

# SAH Journal



The Society of Automotive Historians, Inc.  
Issue 248 *Electronic* November-December 2010



Finding automotive history in unexpected places, page 14

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## Date Reminders

**January 15, 2011**  
Paris Banquet Reservations Due  
Laurent.Friry@gmail.com

**February 3, 2011**  
SAH Paris Banquet  
6 Place de la Concorde, Paris

**June 10, 2011**  
Scharchburg Award Papers Due  
john.heitmann@notes.udayton.edu

[www.autohistory.org](http://www.autohistory.org)

# SAH Journal



The Society of Automotive Historians, Inc.

Issue 248 November-December 2010

## Officers

**Susan S. Davis** President  
**J. Douglas Leighton** Vice President  
**Robert R. Ebert** Secretary  
**Patrick D. Bisson** Treasurer

### Board of Directors

Through October 2011

**John Heitmann, John A. Marino,**  
**David M. Woodhouse,**  
**Darwyn H. Lumley, ex-officio**

Through October 2012

**Thomas S. Jakups, Leslie Kendall,**  
**Steve Wilson**

Through October 2013

**Judith E. Endelman, Paul N. Lashbrook,**  
**Stanton A. Lyman**

### SAH Journal

**Allan G. Y. Meyer, Editor, Adv. Mgr.**

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### Publications Committee

**Thomas S. Jakups, Chair**

**Christopher G. Foster**

**D. David Duricy, Donald J. Keefe**

**Steve Wilson, Allan Meyer, Pat Chappell**

### 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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Find the Society of Automotive Historians  
on the web at [www.autohistory.org](http://www.autohistory.org).

**Copy Deadline for Journal 249**  
**January 15, 2011**

## SAH Annual Awards

### Benz Award, magazine article

2010 John L. Baekke, M.D., "The Lebarons: Heir Apparent to the Throne," in *The Reunion*  
2009 Jim Chase, "Packard and Winton: The Transcontinental Rivalry," in *The Packard Cormorant*  
2008 Jeffrey I. Godshall, "The End of the Future: Chrysler Corporation Cars of 1957," in *Collectible Automobile*  
2007 Greg Fielden, "Breaking the Mold: NASCAR at Road America, 1956," in *Collectible Automobile*  
2006 William Oosthoek, "Lucky Goes to Camp," in *Vintage Motorsport*

### Bradley Award, research institution

2010 Automotive Research Library of the Horseless Carriage Foundation, La Mesa, California  
2009 Gilmore Car Museum, Hickory Corners, Michigan  
2008 Benson Ford Research Center at The Henry Ford, Dearborn, Michigan  
2007 National Auto History Collection of the Detroit Public Library  
2006 SAE International, Warrendale, Pennsylvania

### Brigham Award, magazine

2010 *Antique Automobile*, published by Antique Automobile Club of America. Editor-in-chief/design director West Peterson  
2009 *Collectible Automobile*, published by Publications International, Ltd. John Biel, editor-in-chief  
2008 *Old Cars Weekly* published by F+W Publications, Angelo Van Bogart, editor  
2007 *Charge Utile*, published by Histoire & Collections, Jean-François Colombet, rédacteur en chef  
*Hemmings Classic Car*, published by Hemmings Motor News, Richard Lentinello, editor-in-chief  
2006 *The Bulletin of the Vintage Sports-Car Club*, published by The Vintage Sports-Car Club, John Warburton, editor

### Cugnot Award, English language book

2010 Charles K. Hyde, *Storied Independent Automakers: Nash, Hudson and American Motors*  
2009 Karl Ludvigsen, *Ferdinand Porsche, Genesis of Genius: Road, Racing and Aviation Innovation, 1900 to 1933*  
2008 Sally H. Clarke, *Trust and Power: Consumers, the Modern Corporation and the Making of the United States Automobile Market*  
2007 William Pelfrey, *Billy, Alfred and General Motors: The Story of Two Unique Men, A Legendary Company and a Remarkable Time in American History*  
2006 Beverly Rae Kimes, *Pioneers, Engineers and Scoundrels: The Dawn of the Automobile in America*

### Cugnot Award, Non-English language book

2010 Sébastien Faurès Fustel de Coulanges, *Fiat en Grand Prix, 1920-1930*  
Hans-Jürgen Schneider and Halwart Schrader, *Legende: BMW 02*  
2009 Manuel Lage, *1,000,000: Un Millón de Camiones y Buses Españoles*  
2008 Christian Rouxel, *d'Azur à Total: Desmarais Frères, le premier grand pétrolier français*  
2007 Horst Ihling, *Autorennsport in der DDR - BMW (Ost), EMW, Wartburg*  
2006 Bernard Vermeylen, *Panhard & Levassor - entre tradition et modernité*

### Friend of Automotive History

2010 Miles C. Collier  
2009 C. Marshall Naul  
2008 Thomas H. Brownell  
2007 Malcolm Jeal  
2006 Bobbie'dine Rodda

### Ingersoll Award, non-print media

2010 Mark Theobald, Coachbuilt.com  
2009 Michael Hamm, producer, director/writer; Kerrie Long, producer "The Greatest Auto Race on Earth"  
2006 Terry Dunham, Automotive Research Services

### Scharchburg Award, student paper

2009 Ted R. Mitchell, "Sit-Down Women: Gender and the 1936-7 General Motors Strike in Flint, Michigan"  
2008 Peter S. Cajka, "Consumers, Cadillacs, and Civil Rights: The Social and Cultural Impact of the Automobile in Ebony, 1945-1965"  
2007 Els De Vos, "The Development of the Garage in Rural Belgian Flanders"  
2006 Katherine Anne Mechler, "General Motors: Innovations in American Social Class Structure"

**A complete history of award winners may be found at: [www.autohistory.org/awards.html](http://www.autohistory.org/awards.html)**

## President's Message

It's been a busy year for SAH. The Award Committees delivered their prizes to seven recipients at the Annual Awards Gala Banquet in Hershey. We also had a successful biennial conference in Tupelo, Mississippi, shared for the eighth time with NAAM, the National Association of Automobile Museums.

In fact that conference will be our last shared biennial conference for a while. NAAM and SAH have come to a mutual agreement to go their separate ways for a while. Whereas SAH takes an often academic approach to automotive history, automotive museums are often more engaged with practical matters, from preserving and caring for large artifacts to fundraising, board development and programming for a public often more interested in entertainment than erudition.

Under the leadership of SAH board members *Judith Endelman*, Director of the Benson Ford Research Center at The Henry Ford, *John Heitmann*,

Professor of History at the University of Dayton, and former board member, *Arthur Jones*, our ad hoc conference committee has decided to stay with the biennial format and are already busy planning a symposium *cum* conference in the spring of 2012. We will have a more complete report by our board meeting next spring, being hosted by our Vice President, *Doug Leighton*, in London, Ontario. We will begin publicizing this as early as April, and the committee will be calling for papers. I hope many of you will attend and participate as we get back to this solo act.

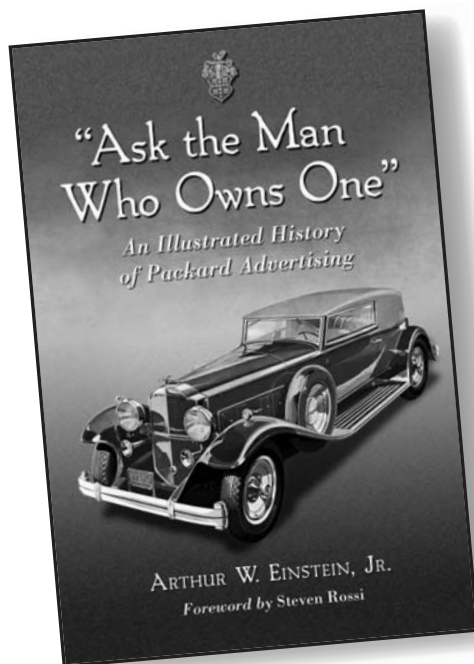
SAH itself is also doing a lot of work to strengthen its ability to remain an all-volunteer organization, and with that to live within its budget. As we all remember, for years we had the administrative leadership of the aptly self-titled Factotum, *Kit Foster*—for free, or at least for nothing more than bare, and I must say very economy-minded, expenses. In order to come close to the smooth operation that centralized leadership gives, we are finding it important to streamline the process.

Except for Stanley steam cars, I am not so much a content person as a process person, so I am using my time as President to refine the infrastructure that makes our awards, committees and publishing programs work as smoothly as possible. I've got a great group of officers, interested in the same ends as we strive to do separately what Kit took care of all by himself. I won't bore you with that detail, but do want you to know that it is happening!

Another piece of streamlining will be a new website, which we hope to have under construction as soon as this winter. This will make it easier to update and add information, as well as give secure access to members-only sections.

The final part of my report brings me to membership. To be a vibrant organization, to live up to the potential envisaged by our founders, we need to increase both our profile and our membership. Members themselves are the best membership growth tool. As we talk with friends and colleagues about automobiles and anything remotely linked to automotive history, pop the question: "Are you a member of the Society of Automotive Historians?" If they are not, follow up with the second part of that question: "I can tell you would love it! Join—and here's an application!"

In fact, not asking the question "Are you a member?" and if not, "Please join!" perpetuates an impression held by such people as Kit Foster when he first tried to join: SAH must be a private club and you can't get in unless you are approved. So don't be shy about that question, it can make the difference in more ways than just membership. SAH is absolutely exceptional, but not exclusive; let's do all we can to be inclusive and welcoming! —*Susan S. Davis*



Packards seemed built for promotion — the red hexagon in the hubcap, the yoke grille, and the half-arrow belt-line molding helped set a new standard in visual continuity and branding. Based on original research and first-hand interviews with the people who made it happen, this history looks beyond the surface to examine how the advertisements reflect the company's business convictions, and how they changed with the times.

282pp. \$49.95 hardcover (7 × 10)  
133 photos (16 in color) 2010  
print: 978-0-7864-4773-2  
ebook: 978-0-7864-5661-1



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# Letters

## From Klaus-Josef Rossfeldt

A friend forwarded to me the *Journal* of the Society of Automotive Historians with a report on coachbuilder Sodomka. May I advise, please, that the photo on page 5, center, does not show a Rolls-Royce 20/25 as per the caption. That



car was a 1927 Rolls-Royce 20H.P., #GFN79 (originally bodied by Million Guiet, France, if memory serves me right) which in 1938 became re-bodied as a Sedan de Ville by Sodomka. I acquired an original coachbuilder's photo decades ago from what then was Czechoslovakia. The photo was shown in my book *Rolls-Royce and Bentley, All Models from 1904, Development History, Production Data, Technical Specifications* on page 117. The English edition of that book was published in 1991, the German edition was from 1989, and it has been out of print for many years.

## From Bob Barnard

In the latest *SAH Journal* I note two instances where our Indiana SAH chapter is referred to as the "Hoosier Chapter." Actually it is the "Hoosier Heritage Chapter." I was president of it for several years, and I remember that the name was suggested by Jim Hoggatt who took the lead in forming the chapter way back in the late 1970s. Sadly, he is no longer with us. I wish I could report some chapter activity, but there hasn't been any since I resigned as president.

## From Jim Mackay

In the course of our collecting activities here at The Lyceum, as well as the supporting research that goes with that, I've come across some interesting things that help to shed a different light on the history of

dealerships and auto retail in general, especially the "orphan" brands. Collectors and researchers shouldn't overlook matchbooks as the source of information, including images, if you're very lucky.

Beyond ads, newspapers can provide you with some very interesting photos of buildings, especially if the building still happens to exist.



# SAH News

## SAH in Paris XVI New Format for Rétromobile

For the past 15 years, SAH members have convened for drinks and dinner at the time of Rétromobile, the largest indoor old-car event in France. This year, Rétromobile embarks on a new, shorter format, running for five days and encompassing a single weekend. The show will open Wednesday, February 2, 2011, and run through Sunday, February 6.

In order to better accommodate visitors traveling from overseas, our gathering will take place on the usual Thursday evening, February 3, at our regular venue, the Automobile Club de France (ACF). The inclusive price of cocktails and dinner will be 102 euros, at time of writing equivalent to \$140 US or £87.

Members should make reservations with Laurent Friry. His e-mail address is, Laurent.Friry@gmail.com, and home address, 88 rue d'Estienne d'Orves, F-91370 Verrierès le Buisson, France. Please let him know not later than January 15, 2011, if you wish to come, so that the ACF can make arrangements. Make your arrangements for payment directly with Laurent.

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

Scheduling the dinner for the eve of Rétromobile, as in previous years, was considered, but it was decided to hold to the traditional Thursday, in order to avoid the high cost of weekend transatlantic travel.

—Kit Foster

## Richard Scharchburg Student Paper Award

In order to encourage research and writing effort among university students in the area of automotive history, the Society confers its annual award for the best student paper in the auto history field.

The award is named for Richard Scharchburg, the late Professor of History at Kettering University, eminent automotive historian, and past officer of the Society of Automotive Historians. Persons submitting papers must be enrolled at educational institutions, upper-class undergraduate or graduate level at the time of submission. This competition is international in scope, but papers must be in the English language. Papers already published or scheduled for publication will not be accepted.

Manuscripts should not exceed 10,000 words, and should be double-spaced. An abstract is requested. Judging criteria include clear statement of purpose and testable hypothesis, accuracy and thoroughness of research, originality of the research, documentation, quality and extent of bibliographic resources, and writing style. Diagrams, graphs, or photographs may be included. Submissions are to be electronic, in Word 1997-2003 format or pdf files only, to the e-mail address below.

Possible subjects include but are not limited to historical aspects of automobile companies and their leaders, regulation of the auto industry, financial and economic aspects of the industry, the social effects of the automobile, highway development, environmental matters, and automotive marketing, design, engineering and safety.

A cover letter should be included stating the student's address, school, program, advisor, and stage in studies. The student should indicate

how the paper submitted will relate to his or her professional future. Submissions must dated by June 10, 2011. All papers submitted will be acknowledged.

Upon recommendation of the judges, the winning paper will be considered for publication in the Society's *Automotive History Review*. The award consists of a plaque and a cash prize of \$500.00.

Submissions should be sent to:  
*John A. Heitmann, Ph.D.*,  
Chair, Student Awards Committee  
Department of History  
University of Dayton  
300 College Park  
Dayton, OH 45469-1540  
Tel: 937-229-2803  
Fax: 937-229-2816  
e-mail:  
john.heitmann@notes.udayton.edu

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

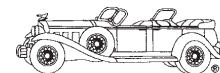
founded in 1952 to promote the preservation and restoration of distinctive motorcars built between 1925 and 1948.

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

CLASSIC CAR CLUB OF AMERICA



at either of the addresses below.  
1645 Des Plaines River Road, Suite 7  
Des Plaines, IL 60018-2206  
(847) 390-0443  
www.ClassicCarClub.org

## What is it?



The **Trivette** was produced by a company in Ventura, California circa 1975 to 1977. The Trivette used a FIAT 850cc 58 horsepower engine located in the rear. The transmission and rear suspension were also borrowed from FIAT.

The three-wheeler featured tandem seating and a very fashionable gullwing door on the curb side. The tubular steel chassis appears to have been entirely fabricated by Trivette. As a three-wheeler the Trivette was licensable as a motorcycle.

Headlamps were mounted in the front faces of the rear fenders, one of several distinctive features of the car, other than the overall arrowhead shape and three wheels. Pictured is at least one example which has survived until 2009.



## Society of Automotive Historians 2009-2010 Fiscal Year Summary

October 1, 2009 through September 30, 2010

Checking Account Balance as of October 1, 2009 \$18,806

Summary of Financial Activity, 10/01/2009 through 09/30/2010

Income:	Membership Dues	32,246
	Biennial Appeal Net	8,110
	Silent Auction 2010 Net	3,354
	Advertising Income	1,251
	Annual Banquet*	1,084
	Misc. Contributions	421
	Sale of Merchandise	403

Total Income \$46,869

Expenses:	Member Publications- SAH Journal & AHR	13,051
	Membership Services	6,000
	Awards	3,361
	Membership Promotions	2,135
	Insurance - Comp. General Liability	1,928
	Hershey Hospitality Tent	1,093
	Maintain Dunwoodie Archives at AACA	1,065
	Banking Fees & Credit Card Discounts	869
	SAH Board of Directors Meetings	601
	Website	359
	Taxes and Fees	107
	AACA Membership	35

Total Expenses \$30,874

End of Period Balances:

Checking Account Balance as of September 30, 2010	\$34,801
Vanguard Money Market Funds (prior fiscal year value @ \$56,449)	56,501

Total Assets \$91,302

Total Liabilities None

\* The Annual Banquet shows a profit because some ticket sales are recorded in this fiscal year, the Hershey Country Club invoice is paid in the following (current) fiscal year. The Annual Banquet for the past few years has been somewhat revenue neutral. Total Expenses were approximately \$23,000 under a projected deficit budget: Membership Directory late (\$6,000), only one issue of *Automotive History Review* (\$5,000), substantial cost savings realized for publications (\$8,000), miscellaneous savings (\$4,000).

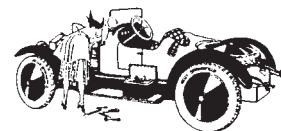
Submitted by *Patrick D. Bisson*, Treasurer

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# SAH Business

## Society of Automotive Historians Board of Directors Meeting

October 7, 2010  
Hershey, Pennsylvania

Directors Present: *Susan Davis, Robert Ebert, Douglas Leighton, Patrick Bisson, John Heitmann, Steve Wilson, Tom Jakups, Darwyn Lumley, Judy Endelman, John Marino, Paul Lashbrook, Stanton Lyman, Leslie Kendall*

Absent: *Woody Woodhouse*

Guests Present: *Kit Foster, Arthur Jones, Don Keefe*

*Secretary's note:* Committee Report Summaries as reported herein summarize more complete reports of the committees submitted for the official record of the Society. Members wishing complete copies of the committee reports may obtain same in electronic format by contacting the secretary, Bob Ebert, by e-mail at rebert@bw.edu.)

A. The meeting was called to order by President Susan Davis at 6:40 PM.

B. President Davis determined that a quorum was present.

C. Upon motion by Stan Lyman and seconded by Paul Lashbrook, the

## 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.

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minutes of the March 24, 2010 Board Meeting in Tupelo, Mississippi, were approved unanimously as distributed by voice vote.

**D. *President's Report:*** Susan Davis. Upon submission by the Nominating Committee Chair, Darwyn Lumley, and certification by the Secretary, Robert Ebert, President Davis announced the results of the recent election for directors.

Re-elected as Directors for the Class of 2013 are the following incumbents: Judy Endelman (member # 1630) Paul N. Lashbrook (member # 619) Stanton A. Lyman (member # 2270). Darwyn Lumley moved and John Heitmann seconded that the ballots from the election be destroyed with the number of votes for each candidate recorded for official purposes of the society. Motion passed unanimously on voice vote.

President Davis called on Vice President Douglas Leighton to report on the meeting of the Executive Committee acting as a strategic planning committee (President Susan Davis, Vice President Douglas Leighton, Treasurer Patrick Bisson, Secretary Robert Ebert and Immediate Past President, Darwyn Lumley) held earlier in the day on October 7, 2010. V.P. Leighton stated that SAH plans encompass two key areas:

Concern about membership, specifically, current members need to be encouraged to attract new members and the Board has a responsibility to spread the word about the SAH.

There is a need to fine tune SAH as a volunteer organization that does not have a paid director or secretariat. Infrastructure of the SAH needs to be structured to maximize efficiency and attract talent.

President Davis led a discussion on progress of the SAH since the development of a strategic plan in 2003-2004. She stated that, overall, the SAH is not far off the course set

by the strategic plan. However, one aspect of the plan, i.e., creation of an archive, was later determined by vote of the Board not to be in the best interests of the SAH.

Arthur Jones noted that despite the difficulty finding the text with which all agreed, he expressed pleasure with its impact on SAH and agreed that it is wise to review the strategic plan regularly.

President Davis discussed new membership aspects of the strategic plan. She emphasized that the best way to get new members is for current members to realize that when they are talking automotive history with people not already members, that these people are the best possible prospects and should be enthusiastically encouraged to join. Arthur Jones stated that the quality of the publications are the best way to retain members.

President Davis stated that the Executive Committee discussed using the inside cover of the *Journal* not only to list directors and officers but also to list descriptions of the awards, including recent (past 5 years) award winners with a link to the website at the bottom of each list for people who might want to see all previous winners.

President Davis stated that infrastructure items are important. It strengthens the all-volunteer aspect of the Society by having:

- Common report forms for all committees
- Uniform award winner forms
- Succession planning for SAH officers and committees: outgoing officers share with future officers what has gone before.

The President's Report is summarized as follows:

"Two goals loom in the second year of my term, one internal, one external. Internally, call it infrastructure, to advance the work already done by our predecessors in systematizing reports, the award system and other

## SAH Business

internal controls from membership to publications. The end result should not be more work but tools to make the work we do more seamless, efficient and easy.

Externally, it is my hope to expand SAH's membership and influence, by making membership a *sine qua non* for every automobile collection and museum even remotely interested in the history and stories of their cars."

President Davis reported that following a suggestion from previous SAH Board meetings, the Banquet Committee has been discussing the idea of having a guest speaker at our Awards Banquet at Hershey. The thought was to pick up the pace of these meetings, to make them exciting and interesting to a broader SAH audience. Intentions range from adding spice and excitement to making the meetings a membership recruiting tool.

At this point, *Jeff Mabl* and the presentation of his program, "Bandits, Guns & Automobiles — The New York to Paris Race 1908," has gotten the attention of John Marino of the Banquet Committee. In addition, there was input from Treasurer Pat Bisson, retiring SAH Factotum, Kit Foster and the President's ex-officio participation. Jeff's program is a long one, it normally runs about 95 minutes, plus any additional Q&A time that is desired. Jeff also needs audio-visual support. His program received rave reviews this summer at Seal Cove Auto Museum near Acadia National Park in Maine, for barely 60 people. This was also the featured program this Spring at the AACA's 75th Anniversary event this summer in Louisville, Kentucky.

Jeff's great-grandfather, George Schuster, was the mechanic and driver of a four-cylinder Thomas Flyer fresh off the assembly line in the famous New York to Paris Race of 1908. Schuster not only participated in the grueling 169-day race, he actually won it.

Jeff is willing to do the program at cost, which with mileage, two night's accommodation, food and audio-visual expense, would probably run us between \$1200-\$1500. It would also be incumbent upon the Committee to promote this all year through the *Journal*, on the website, etc., so that it might indeed have the purported result of increasing attendance! Susan Davis said she will need to appoint a committee if the motion passes.

John Heitmann offered the following motion, seconded by Doug Leighton: The Banquet Committee recommends expending no more than \$1,500 total, A/V included, to present a program or speaker at the October 7, 2011, Awards Banquet at Hershey. The motion received considerable discussion. Issues raised were the cost of the program; the need for SAH to subsidize the presentation; the length of the presentation would require revisions to the banquet format. On hand vote the motion passed with eleven votes for and none against and no abstentions.

E. The **Treasurer's Report** was made by Pat Bisson. A copy of the full report is attached to these minutes. While the report shows a surplus for the fiscal year ended September 30, 2010, with the publication of a roster and another issue of the *Automotive History Review* we would have come out about even for the year. Kit Foster and *Allan Meyer* have done an excellent job of keeping the costs down and quality up for the publications. Kit Foster noted that printing and mailing costs are much

lower than before, in part because services in Connecticut are now being used rather than in Washington, DC. The year ended with the SAH having a balance of \$91,302.43 compared to \$73, 721.41 a year ago.

John Heitmann moved and Paul Lashbrook seconded that the financial report be filed for audit. Passed unanimously by voice vote. Proposed 2010-2011 Budget was presented by Pat Bisson. The budget shows a \$4,000 deficit and includes an estimated \$3,900 in receipts from the auction. Doug Leighton moved and Stan Lyman seconded that the 2010-2011 budget be approved. Motion passed unanimously by voice vote. The Board, by consensus, wishes to thank the Treasurer for his work this past year.

Pat Bisson reported that the situation with the IRS is in good shape with our being eligible for the one-time filing relief provision and submission of a \$100 filing fee. The 990 forms will be filed regularly in the future.

F. **Audit Committee:** Stan Lyman reported as follows: "Kit gave me figures, along with a copy of the Bank of America statement, and of the Vanguard Funds statement dated October 30, 2009. As backup. I presented the material to a CPA, who reviewed the data for me as a courtesy. He said there was outstanding information, which Kit had advised me of, and said the reconciliation looked fine as presented, but being incomplete, certification by a professional is not possible. To the best of my ability,

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the balance sheet, dated September 30, 2009, is acceptable.”

Paul Lashbrook moved and Judy Endelman seconded the motion to accept the audit report. Motion passed unanimously by voice vote.

G. **Membership** report was presented by Don Keefe; summary follows:

As of September 24, there was a total active membership of 842 including six founding, 12 honorary and one founding and honorary member, Mr. Naul. SAH is also now on Facebook. A printed roster has been completed to be mailed this month. Once the website is re-built, attention will be given to the ability to print rosters from the site through secure portals. Don Keefe announced that he is resigning the data management responsibilities of the Membership Committee, but will agree to stay on for one year to aid in the transition, but is tendering his resignation after one year.

Don noted that he has made some studies in data base management recently and found the Macintosh-based Bento III program is more flexible and helped finish the roster and made it searchable. At present the roster is at the printer and a pdf file of it will be e-mailed to the directors and officers.

Don noted that the knowledge base of the SAH is eroding with some

people previously interested in a make not there anymore. He also noted that in 2009 there were 862 members and in 2010 there were 842.

For the database to be searchable on the website, it will be necessary to work with website designer.

President Davis said she is prepared to find a new chair of the committee with the understanding that Don Keefe would help us with the transition. She further noted that it will take a technical specialist, that it need not be an automotive history enthusiast. Don Keefe said he will help train somebody and that he has vendors he works with on the project.

Paul Lashbrook moved and Judy Endelman seconded that the SAH hire Don Keefe for one more year at \$6,000 and spend the year to find someone to do the job. Motion passed unanimously by voice vote.

H. **Membership Committee** report was made by Stan Lyman.

Summary of Committee Report: While some new ideas for attracting and increasing membership have been explored since the Tupelo Board meeting in March, we are actively seeking new input and personnel to the Committee, and welcome any and all suggestions, for discussion, to improve the visibility of the Society. Stan added that the ideas of the Strategic Planning/Executive Committee added a new initiative to their efforts. Stan stated he would like some assistance and relief in the job. President Davis asked whether there should be a dues increase.

Pat Bisson responded that we do not need a dues increase at this time.

J. **Academic Committee/AHA** report was made by John Heitman.

A proposal was made to the American Historical Association Annual Meeting, Boston, January 6-9, 2011: Affiliate Society Session, Society of Automotive Historians for a session entitled, *Looking Through the Windshield: Interdisciplinary and Transnational Perspectives on Automobility, Infrastructure, and Society*. Unfortunately, the program Committee did not accept this session.

They never give reasons for their rejections. Despite the rejection, the strategy is one of ongoing persistence and a proposal will be made for the 2012 meetings.

K. **Archives Committee** report was made by Kit Foster. The committee is working on a pamphlet or booklet that would help historians and collectors in disposition of their archives and libraries. A draft will be submitted to the board once the committee is satisfied with the breadth, depth and tone of the document.

L. **Awards**

1. Brigham: Susan Davis reporting for *Jack Juratovic/Leroy Cole*.

The 2010 recipient of the Richard and Grace Brigham Award for the best automotive publication of the year goes to the bi-monthly publication *Antique Automobile*, the official publication of the Antique Automobile Club of America. Editor in Chief/Design Director is West Peterson.

2. Cugnot, English: Doug Leighton. The committee received fourteen submissions for this year's prize competition, all of great merit. After much consideration, the following are the committee's choices.

Cugnot Award:

*Charles K. Hyde, Storied Independent Automakers: Nash, Hudson and American Motors*. Detroit, Wayne State University Press, 2009.

Award of Distinction:

*Anthony J. Yanik, Maxwell Motor and the Making of the Chrysler Corporation*. Detroit, Wayne State University Press, 2009.

Doug Leighton discussed the issue of the growing number of books received in the motorsports category. They often are good books, but do not meet the criteria of the Cugnot Award. He suggests that the time may be ripe to give consideration to having such an award created by the new International Motorsports History section:

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## SAH Business

John Marino stated we need to defer to *Pat Yongue*. In response, Stan Lyman said he had talked with Pat who gave a positive response to the idea. The mechanics would have to be worked out. Kit Foster noted that the award could be like a special interest award that some chapters have.

Doug Leighton moved and John Marino seconded that the Board approve in principle the creation of a book award in the motorsports field. Motion passed unanimously by voice vote.

3. Cugnot Award in a Language Other than English. Susan Davis reporting for *Bill Kreiner*.

Twelve submissions were received by the committee for evaluation.

Nominators included authors, publishers, and SAH members who have familiarity with the books. The committee has found it necessary to grant two Cugnot Awards this year, and one Award of Distinction.

A 2010 Nicolas-Joseph Cugnot Award, Language Other Than English goes to French-language book *Fiat en Grand Prix, 1920-1930*, by Sébastien Faurès Fustel de Coulanges, published by E.T.A.I. in Boulogne-Billancourt. The nominator was E.T.A.I.

A 2010 Nicolas-Joseph Cugnot Award, Language Other Than English goes to German-language book *Legende: BMW 02*, by Hans-Jürgen Schneider and *Halwart Schrader*, published by Schneider Text, in Schneider Text Editions spécialisées, Giel-Courteilles, France. The nominator was Hans-Jürgen Schneider.

The 2010 Award of Distinction, Language Other Than English goes to Polish-Language book *Samochody osobowe*, by Andrzej Zieliński, published by Wydawnictwa Komunikacji in Warsaw. The nominator was SAH member *Rob Przybylski*.



Benz Chairman Don Keefe, left, presents the Carl Benz Award to John L. Baeke, M.D., for his article "The LeBarons: Heir Apparent to the Throne," published in *The Reunion*, by the Auburn Cord Duesenberg Club.

4. Benz award report was presented by Don Keefe:

The 2010 Benz Award goes to "The Lebarons: Heir Apparent to the Throne," by John L. Baeke, M.D., published in *The Reunion*, the annual publication of the Auburn-Cord-Duesenberg Club.

The 2010 Benz Award of Distinction goes to "Last Legs: A Story of the Final Carrera Panamericana," by Chuck Giametta, published in the June, 2009 issue of *Collectible Automobile*.

5. Bradley award report was presented by Judith Endelman. This year's Bradley Award winner is the Automotive Research Library of the Horseless Carriage Foundation in La Mesa, CA. The Bradley Award committee will be developing criteria for the Bradley Award and making a recommendation to the SAH board for the 2011 Award.

6. Ingersoll award report was presented by Arthur Jones. The Committee has selected the website *Coachbuilt.com* to receive the 2010 award.

Arthur Jones discussed the issue of criteria for the Ingersoll Award and noted that some things are very commercial and are aimed at the public at large. Judy Endelman asked if educational curricula would be eligible for the Ingersoll Award. Arthur Jones responded that



Donald Sable, left, and David Gast, right, of the automotive research library of the Horseless Carriage Foundation, winner of the James L. Bradley Distinguished Service Award, with Award Chairwoman Judith Endelman.

the committee has chosen not to recognize work of that kind.

7. Friend of Automotive History Award report was made by Darwyn Lumley who stated the recipient of the award would be held a secret until the banquet tomorrow, on October 8, 2010.

8. Scharchburg Student Paper Award report was presented by Bob Ebert. Summary: Only one submission was received for 2010. The committee believes the submission was not worthy of the award, but wished to encourage the student and recommends he receive a one year complimentary membership in SAH. John Heitmann will be assuming the chair of the committee effective with the 2011 Scharchburg Competition.

9. President Davis emphasized that she would like a set of criteria for the awards from each of the committees. She will check with the committees in early 2011 to see how the criteria are coming.

M. **Publications Committee** report: Tom Jakups.

1. *Journal*: Allan Meyer. Journal revised schedule is generally on track with one exception due to personal circumstances. Printing expense generally remains consistent. Postage expenses could be reduced by electronic distribution of ancillary materials such as the Silent Auction Catalog.



West Peterson, editor of *Antique Automobile*, receives the Richard and Grace Brigham Award from SAH President Susan Davis.

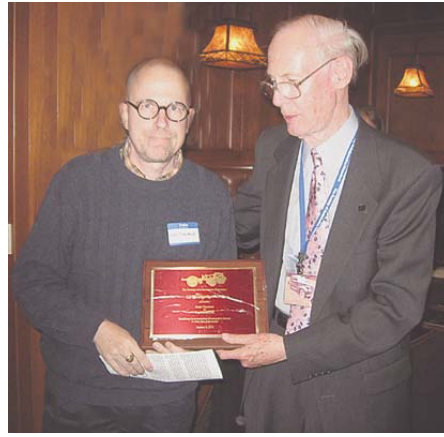
2. *Review*: Kit Foster.

AHR No. 52 was mailed to U.S. members on August 13, 2010, and to Canadian, Mexican and overseas members on August 27. Total costs for the issue show significant savings over previous issues.

3. SAH Web site report was submitted by Dave Duricy.

During 2010, Webmaster Dave Duricy created a mission statement for AutoHistory.org at the request of president Susan Davis. With the assistance of treasurer Pat Bisson, Duricy deployed PayPal buttons at AutoHistory.org allowing for the online purchase of SAH memberships and 2010 SAH Gala banquet tickets.

Following up his earlier suggestions regarding redesign of AutoHistory.org, Duricy sought proposals and estimates from three web design firms. Bids received were for \$18,500 to \$22,000 from Bolderimage plus \$4000 to \$5000 for design and \$750 per year hosting; for \$15,000 from Develisys; and for \$5400 from ADAGO. As always, Duricy encourages SAH members to join SAH—MotorMail, the SAH mailing list, at <http://lists.autohistory.org/mailman/listinfo/sah-motormail>. Judy Endelman asked if anyone else has looked at the proposals besides Dave. She would like a second opinion on this. General discussion occurred on the issue.



E.P. Ingersoll Award winner Mark Theobald, editor and publisher of Coachbuilt.com (L), with Ingersoll Chairman Arthur Jones.

President Davis asked Tom Jakups to work with Dave Duricy and Don Keefe to investigate the credentials of the designer, what kinds of things we want on the web site and how we will do it. She asked for a report by November 30, 2010, with the objective of having something for the Board to vote on by e-mail no later than mid January 2011.

Tom Jakups moved and seconded by Judy Endelman: To authorize webmaster Dave Duricy to spend up to \$6,000 for the construction of a new website. Given the discussion, the motion was withdrawn with the approval of Tom Jakups and Judy Endelman.

N. **Silent Auction** report: Leroy Cole. The catalog consisted of 400 items, donated by 15 generous donors contributing a good variety of top quality items.

Gross Sales + shipping: \$5143.23  
 (sales: \$4707.12 + shipping rec'd: \$436.11)  
 Minus Catalog Expenses \$455.99  
 Minus Postage \$447.41

Profit \$4,239.83  
 Number of Donors: 15; Bidders: 52;  
 Winners: 48  
 Items: 400; Profit: \$4,240.  
 There were 4 bidders outside the United States. Material has already been received for Auction 2010-11 and the rate of receipt will determine the date for sending Catalog 2010-11.

The above figures can be compared with the chart below showing the past 10 years of the Silent Auction. Respectfully submitted by Silent Auction Chair, Leroy D. Cole

President Davis reported that Leroy and Cora Cole are willing to continue with administering the auction, but would like SAH to plan for succession, possibly by finding apprentices willing to work with them for the next few years.

O. **NAAM/SAH Conference** report: Arthur Jones & Judy Endelman. The 8th NAAM-SAH joint meeting took place in Tupelo, Mississippi, March 24-27, 2010. About 100 people attended the meeting of which about 36 can be identified as SAH members. Although NAAM and SAH members share many interests, the joint meeting has always been a somewhat uneasy alliance and there have been issues regarding planning and budgeting that have confronted each planning committee.

After eight biennial joint meetings, the NAAM board voted to end its partnership with SAH. Beginning in 2011, NAAM will hold its own annual meeting.

The Committee has reviewed the consequences of the NAAM decision to discontinue participation in the

SAH Silent Auction										
Years	1999	2000	2001	2002	2003	2004	2005	2007	2008	2010
Donors	23	15	30	25	18	13	18	12	15	15
Bidders	91	83	115	65	64	52	71	56	71	52
Winners	66	82	89	58	58	47	57	46	63	48
Items	455	385	500	600	463	431	468	711	400	400
Gross Sales	5787	3439	6108	4646	3921	2832	4810	5030	4815	4707

# SAH Business

joint biennial conference. A general discussion was presented to give the Board an understanding of the issues of conducting a standalone conference. A full proposal for the 2012 event will be submitted at the spring Board meeting. Arthur Jones stated his goal is to have an automotive history conference that will be nationally respected. John Heitmann has agreed to help in the effort. There is an opportunity, now, to take the next step in developing the conference. The planning for the conference will involve an open structure that will encompass both traditional SAH types of papers and academic papers. The committee will be meeting shortly to plan for the conference.

Kit Foster stated we will need people to plan a variety of activities including site selection, tours, finances, etc. We have not had to do those things for recent conferences. Doug Leighton stated that most universities have administrative staff to work with you on these matters. Paul Lashbrook stated that we have members who have planned large national events. We have the expertise to draw on and are fully capable of doing it.

Doug Leighton moved and Paul Lashbrook seconded that the Board endorse in principle to begin planning for an Automotive History Conference in 2012. Motion passed by voice vote.

**P. Chapter & Sections** report  
Leland Chapter: Pat Bisson reported for Leroy Cole. The chapter is doing well under the leadership of *John Jendza*, President, and Victoria Mobley, Secretary/Treasurer.

Southern California Chapter: report submitted by Woody Woodhouse. Currently, the chapter has no director, following the resignation of *Bob Falcon*. Chapter membership is now over 100 members, all of whom are SAH members thanks to the efforts of *Bobbie'dine Rodda*. There will be a chapter meeting on November 13, 2010, at the Lew Webb Collection in Orange County, where the annual

James Valentine Memorial Award will be presented along with discussion of the chapter's role in the future of the Literature Faire. We also hope to elect a chapter director at that time.

SAH in Britain report presented by Kit Foster.

Summary: The Society of Automotive Historians in Britain has 149 members, publishes a quarterly magazine and an annual learned journal. The SAHB also holds two motoring history seminars annually.

It will be necessary to negotiate the subscription rate they pay because they receive the *Journal* electronically and distribute it to their members. The *AHR* is mailed in bulk which saves some expense. Pat Bisson and Kit Foster agreed to work on this matter.

Doug Leighton moved and Judy Endelman seconded that the SAH commend the SAHB for excellent work in furthering motoring history in the United Kingdom. Motion passed unanimously on voice vote.

The International Motorsports History Section: Submitted by Patricia Yongue. Met in Tupelo at the conclusion of the 2010 SAH/NAAM Spring Conference. Major actions were the election of Pat Yongue as president of the section and Paul Lashbrook as Secretary—Treasurer, and the approval of a Mission Statement. Creating an IMH website was designated the main priority.

**Q. European Meeting and Tour** report: presented by Kit Foster. The committee recommended that the European Meeting and Dinner be held at the Automobile Club de France on Thursday evening, February 3, 2011.

Tom Jakups moved and Leslie Kendall seconded that the annual European Meeting and Dinner be held at the Automobile Club de France on Thursday evening, February 3, 2011. Motion passed unanimously by voice vote.

**R. Hershey History Tent** report: presented by Paul Lashbrook. The tent activities at Hershey are going

well. Paul Lashbrook donated the refreshments. Help is needed on Saturday to close and fold up the tent. The tent is a fine way to benefit the members who stop by. For several years the cost of the tent has been creeping up. Also, it is suggested that some funds need to be expended on new displays for the tent. Some of the old displays are wearing out.

By acclamation the Board extends a sincere thanks to Paul Lashbrook for his efforts in organizing the Hershey tent activities.

**S. Annual Meeting and Banquet:**  
John Marino reported that it is expected the 2011 Annual Meeting and Banquet will continue to be at the Hershey Country Club with cost the same.

**T. Spring 2011 Board Meeting:**  
Doug Leighton distributed information on the meeting to be held at Huron College of the University of Western Ontario on April 10-13, 2011.

## U. New Business:

1. Bylaws Committee report by Paul Lashbrook.  
Summary/Report: I have completed approximately one-half of the review. I must continue the revisions until the spring meeting. There are too many corrections to punctuation and other changes for me to complete this by October 7. It is too important to rush.

Bob Ebert advised that there needs to be work on the Bylaws to provide for email voting in elections for directors and officers.

2. Pat Bisson asked what the student membership fee should be.  
Doug Leighton moved and Paul Lashbrook seconded that the student membership fee be set at \$20. Motion passed unanimously on voice vote.

V. President Davis adjourned the meeting at 10:16 pm.

Respectfully submitted,  
Robert R. Ebert, Secretary.

# Book Reviews

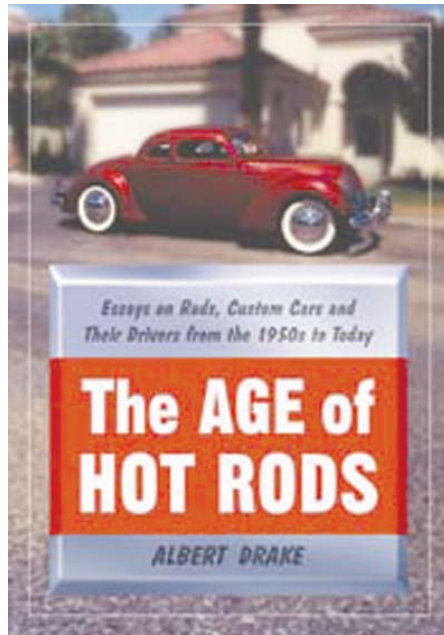
## ***The Age of Hot Rods: Essays on Rods, Custom Cars and Their Drivers from the 1950s to Today***

By Albert Drake.  
2008, ISBN: 978-0-7864-3404-6,  
Softbound, 197 pages, 90 black and  
white photos, \$39.95.  
McFarland & Company, Jefferson, NC.  
www.mcfarlandpub.com

The history of hot-rodding has become a popular topic in recent years. One of the first authors to publish on this topic, Albert Drake, has been capturing stories about the history since 1982 when he published his first book; *Street was Fun in '51*. That book was followed by several more which were at the beginning of recording the history of hot rodding and what it was like fifty years ago.

His latest book, *The Age of Hot Rods*, is a collection of essays he has written over the past 20 years. These 97 essays appeared in a number of different magazines when published and now are brought together in a collection. These stories are an interesting mix of hot rod history, personal reminiscence of hot rods owned, current activities, and updates on historic rods and customs that have survived or been resurrected. Drake has divided the writings into several logical chronological sections, beginning with the early history of hot rodding, then moving through articles related to the 1940s, 1950s, nostalgia, and other hot rodding-related topics.

Each story is rich in detail and many include reproductions of related original photos or advertisements. In reading these works, Drake's writing style gave me a sense that I was participating in a conversation among the parties on the topic, rather than just reading a historical report. The essays are rich in remembrances and facts from the era. As a hot rodder during the period, Drake has many



contacts and incidents that became the topics of these stories.

One of the things that caught my interest with this book was the diversity of topics included. Where else can you read about prewar hot rodding, traffic safety movies, the first Portland Roadster Show, hot rodding in Australia and France, barn find dream cars, Vespas, and Linda Vaughn all in one book?

I feel this book is a very good addition to the library of any enthusiast who enjoys an entertaining read and wishes to increase their interest in hot rod history as well as other car-related things from the 1940s to the 1960s. I know that I will be referring back to topics in this book over time to cross-reference with other readings on this subject.

*The Age of Hot Rods* provides a nice contribution to the history of hot rodding in an essay format touching on many topics versus trying to create a complete history. This collection is a convenient way to package this collection of stories. The individual stories and topics are diverse and the right length so the book is easy to pick up and set down, or read through. I recommend it to anyone interested in the history of hot rodding.  
—Richard Randall

## ***Jaguar E-type: Portrait of a Design Icon***

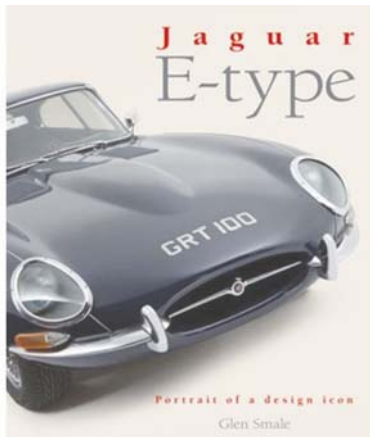
By Glen Smale,  
2007, ISBN 1-84425-338-8,  
Hardbound, 232 pages,  
£ 30.00, US\$ 54.95.  
Published by Haynes Publishing,  
Sparkford, Yeovil, Somerset BA227JJ,  
England.  
Haynes North America Inc., 861  
Lawrence Drive, Newbury Park,  
California 91320, USA.

Of all the Jaguars built over the company's long history, no other Jaguar is likely as well recognized as the E-type, a car that is instantly recognized by both the enthusiast and the casual observer. Indeed, the Jaguar E-type is an icon, both of automotive design and for the period of time in which it was designed. An interesting fact is that the E-type is more of a descendent of the Jaguar racing cars than the XK120, XK140, and XK150 production sports cars that preceded the introduction of the E-type.

To put the E-type in the proper historical perspective, the book starts the narrative well before World War II with a discussion of the SS100, which was introduced in 1935. If one looks at both the C-type and the D-type the design similarities between those cars, introduced in 1951 and 1955 respectively, and the E-type are evident. For a car introduced in 1961 the E-type was a radical departure from the XK series, and the design is still radical today. In addition to starting well before the introduction of the E-type the book details the history of Jaguar through 2006 and the introduction of the XK.

The E-type was much more successful than expected. "Sir William (Lyons) attended the Geneva (show, where the car was introduced) expecting to only make 250 of the E-types." In fact, 72,529 E-types were produced between 1961 and 1974. The major market for the car was outside the UK, 80 percent of all E-types were

## Book Reviews



left-hand drive and of that 80 percent, 84 percent were sold in the USA.

The book does an excellent job of covering the differences between the Series 1, which wasn't an official designation, and the Series 2 and 3. Perhaps different from other books covering the E-type, the coupe is as well covered as the convertible.

The book is lavishly illustrated with color photos as well as contemporary photos covering the car's development and introduction. This is an excellent volume that covers the history of the E-type and an important period of the history of the Jaguar company. However, it is not a book for a restorer that is interested in where a particular bolt may need to go or other small restoration detail.

—Reed Tarwater

## Editorial

### History in Unexpected Places

An interesting letter came in from Jim Mackay of The Lyceum in Alexandria, Virginia. Mr. Mackay pointed out that newspaper ads, matchbooks and other promotional items can be of interest when researching auto dealerships, more so when the buildings still stand. This brings up several other examples of unexpected, or at least overlooked situations which can help with self-education and research.

#### **Yellow Pages™ advertisements.**

Local phone directories are self-sorting for year and location, and the listings show which retailers were operating simultaneously. Directories are also bulky and challenging to store which explains why they are not common.

Display ads may show basic line-art illustrations of the dealership buildings, cars, and logos. As an

employee, I recall that in the Pacific Bell Yellow Pages display advertising was so expensive that a half-page ad could cost more than our annual salary. Any dealership that could afford large display ads must have been doing well financially, at the time.


#### **Small promotional artifacts,**

including smoker's items such as matchbook covers, lighters, ashtrays, cigarette cases. At one time or another, surely most of us have seen the tire ashtray, whether in a dealership waiting room or in an online auction. Matchbooks are harder to find, by being simultaneously flammable and consumable, but occasionally the covers survive.

An example of a promotional ashtray is one created by Citroën Cars Corporation in the late 1960s or early 1970s showing their newly-constructed west coast headquarters



The Clock Market building on Wilshire Boulevard at North Hamilton Drive in Beverly Hills, California, pictured in 2009, above. The building was constructed in 1929 and is shown in the 1930s, below. The image below shows a streetside sign reading "Sunset." Over the decades the building was converted to a car dealership, which has hosted many marques including Citroën, Audi and currently Porsche. It is one of the only Porsche dealerships allowed to keep a vintage appearance rather than the new corporate-styled facilities. Image below from USC archives.



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building in Marina Del Rey, California, pictured at right. Citroën broke ground on the building but after completion, occupied the space for only about five years before the order came from Paris to close all North American operations in 30 days. In 2009 the building still stands, but it is occupied by a motion picture visual effects house, which takes advantage of the large unobstructed floor space to build green-screen sets.

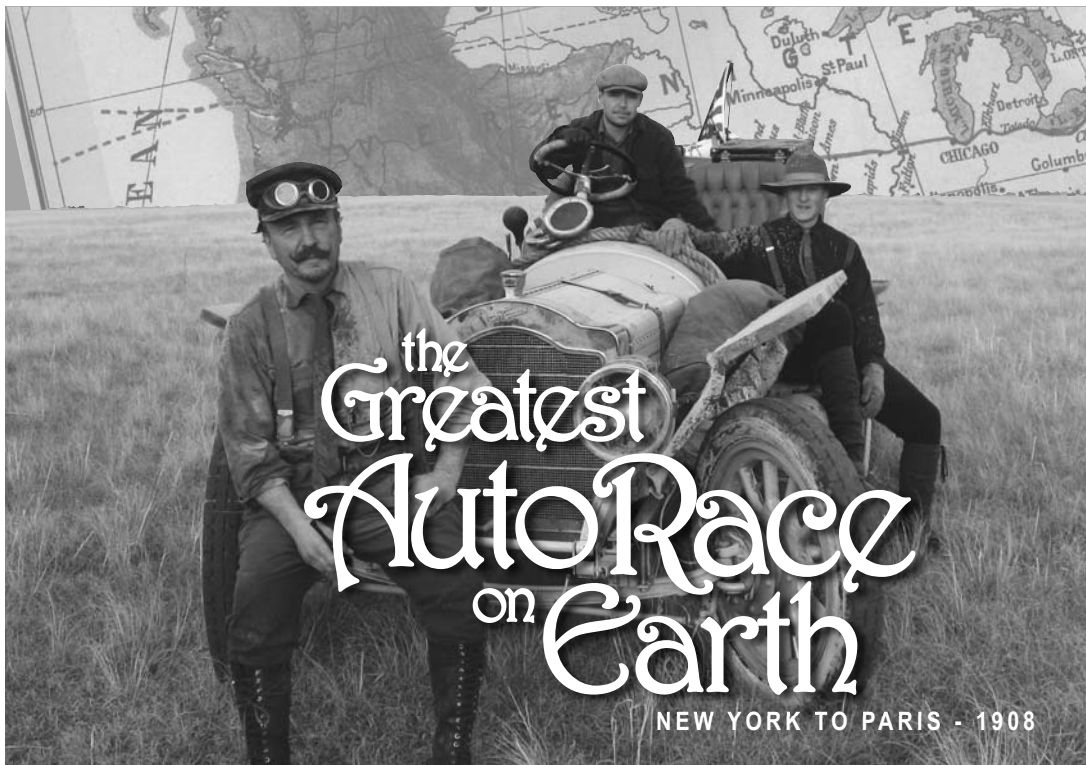
**Wrecking or salvage yards.**

Observing a given vehicle at end-of-use is as important as seeing it during its service life or as a new vehicle. Intense scrutiny is called for as there will be no context, it takes on a nearly forensic investigation quality.

Other than obviously wrecked vehicles, it can be instructive that all examples of a given type have similarly cracked dashboards or driver's seats broken in similar ways. Perhaps all examples of a model have untouched transmissions because of similar hairline cracks in the case, visible when the engines have



Citroën Cars Corporation promotional ashtray circa 1970, above. The image on the item appears to be silk screened on the top glass surface, indicating the ashtray was not meant for heavy use. When Citroën relinquished the facility in approximately 1975, BMW took over the space. The same building shown in 2009, below, occupied by Giant Studios.



**E**ight 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](http://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

# Editorial

been taken. This approach is not for everyone due to the dust, mud, grease and physical discomfort, but virtually anyone restoring a car will have experienced a salvage yard. Of note, often photography is not officially allowed, but this does not seem to discourage modern cell-phone users.

**Marque-branded repair shops**, pictured at right. All vehicles need mechanical attention, so it is inevitable that independent specialist repair shops will have a gathering of several generations of vehicles. Admittedly, the cars will not be at their best, and the staff is busy working so time to talk would occur only at breaks or the end of a shift. Occasionally you will find the one mechanic with time to talk and in-depth knowledge of the marque who is articulate and willing to share information. At the very least, as a customer, you can study the other examples of your make and model while waiting.

**Promotional tools and equipment** are a corollary to the branded repair shop. Most notably, I am thinking of Michelin's "Bibendum" air compressor which is only one of probably thousands of Bibendum promotional items.

These high-end artifacts tend to take on stories of their own especially as their prices increase. This, of course,

requires careful sifting to separate creative embellishments from actual provenance.

I do want to note that interesting cars may be seen in self-storage facilities. Such facilities use their security measures as a selling point, so utmost discretion is called for as a customer, and as a stranger it would be best to keep your distance. —A. Meyer



This 1990s photo was taken at a VW-Audi garage. Several vehicles are visible: 1963 NSU Prinz 4, center, then clockwise from left, VW Scirocco, 2 VW Cabriolets, Audi 5000, 1974 VW 412, Audi 100, second generation VW Jetta. Barely visible in the background is a Porsche 914. Four decades of the cars are represented.



Send form to:  
**The Society of Automotive Historians**  
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 8537 Tim Tam Trail  
 Flushing, MI 48433-8805 U. S. A.  
 Tel.: (810) 639-4547 E-mail: patrickdbisson@yahoo.com

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City State Zip Code Country

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## Membership Form

**REGULAR MEMBERSHIP**  
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**STUDENT MEMBERSHIP**  
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