* by Karl Ludvigsen, published by Bentley Publishers

Cugnot, Non-English: Taylor Vinson reporting: *1,000,000: Un Millón de Camiones y Buses Españoles* by Manuel Lage, published by IVECO España

Awards of Distinction: *SIMCA – L'aventure de l'hirondelle* by Adrien Chauzac, published by E.T.A.I. and *Voitures des Pays de l'Est* by Bernard Vermeulen, published by E.T.A.I.

Benz: Don Keefe reporting: "Packard and Winton: The Transcontinental Rivalry" by Jim Chase, published in *The Packard Cormorant*

Bradley: Jim Wagner reporting: Gilmore Car Museum, Hickory Corners, Michigan

Ingersoll: Arthur Jones reporting: "The Greatest Auto Race on Earth," Frame 30 Productions, Ltd., Michael Hamm, producer, director and writer; Kerrie Long, producer

Scharchburg Student Award: Bob Ebert reporting: "Sit-Down Women: Gender and the 1936-7 General Motors Strike in Flint, Michigan," by Ted R. Mitchell, Michigan State University

Friend of Automotive History: Bob Ewing reporting: *G. Marshall Naul*

Publications and Media: At the recommendation of Tom Jakups, Taylor Vinson was recognized and congratulated by the board upon his retirement as editor of *Automotive History Review*. He has consistently produced a publication of excellent quality which has been a credit to the Society.

SAH Journal: Editor *Allan Meyer* reported that Issue 241 is now in print. In order to maintain schedule and to ensure six issues per year, future issues will close on a regular publishing date. Tom Jakups will exercise close supervision.

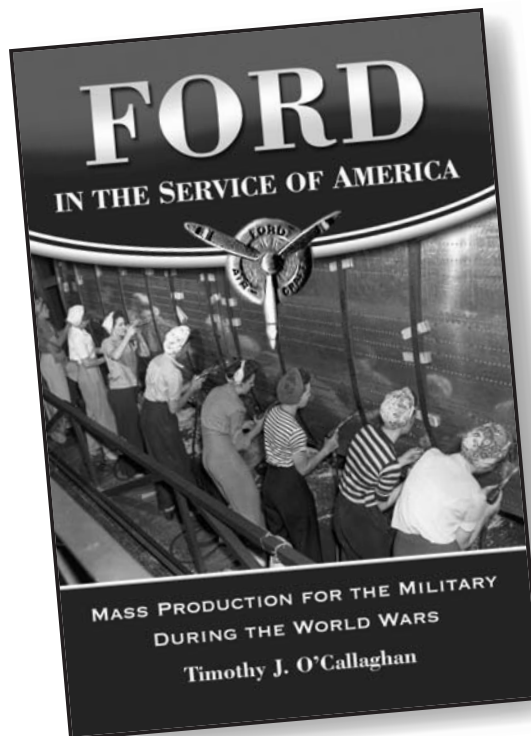
Automotive History Review: Taylor Vinson submitted an exit report on costs and thanked the directors for the pleasure of serving as editor. Editor Kit Foster submitted a partial list of articles for Issue 52 together with a proposed cover which will receive freshened graphics after 30 years. Publication is expected in early December. Issue 53, Spring 2010, will include recognition of the 40th anniversary of the Society. Initial investigations show that

significant cost savings are possible without serious sacrifice of quantity or quality.

Autohistory.org: Susan Davis reported for *Dave Duricy* on website operations.

Membership Directory: Don Keefe spoke in favor of placing the directory on line; however, earlier issues concerning content and accessibility to the full membership have not been addressed. Arthur Jones moved that, since the present edition is now three years old, publication of a print edition proceed promptly for issue in November. Approved unanimously. Susan Davis appointed Don Keefe, Leslie Kendall, Paul Lashbrook and Steve Wilson to a committee to prepare a report on an on-line directory for discussion at the spring meeting of the Board.

Brochure: Steve Wilson has determined it is not possible to reprint the present brochure with text revisions. New cuts for illustrations will have to be obtained. He is working with his designer and will prepare a layout for approval by the Board. Xerox brochures are being used on an interim basis.



In addition to well-known contributions like jeeps, Eagle Boats and B-24 Liberators, Ford Motor Company also produced key items ranging from squad tents and the ultra precision gun director to tanks and aircraft engines. This history not only provides details on each product and how Ford produced it, but also examines how the automotive giant used precision manufacturing methods and innovative designs and procedures to increase quantity and quality while lowering costs.

206 pages \$35 softcover (7 x 10)
70 photos, appendices, notes,
bibliography, index
ISBN 978-0-7864-4485-4 2009

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Silent Auction: Leroy Cole reported preparation of the catalog is underway and additional donations are desired.

NAAM/SAH Conference: Arthur Jones reported response to the Call for Papers has been good and the program is full. More than half the presenters will be new to the event. A meeting with Judy Endelman and NAAM representatives will set the final conference schedule. Access to Tupelo remains difficult with flights cut to two per day and driving from Memphis may be an alternative. Attendees are advised to reserve early.

Chapters and Sections

Leland Chapter: Leroy Cole reported a meeting is planned for November. Pat Bisson will attend to discuss the concept of oral history of retired industry personnel.

Southern California Chapter: Woody Woodhouse reported for *Bob Ewing*. The chapter continues active. Bob Ewing was asked to review compliance with the rule that chapter members be SAH members as well.

Society of Automotive Historians in Britain: Kit Foster reported the chapter continues very active with two seminars per year and a recent visit to the library of the Science Museum.

International Motorsports History Section: Following the resignation of Joe Freeman, Section Vice President *Pat Yongue* has agreed to assume the presidency. She plans to set up an email listserve and circulate the

mission statement to charter members for comment and adoption. The section will hold a meeting at the Tupelo conference.

Paris Meeting: Taylor Vinson reported the winter dinner will take place on January 21 at the Automobile Club de France. A tour of factory collections is not planned.

Hershey Tent: Paul Lashbrook reported good response from members to assist in greeting visitors and answering questions.

Annual Meeting and Banquet: John Marino reported attendance is down this year. A simpler menu has substantially reduced costs. Several ideas were proposed to generate increased interest.

Spring Meeting: The Board will meet on Wednesday, March 24, 2010, in connection with the Tupelo conference.

Centennial Certificates: Sinclair Powell reported the Cole Motor Car Club of America will receive the award for that make. Additional awards are being considered.

Recognition: Leroy Cole offered a resolution thanking Darwyn Lumley for his outstanding service to the Society over many years and his model service as President. The resolution was adopted by acclamation.

There being no further business, Acting President Susan Davis adjourned the meeting at 10:00 p.m.
—Arthur Jones, Secretary

At the Annual Awards Banquet at the Hershey Country Club, the following awards were presented.

Richard and Grace Brigham Award

The Brigham Award Committee has selected *Collectible Automobile* magazine for the 2009 Award. The consistent editorial excellence that has evolved and has been honed for the past 25 years is evident in the current magazine, which is headed by Editor-in-Chief John Biel and Editor-at-Large Chris Poole.

They are supported by a strong group of contributing editors which includes *Pat Foster, Jeff Godshall, Tim Howley, Mike Lamm, Richard Langworth* and *Graham Robson*. Of course tying all this together is *Harry Kapsalis*, the art director.

We wish to congratulate *Collectible Automobile* on their silver anniversary and wish it continued publishing success in the future. —Jack Juratovic

Nicolas-Joseph Cugnot Award English Language

This year's Cugnot committee faced the daunting task of considering fourteen books for the Award. I want to thank its members for their enthusiastic and thorough work on behalf of the SAH: *Bob Ebert, David Lewis, Stanton Lyman, Joe Malaney* and *David Woodhouse* spent much of the summer reading a strong list of submitted works. I want to acknowledge publicly as well, the support of publishers who forwarded books for our consideration. Without such cooperation, there would be no annual award competition.

This year's Cugnot Award winner is *Ferdinand Porsche, Genesis of Genius: Road, Racing and Aviation Innovation, 1900 to 1933*, (Cambridge, MA, Bentley Publishers, 2008) by *Karl Ludvigsen*. Marked by thorough research and sparkling prose, this handsomely-produced book meticulously documents its subject's early and middle career. Analyzing technical and industrial development in Austria and Germany before the rise of the Hitler regime, it is a worthy recipient of the 2009 Cugnot Award.

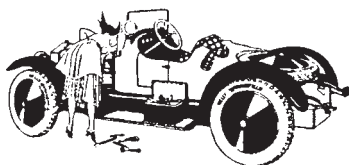
—Douglas Leighton

WANTED: AUTOMOBILE LITERATURE 1900-1975

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James J. Bradley Award

The James J. Bradley Distinguished Service Award was presented to The Gilmore Car Museum of Hickory Corners, Michigan. Michael Spezia accepted the plaque. The Bradley Award, named in memory James Jerome Bradley, long-time curator of the National Automotive History Collection, is presented to deserving archives and libraries for exemplary efforts at preserving motor vehicle resource materials.

The Gilmore Car Museum is literally a campus of individual automotive museums under central management located in a semi-rural setting near Kalamazoo, Michigan. When considering its attributes for this award these salient points were cited:

The Gilmore includes among its structures a small but growing general automotive history library. Plans have been approved to build a larger centralized library and archives during 2010 that will serve not only the general Gilmore collection researcher but also those of the marque-oriented clubs and organizations that are located there.

The Classic Car Club of America is perhaps the largest of the organizations that have selected the Gilmore campus as its home. Its library includes significant material donated in honor of our departed member, the late *Beverly Rae Kimes*.

Other organizations having facilities there are the Pierce-Arrow Society of America and the H.H. Franklin Club. The Lincoln Motor Car Foundation has also selected the Gilmore campus as its future home and intends to commence construction in the near future.

Thanks to a recent gift a new building will be constructed at Gilmore housing a facility in which young persons will receive hands-on experience in the design and construction of motor vehicles.

Committee members were *Jeffrey I. Godshall, James Wagner, Sinclair Powell, and Anthony Yanik.*
—*James Wagner*

Nicolas-Joseph Cugnot Award Other Than English

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

As in last year's competition, there were nine entries in this year's competition, representing books in French, German, Spanish, Polish, and Finnish.

This year's Cugnot award goes to a Spanish writer and long-time SAH member, *Manuel Lage*, for his *1,000,000: Un Millón de Camiones y Buses Españoles*. In essence, Don Manuel has written the history of commercial vehicles in Spain. His book begins with the years 1898-1903 with the La Cuadra range of electric- and gasoline-powered passenger vehicles. Hispano-Suiza enters in 1904, but the story Lage tells from then on is one of its little known trucks and buses, rather than its passenger cars. In 1946, the Spanish government nationalized Hispano, and the Hispano trucks being developed became Pegasos. Pegaso's product line was primarily trucks and buses though, as well known, it did present an interesting line of sports cars in the early 1950s. With the arrival of the European Union, Pegaso became part of the IVECO group in 1990. The Pegaso name was dropped later, and the products are all IVECO-badged today. The book was published by IVECO España of Madrid.

The Society also recognizes books of particular merit in a language other than English with its Award of Distinction. This year we have two winners of the Award of Distinction.

The first is *Simca – l'aventure de l'hirondelle* by Adrien Chauzac. Although Simca's small-car presence in the U.S. was of limited duration, the marque was second only to Renault in sales in France in the early postwar years. It acquired Ford of France in the mid-50s. But the original owners of the company, the shareholders of FIAT, sold the company to Chrysler in 1960.

After starving the company of new products, in 1979 Chrysler sold Simca to PSA (the Peugeot-Citroën combine) which jettisoned the Simca nameplate after 1980, replacing it with the name of Talbot. As Talbots, the cars limped on until 1987. The book tells the whole story of Simca from 1934 to 1987. The publisher of the book is E.T.A.I. of Paris.

The second Award of Distinction goes to *Voitures des pays de l'est* by Bernard Vermeyley, also published by E.T.A.I. This book is a comprehensive history of automobiles produced since World War II in each of the countries behind the Iron Curtain, continuing until the 1990s. The author, a Belgian, won the Society's Cugnot Award for his history of Panhard published in 2006.

This year's Committee included *Frank Gump, Matt Sonfield, and Bill Kreiner*, and my thanks for their knowledgeable and steadfast service in judging these entries.

—*Taylor Vinson*

Carl Benz Award

I would first like to thank our President Sue Davis along with Past Presidents, *Darwin Lumley, Mike Berger, Joe Freeman, Dale Wells, Leroy Cole, Sinclair Powell, Kit Foster* and the Board of Directors of SAH for the opportunity to chair the Benz Committee. It has been and continues to be, an honor to serve the Society in this capacity and I look forward to staying on as long as I am able.

I also wish to thank Benz Committee members *Dennis David, Keith Mathieowetz, Bill Warner* and new members *Stanton Lyman* and *Paul Lashbrook*, who both volunteered to step in for longtime committee member *John Sawruk*, who unfortunately, passed away last November 12th.

This year, we had eleven submissions, a jump from last year's low of five. This number, in my opinion, fits nicely in the ideal range of 10-15, as it allows for a wide variety of

topics, yet isn't so much that it bogs down progress. Our nominations ran the gamut from personality profiles and interviews, race histories and the stories behind some significant domestic automobiles.

This year's winner was one of those truly ambitious research projects that was far too extensive and far-reaching to really work in a commercial publication, yet it was also too good a work to pass up. Fortunately, *Stuart Blond*, the Editor of *The Packard Cormorant*, the international magazine of the Packard Automobile Classics Club, saw what a treasure he had placed before him.

Our 2009 Benz Award winner chronicles the rivalry between two pioneer automakers, Alexander Winton and James Ward Packard and a trio of history-making, cross-country trips in the summer of 1903. In addition to being exhaustively researched, this article was beautifully illustrated with period photography, maps, diagrams and a stunning cover painting by the great Peter Helck. The article is "Packard and Winton," by Jim Chase, which appeared in the Autumn 2008 issue of *The Packard Cormorant*. Even among other past winners, this article, which took up the entire issue, epitomizes what the Benz Award is all about. Congratulations to Jim and to Stuart!

—Don Keefe

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

Friend of Automotive History Award

Every organization that has survived over time, whether it is a nation, corporation or educational institution, can point to a "founding father." Our own nation can point to an array of founding fathers that inspired others, wrote fundamental documents, recruited, led and directed others toward a successful beginning. So too, as we look back over the history of the Society of Automotive Historians we find a founding father, and we honor that person tonight as the Friend of Automotive History for 2009.

There might not be a Society of Automotive Historians if *G. Marshall Naul* had not suggested that a loose network of friends become something more formal and stepped forward to become the first president when, in 1969, those friends gathered at Hershey to form an organization. With that, Marshall began actively building a membership roster, developing bylaws and arranging meetings. In the first newsletter, dated September 1969, Marshall wrote that 45 out of 75 people whom he had contacted had expressed a "positive interest in the preservation of automotive history," that the annual dues would be \$7.50 and that the Hershey Meet might be the time and place to "get together and discuss the future of the Society."

After his term as president Marshall edited the *Newsletter*, predecessor to the *SAH Journal* for 21 issues and started the popular "Q & A" column in *Old Cars*. As an engineer by both training and profession, he cataloged the production of "proprietary" engines, such as Lycoming and Continental, which were used by various auto manufacturers. His findings appeared in such publications as *Old Cars*, *Special Interest Autos* and *Automotive History Review*. After many years his work on this subject is still used as a resource by automotive history researchers.

It is thus appropriate that tonight, forty years after the Society began, we honor this founding father, G. Marshall Naul, with the 2009 Friend of Automotive History Award.

—Bob Ewing

E.P. Ingersoll Award

This year the Society of Automotive Historians recognizes a two-hour documentary film that chronicles the 1908 New York to Paris Race, an epic contest in which for the first time an American automobile and drivers triumphed over its European competitors.

The small Canadian studio spent seven years in research around the world, collecting original photographs, press reports, and the stories of participants.

The remains of two surviving vehicles were measured and replicas built and even modified during filming to reflect changes to the cars known to have been made during the race. Actors were trained to drive the cars and, in several cases, to extract them from ditches as the drivers who were being portrayed had done.

The result is a film of which approximately half is devoted to historic still photographs and half to live color recreations, the entire production convincing in its authenticity.

The E.P. Ingersoll Award for Presentation of Automotive History in other than Print Media is awarded to Michael Hamm, writer, director and producer, and to Kerry Long, producer, of Frame 30 Productions, Edmonton, Canada, for the film "The Greatest Auto Race on Earth." Unfortunately the recipients are not able to be with us this evening but we take this opportunity to extend to them our congratulations.

—Arthur Jones

Richard P. Scharchburg Student Paper Award

Before announcing the winner of the 2009 Student Paper competition, I would like to thank the members of the committee for their assistance in judging the papers which was done on a blind basis. Those committee members are, *David Lewis*, *Craig Pascoe*, *Andrew Beckman*, and *Patricia Yongue*.

The winner of the 2009 Richard P. Scharchburg Student Paper

Competition in Automotive History is Ted R. Mitchell, a Ph.D. candidate in the Department of History at Michigan State University. Ted is in the dissertation stage and plans on defending his dissertation this December.

The title of Ted's award winning paper is: *Sit-Down Women: Gender and the 1936-7 General Motors Strike in Flint, Michigan*.

In his paper, Mr. Mitchell examines gender roles in the 1936-7 sit-down strike that occurred at three GM factories in Flint, Michigan. The study focuses on twenty-nine interviews of women involved with the strike including wives of strikers, autoworkers, unionists, or any combination of these three designations. In the strike itself, the women's experiences ran the gamut: some stayed home with the

What Is It?



The Subaru 360 (above) is an example of a first-generation Japanese microcar which remained in production from 1958-1971. The fact that the Subaru 360 actually reached the United States in the late 1960s may have been convenient for collectors and historians, but in the contemporary marketplace it could not compare to the Honda N600 or the Volkswagen. Both the Subaru and the Honda were perceived as being simply too small and not powerful enough for North American highways at the time.

The Subaru 360's overall appearance and proportions did not help its market share, and rear-hinged doors were becoming a thing of the past. Engineering of the lightweight Subaru 360 was of interest, even though in the 1950s Japanese consumer products had a dubious reputation, which was soon reversed. From Editor's Archive.

children while their husbands struck, others were leaders of the Auxiliary and the Emergency Brigade (two women's organizations that played active roles in the strike), many of the women kept their households running while they did as much as possible to aid the strikers. No matter how large or small a role the women played in the strike, the roles played by women were prescribed by traditional gender norms that ruled the day. For example, only men were allowed to directly participate in the strike; women workers were sent home the first night of the sit-down. Also, most of the jobs the women performed in aid of the strikers were traditional "women's" jobs: cooking, child care, etc. By and large, the women themselves subscribed to these traditional views of gender, yet a few women involved realized their own power and potential. This strike awakened a consciousness "feminist, working-class, and both," among some of women who participated.

We congratulate Ted Mitchell for his excellent research and an important contribution to automotive history.

—Bob Ebert

SAH members are invited to join the Classic Car Club of America (CCCA)

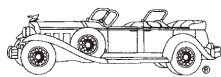
founded in 1952 to promote the preservation and restoration of distinctive motorcars built between 1925 and 1948.

The club publishes its *Bulletin* eight times a year and the quarterly *Classic Car* magazine.

The club maintains a museum and research library on the grounds of the Gilmore Car Museum in Hickory Corners, Michigan.

For membership details contact the club at either of the addresses below.

CLASSIC CAR CLUB OF AMERICA



1645 Des Plaines River Road, Suite 7
Des Plaines, IL 60018-2206
(847) 390-0443
www.ClassicCarClub.org

Obituaries

Frederick D. Roe (1921-2009)

Long-time SAH member, Duesenberg authority and Friend of Automotive History *Fred Roe* died on November 12, 2009. He was 88 and had been in declining health since suffering a stroke earlier this year. A full obituary will appear in the next *Journal*.

Z. Taylor Vinson (1933-2009)

Zachary Taylor Vinson, former Society president, Friend of Automotive History, long-time editor of *Automotive History Review* and one of the world's most prominent collectors of automotive literature, died Sunday, October 25, 2009, in Alexandria, Virginia, after a brief illness. He was 76.

He was born July 7, 1933 in Huntington, West Virginia, the son of Taylor and Betty Jane Nelson Vinson. He was a graduate of the Woodberry Forest School in Virginia and of Princeton University, where he was president of the Key & Seal Club and vice president of the Princeton Triangle Club. After graduation he served a two-year tour in Germany with the U.S. Army, then worked in advertising in New York, among his assignments the SAAB account.

He then obtained a law degree from the University of Virginia, where he was president of the International Law Society and founded a publication later known as the *Virginia Journal of International Law*, the nation's first such student-published review. He was admitted to the California Bar, and was an associate at the Los Angeles firm O'Melverny & Myers before moving to Washington, D.C., to join the International Finance Corporation, the private development arm of the World Bank.

In 1967, he went to work for the U.S. Department of Transportation, in the newly-created National Highway Traffic Safety Administration. He retired in 2003 as a senior attorney, then the agency's longest-serving staff member. Among his responsibilities at NHTSA were regulations for the center high-mounted stop lamp required on passenger cars beginning with the 1986 model year, regulations for electric vehicles, performance-based standards for lighting and compliance issues for small manufacturers and importers.

A lifelong enthusiast of the automobile, Taylor began his literature collection as a boy, visiting dealerships and obtaining the latest brochures and catalogs. Unlike many of us who were haphazard, he was methodical and meticulous. Once he learned there were others who shared his interest, he began corresponding with them, trading duplicates and buying items for his collection. Through this he developed several lifelong friendships. While in college he purchased the entire holdings of a Dutch collector with installment payments of \$25 per month – and received 110 carefully-numbered parcels, the contents of which still form the core of his eclectic collection. The bulk of the collection has been bequeathed to a prominent East Coast museum where, in the fullness of time, it will be available to historians and scholars.

He was an early member of a group called Auto Maniacs of America, which later evolved into Autoenthusiasts International. It was, in a way, a precursor to SAH, but was in no way connected. Autoenthusiasts focused on the collecting of literature and other automobilia. Several long-time Society members were active in that organization, so when Autoenthusiasts folded around 1977 it was natural for Taylor, recruited by former president Howard Applegate, to join SAH, which he did that March.

Although he did not initially consider himself a historian, he felt immediately at home and in time was convinced to run for the

board of directors. Elected in 1986, he became vice-president under *Jack Martin* from 1991 to '93, then served as president for the following two years. As incoming president in October 1995, I asked him to consider editing *Automotive History Review*, which had suffered under my stewardship during the previous six years, being always overshadowed by the bi-monthly schedule of the *SAH Journal* that was also my responsibility. Taylor took on the job eagerly, and transformed what had been our occasional magazine into a regularly-published, top quality refereed journal. His fourteen years and 22 issues eclipse even the tenure of Society (and *Review*) founder *Richard Brigham*. Taylor's consistent dedication to history and to our organization earned him the Friend of Automotive History award in 2004.

I don't remember precisely when I first met Taylor; it must have been at one of the early board meetings I attended as a committee chair. After I became editor of the *Journal* and *AHR* in 1989 and regularly took part in the meetings, we would spend odd moments looking at cars we found on the street, discussing their design and place in history. At the time, I was working for the U.S. Department of Defense, which necessitated regular trips to Washington, D.C. When I was in town overnight, we would frequently dine together at one of the many ethnic restaurants in the city, carefully choosing a different one each time. I got to see his literature collection, and was awed by it. Untutored in the discipline (I don't collect automotive things – I accumulate them), I asked if he had a specialty. "In the beginning," he told me, "I wanted one of everything. Soon I realized that was impossible, but I've never stopped trying." We developed a quiet but enduring friendship that I am sad to lose.

Taylor traveled frequently in his spare time, and Eastern Europe was a favorite haunt. When away from

home, he took particular pains to look up SAH members in the area, and to recruit new members among those he met. He was our unofficial Ambassador, and it was his cosmopolitan outlook that greatly furthered our Society's expansion beyond its English-speaking base. On my first visit to Paris for the SAH European dinner and *Rétromobile* in 2001, he delighted in showing me the Paris that he loved, which I much appreciated, particularly because my French is very much wanting. In further pursuit of true internationalism, he proposed the Society's awards for books in other languages and chaired the selection committee once it was established in 1999.

Apart from SAH, Taylor was a member of the Cosmos Club in Washington, DC, the Order of the First Families of Virginia and the Order of St. John. As a fellow of the Royal Society for the encouragement of Arts, Manufactures and Commerce, he was presented to Queen Elizabeth II at a garden party at Buckingham Palace in June 2004.

He is survived by two sisters, Betty Jane Helander and Mary Blair Koehl, a brother, Edwin Nelson Vinson, and nine nieces and nephews. Funeral services were held at Trinity Episcopal Church in Huntington on October 31, with interment in Spring Hill Cemetery there. The family plans a memorial celebration of his life in Washington, D.C., at a later date.

Taylor was one of the most interesting people I've ever met. He had perfect recall of obscure dates in history, a wide knowledge of famous personalities and a wry sense of humor. The consummate gentleman, he nevertheless enjoyed irreverent private banter, and our near-daily emails were often laced with obscure references and riddles. He was a valued colleague and a trusted friend. I shall miss him.
—*Kit Foster*

Hayden R. Shepley (1922-2009)

Hayden Richardson Shepley, SAH member number 254, died on August 5, 2009, in Yarmouth, Massachusetts. He was 87. He was born on June 17, 1922, the son of Henry Richardson and Anna Gardiner Shepley. His father was an architect with the Boston firm of Shepley, Bulfinch, Richardson and Abbott, a successor to the practice founded by Hayden's great-grandfather, the renowned architect Henry Hobson Richardson, in 1874.

Hayden joined SAH in May 1975, and his book *Automobiles Built in Essex County, Massachusetts*, was published the following year. His interests, which varied from time to time, included Lancia, English Fords, American cars with European bodies, high-wheelers, bicycles and Japanese motorcycles. He presided over the founding of the North Shore Old Car Club, based in Salem, Massachusetts, in 1952 and was a member of the North American English Ford Register and the Vintage Japanese Motorcycle Club. He founded the American Lancia Club in 1956 and was a 65-year member of the Antique Automobile Club of America. In 1953, when Route 128, Boston's beltway, was opened, Hayden led the parade on his high-wheel bicycle. For many years he was the summer curator of the Colonial Flying Corps Museum in Toughkenamon, Pennsylvania, wintering in Port Orange, Florida.

I first met Hayden in 1983 when, having come to Hershey with a

friend, I sought a ride to the SAH banquet, then held in Harrisburg. As it happened, Hayden had spaces near my friend's location in the old Red Field, and agreed to take me in his spartan Ford van, as long as I didn't require a seat, since his passenger's position had been promised to *Tom Stewart*. At the appointed hour, we departed in the westward traffic, with me sitting on a Lancia cylinder head. We repeated the odyssey in later years, by which time he had brought a lawn chair so that I would have a more comfortable journey. During the 1985 banquet, while the live literature auction was going on, Hayden sat at his table, oblivious to the goings-on and reading the then-new *Standard Catalog of American Cars 1805-1942* page by page. In pencil he carefully noted all the discrepancies he believed he had found.

His eyesight failed in recent years, though he kept coming to Hershey as long as he was able. He spent his final years on Cape Cod, at Hyannis. He was predeceased by his brothers Henry, Jr., and Robert, and sister Anne. He is survived by a brother, Hugh Shepley of Manchester and Bedford, Massachusetts, and seven nieces and nephews.

Hayden was one of those great characters who gave the old car hobby its lifeblood. He had owned, by his count, some 150 cars in his lifetime, and lived most of his life in pursuit of old cars and automotive history.
—Kit Foster

Frederick W. Crismon (1936-2009)

Frederick W. Crismon, SAH member number 335, died September 9, 2009 in Louisville, Kentucky. A Society member since 1976, he was an authority on military vehicles and trucks, especially the International marque.

He was born July 10, 1936 in Booneville, Missouri, the son of Leo Taylor and Viola Fowler Crismon. A graduate of Baylor University, he served a 25-year career as an officer in the U.S. Army, with duty in Turkey, Germany, Korea and Vietnam. He retired from the Army in June 1984.

A passionate historian, a trait inspired by his father, himself a librarian and historian, Fred authored six books on automotive themes. His *U.S. Military Tracked Vehicles* and *U.S. Military Wheeled Vehicles* (Crestline, 1992 and 1994) are considered the definitive works on their subjects, and his *International Trucks: 100 Years* (Crestline, 1995) is similarly regarded. He also had a major interest in pedestrian rights and safety.

In addition to SAH, he was a long-time member of the American Truck Historical Society, and a vice-president of the Coalition for the Advancement of Regional Transportation, a community service organization promoting alternative transportation in the Louisville area.


Contributions in his memory may be sent to CART at P.O. Box 6115, Louisville, KY 40206, or <http://www.cartky.org>

He is survived by his wife of 45 years, Judith Crismon, two daughters, Sharon Rey-Barreau and Sandra Crismon, a son, David Crismon, and five grandchildren. He is also survived by a sister, Leola Jo Waller. The *Journal* extends the sympathy of the Society to his family.

—Kit Foster

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Book Review

Buick, The Australian Story

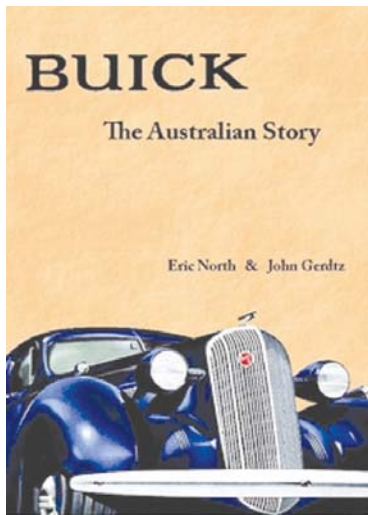
by Eric North and John Gerdtz, ISBN 978-0-9804269-4-6. 457 pages, 1200 b/w illustrations, 11" x 8" softcover, Copyright 2008. \$49.95 www.lulu.com (type the word Buick into search box)

The fact that this book, written about and originally published in Australia, is available worldwide at a very reasonable price is very much related to publishing innovations made possible by technology. In three words: print-on-demand, but more about that in a moment.

The story of the auto industry in Australia is interesting all on its own, but especially so when it is related to Holden. As with many American makers, Holden, too, dates back to saddlery and carriage-building beginnings, with the company bearing a man's surname. But as this book documents, Buick's beginnings in Australia predate its association with Holden.

Briefly, prior to the mid-1920s, American auto companies, including Buick, had been exporting entire, completely assembled, ready-for-the-road vehicles. As the decade was at its halfway point, Buick exports evolved from entire cars to just running chassis sent to Australia, with Holden now in the picture constructing the bodies from scratch. Blueprints were sent from the Michigan, ahead of the chassis. By the time the rolling chassis arrived, Holden had the bodies designed, built, and ready to mount. Post World War Two the idea of manufacturing the entire car in Australia gained support. But making it happen would cost a man his job. He happened to be the most ardent supporter of these all-Australian-built cars bearing the GM brand.

General Motors had transferred Laurence Hartnett to Australia in March 1934 to "fix or close" a foundering GM-Holden. As Hartnett succeeded in putting GM-H's balance sheet firmly in the black, he also



became convinced that the American business model for making cars was not right for GM-H and that Australia should be producing its own car entirely. His reward from the home office was a "promotion" with a transfer to New York City. He resigned from GM but the project was too far along for the corporation to stop. GM-Holden began producing its very own car from "scratch" in 1948. If you want to read a really excellent book about and by Hartnett, find yourself a copy of his out-of-print biography titled *Big Wheels and Little Wheels* (Landsdowne Press, 1964.)

Now we're ahead of the Buick story which is what *Buick, The Australian Story* chronicles with an approach to, and presentation of the history that has a *Seventy Years of Buick* flavor, albeit with differences. One difference, this book is softcover. Another difference is that the period 1910 to 1920 fill the first 100 pages, but 100 pages further on, the chronology has only arrived at 1928. Yet another 100 pages has brought the reader to 1937, leaving 1938-2004 compressed into the remaining 157 pages. But that makes sense once you actually read the book because, as alluded to earlier, significant changes took place in 1924, 1948 and again in 1979.

Those who are genuinely history-oriented will want, make that need, to add this book to the library. Both co-authors Eric North and John Gerdtz

are active Buick car, memorabilia and history collectors in Australia. They augmented information and photos that they had collected over the years with additional research in order to create this book.

Originally published in July 2008 in Australia, by Bookworks, a "down under" print-on-demand company affiliated with Haynes, it sold for AUS\$65 plus AUS\$15 shipping, within Australia only, effectively making it unaffordable beyond the borders of that continent due to exchange rates. Thus in 2009 North and Gerdtz arranged, through a different print-on-demand company, to make their book available internationally. Now it retails for a reasonable \$49.95 in North America, with shipping originating on the continent of purchase and via the purchaser's choice of shipping mode.

Lulu, the exclusively on-line print-on-demand company, has a fine reputation. What this reviewer cannot speak to is the quality of the finished book. My review copy was provided from the Australian "print-on-demand" stock. I'd be remiss not to mention that my finished book must be treated and handled with some care. The paper and print quality are fine, certainly as good as could be obtained anywhere, given the quality of the photos provided. The original source material is obviously uneven in terms of resolution and quality.

The problem occurs with the ability of the binding to "hold" onto the pages. If care isn't exercised, pages begin to separate and come loose from the spine. But that should not be a deterrent to purchasing, for this book's content makes it a significant addition to any automotive library. To any fellow SAH member, if you do purchase a Lulu-produced copy of this book, or have some other book that was produced by Lulu, I would welcome hearing from you regarding your opinion on the quality of printing, the stock, and particularly the binding.

—Helen V. Hutchings

Editorial

How I Discovered the SAH Through My First Dutch Car

Short Version: *Leslie Kendall*, curator of the Petersen Automotive Museum, sent me an application form for the SAH and I mailed it in right away.

Regular Version: In the early 1980s I was riding in the car with my family as we drove down Sepulveda near Santa Monica Boulevard, on the west side of Los Angeles. On the west side of the street was an abandoned railroad right-of-way which served as an informal parking strip. Parked there in the dirt, under a typical billboard were several interesting cars including a Toyopet and a small yellow car with a white roof. My father, an artist and illustrator, made it his business to know car makes by sight, so when he noticed me craning my neck, he told me the one car was certainly an old Toyopet but the other car was unknown. The small yellow car had a large badge on its very sloped hood reading “daf” in lowercase script.

I was excited because I had a Corgi model, number 283, of the OSI-DAF City Car. This was the same script as on the model. I had seen the name in various reference books, usually as the DAF 33, 44, and 55 with a ghost view showing a belt-drive transmission at the rear of the car. Those cars looked boxy and upright, but pleasant enough to look at. The car parked in the dirt on Sepulveda looked much more “DAF-like,” the hood was more sloped, the roof rounder and the rear end, which I had never seen, had pointy corners where the brake lamps were mounted, and the trunk lid looked like a smaller version of the hood.

Over several months, maybe years, I would occasionally look out for the DAF when driving around the area. I always meant to bring a camera to get some pictures of the car. One day, I had a chance to stop, but something had changed. The DAF looked damaged at the front right and the Toyopet was gone. Up close, it appeared the car had not survived well, the driver’s side window had broken and was replaced with a real



1960 DAF 600 De Luxe (above and next page) Ghost views show the Variomatic belt-drive system. Editor’s archive.

estate yard sign, trimmed to fit the opening. The exhaust pipe was lying on the ground, and the rear window opening held sheet cardboard duct taped around the perimeter. The car had a license plate frame reading “Columbia Records Los Angeles.”

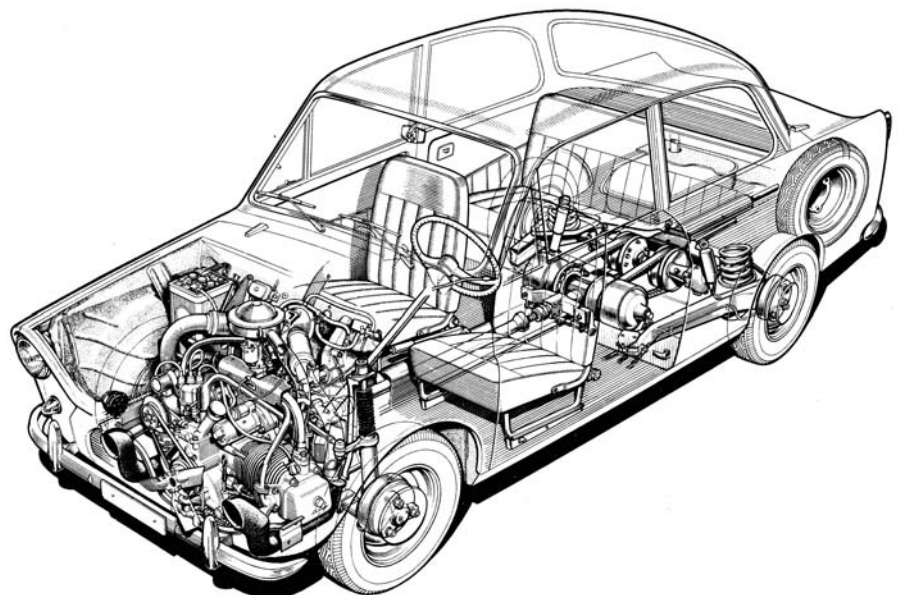
My memory gets foggy, but somehow my friend Scott and I got in touch with someone who knew the owner of the DAF. I believe all these people had ties to Bob Grim and Bud Hand, who himself owned an import car repair business around the corner on Santa Monica Boulevard. The owner of the car was very ill and willing to part with it. We acquired the car and towed it four miles back to Scott’s house in Brentwood.

We were two college-age kids who dug into the 1960 DAF 600 De Luxe with gusto. I researched the 23-year-old car further, it was early in the model run, which might cause problems finding parts. We got the engine to run with very little work.

It is one of the simplest flat-twin air-cooled engines I’ve worked with as there is no air ducting, just a propeller and some ram-induction tubes for the heater. The brake pedal was frozen in place, while wiring and body damage were another story altogether. There was also the issue of having no technical documentation on the “Variomatic” transmission.

The transmission assembly occupies several square feet under the rear seat, hidden by a large metal access cover. I was delighted that the belts looked in great shape, no dry rot or frayed edges. We were both surprised that the pulleys on the transmission always rotate the opposite direction of the road wheels due to reduction gears mounted to the rear suspension arms on each side. I was less happy about the fact that the drive belts had to twist when the suspension moved.

Our excitement about having the only Dutch car either of us had seen quickly damped down when we





realized how much work would be involved in making the car move by itself. Scott and I had to find dozens of parts, including the driveshaft which had failed when the vulcanized rubber flex bushings at each end disintegrated.

I located contact information for Bill Radtke of Santa Rosa, California, who was the West Coast DAF expert. Kaz Wysocki was the other DAF man in the U.S. but he was on the East Coast. We visited Bill at his home where he had at least four DAF vehicles and a spare Variomatic assembly which we brought home. Bill led me to correspond with DAF enthusiasts in the Netherlands. Letters and International Money Orders flew back and forth in those days before the Internet and eBay.

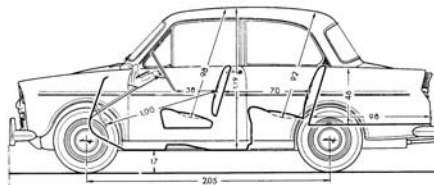
I studied the parts manual carefully and realized that DAF had made continuous revisions to the cars for the first three or four years. Several more experienced car collectors looked over our project to give advice. Scott's mother was anxious to get her space in the carport back and we were both anxious to drive the car for the first time.

The body damage at the front of the car was proving to be a very big issue because the mounting points for the front engine support had shifted. This distortion probably caused the driveshaft bushings to fail, and it would be better to repair the body properly than risk wasting a new old stock driveshaft.

The DAF had to go into storage while I was occupied with classes, then with work. It would be out of the

weather and safe off the streets. Like so much in life, I never intended the car to stay in storage for almost ten years.

During that time, in 1986, I found another DAF 600 in a classified ad, I couldn't believe my eyes. The second car was located less than ten miles from the first. The only other DAF 600 models I found were in distant locations like Minocqua, Wisconsin, or Arizona. This car was a 1960 DAF 600 standard model. I recall that the only available color was an unattractive grayish green. The car was so basic it had painted bumpers rather than chromed and a plain grey interior rather than two-tone black and ivory. The car was blocked in the far corner of a backyard full of scrap iron. I left a deposit and the owner promised he would have all that material moved so I could get the car out. On the weekend, all the scrap was gone, it must have taken a forklift and several dump trucks.



At home, I knew the engine was a total loss as the owner had informed me. The original DAF engine from the yellow car was transplanted in one day. A few details needed attention like all the British Lockheed rubber parts in the single-circuit brake system, and a full set of tires.

Suddenly, the car was ready for its first drive. All the reading I'd done paid off as I knew that the Forward-Neutral-Reverse gear selector would grind in neutral if the choke was engaged, you select the gear first, then start with the brake pedal depressed. I hoped the car would feel like a small Citroën except automatic. It felt totally unique, the rough engine note a constant drone while the car seemed to speed up or slow down on its own. Stopping the car was unusual as it seemed to surge forward in the last car length before reaching a standstill. I was never sure if this effect was an illusion or due to improper adjustments. Several other DAF 600 cars showed bent bumpers or other front end dents so this may have been a common thing.

Over a period from 1986 to 1993, I drove the green DAF 600 to many car club events, including a 260-mile roundtrip to Palm Desert, California. The car was not pretty, needing a total cosmetic restoration, but it was the only DAF at any event.

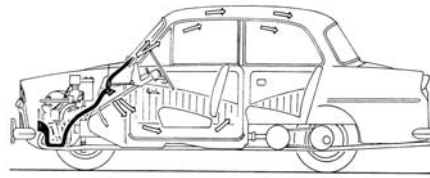
In 1988 it was clear that Los Angeles County was becoming too expensive, too crowded and too crazy. I landed in Washington State with all the other Californians; the locals considered us an invading army, we considered ourselves refugees.

Every good war story has to have a near-death experience. I was driving the DAF to a Citroën event at a winery off I-90 in Snoqualmie, Washington. The route from my home on Vashon Island includes driving over the West Seattle bridge. On approach to the bridge a traffic light turned yellow as my brake pedal went to the floor. I sailed through the intersection of Fauntleroy Way and 35th SW. Seattle drivers were so polite they just made way without honking. The West Seattle Bridge is 140 feet high and there are no exits for 2 miles. I had to get the car

stopped before the long downhill after the intersection. I pulled on the parking brake lever and pulled the engine braking knob as I realized that the brake-activated downshift could not occur. I cut the ignition as the car rolled to a stop. The rest of the day was a blur, but I do remember walking to an auto parts store to buy a clamp to shut off the right rear brake hose, slowly backing the wrong way around the corner and heading back.

The factory manual is very specific that Castrol brake fluid must be used but somewhere that information had gotten lost. Later I met a man at the Portland Swap Meet and arranged to trade the green DAF for a pair of Volkswagen "Type 34" Karmann-Ghia coupes. They were rusty and needed a complete cosmetic restoration, etc. Out of the frying pan, into the fire.

In October, 1993, Leslie Kendall contacted me at the suggestion of Bill Radtke. The new Petersen Automotive Museum in Los Angeles was looking for a DAF for display in a second floor exhibit, which emphasized technically interesting cars. There were two issues, one was that my original yellow DAF was unrestored



and in pieces at my family's house in Woodland Hills, California. The second issue, that merely looking at the outside of the car is not informative, the interesting bits are underneath.

We settled on a loan of the engine, driveline and the complete Variomatic assembly with road wheels for display. The Petersen staff then cosmetically restored the individual parts and created an entire diorama from scratch to display them. When the museum opened, I was flabbergasted. No other car in that display had needed or received so much attention and work.

A gentleman named *Bob Estes* contacted me based on the display in the Petersen Museum. He had been a distributor of DAF cars, operating as Western Cars of Holland. Mr. Estes, then an octogenarian, still had a DAF sedan in storage in

Porterville, California, and a quantity of spare parts in a small building in Inglewood. We met for lunch at Hollywood Park, and he showed me the stock of parts. I left a deposit, not knowing that the lingering recession of those years would cause such turmoil in the Puget Sound economy that my chance for a third DAF would slip away.

In 1998 I was taken completely by surprise at the Yehmert Helicopter auction in Upland, California, which featured at least 50 unusual small cars including a DAF 600. I managed to walk out of the auction with an armload of books but my potential fourth DAF was sold to someone else. I've had many years and many miles of enjoyment from my French-, German-, Italian-, Japanese- and US-made cars, but only my Dutch cars led me to the Society of Automotive Historians. —A. Meyer



DAF 600 De Luxe (above). This image from the Petersen Automotive Museum in Los Angeles, California shows a diorama created from scratch for the museum opening in 1994. To their credit, the staff had started with a collection of unrestored parts.