

SAH Journal



ISSUE 258
SEPTEMBER / OCTOBER 2012

SAH Journal

SOCIETY OF AUTOMOTIVE HISTORIANS
ISSUE 258 SEPTEMBER / OCTOBER 2012

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January 14-27: the North American International Auto Show at the Cobo Center, Detroit, Michigan. For details, see www.naias.com.

February 5: *SAH European Dinner*. This is the Tuesday before *Rétromobile*, which opens the following day. As usual, the venue will be the historic Headquarters of the Automobile Club de France on the Place de la Concorde. The price for the dinner, including wine and other beverages, will be 106 Euros, currently about \$137.00 US. For further information or reservations email laurent.friry@gmail.com.

February 6-10: the 38th annual Salon *Rétromobile* at the Porte de Versailles exhibition centre. For details, see en.retromobile.com.

Submission Deadlines:

Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/Jun	Jul/Aug	Sep/Oct	Nov/Dec
Mailed:	1/31	3/31	5/31	7/31	9/30	11/30

Note: the SAH Journal is a bimonthly publication (printed 6 times a year) and there is a two-month horizon for submitted material before it is mailed (e.g., material submitted by February 1st appears in the Mar/Apr issue and is mailed on or before 3/31.) All letters, manuscripts, and advertisement submissions and inquiries go to the editor.

Year End Reminder: *With the end of the year approaching please consider the Society of Automotive Historians in your tax planning. Remember, a donation to the Society is tax deductible and, more importantly, it will help keep the Society a strong and vital voice for the preservation of automotive history. For more information about making a donation contact Treasurer Pat Bisson at patrickdbisson@yahoo.com.*

Cover: 1936 Lancia Astura Tipo 233 Corto Cabriolet Aerodinamica, coachwork by Carrozzeria Pinin Farina, body no. 2511. (see page 6.) *Photo: Ed.*

Back Cover: The German tagline translates to: "As a celebrated beauty queen, I was muse and inspiration to the greatest designers of my age."



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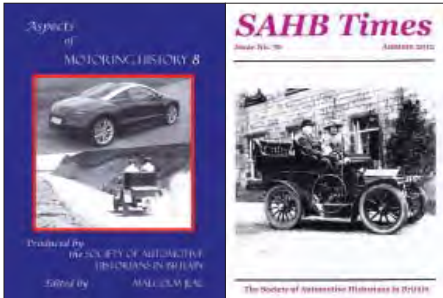
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Join, renew and more right on-line!

Letters

The autumn edition (No. 70) of the Society of Automotive Historians in Britain's *SAHB Times* featured two items that caught your humble editor's eye. Firstly, there was the 1904 Rolls-Royce 10 h.p. on the cover, chassis 20152, with owner Joseph Blamires and wife



Mary and daughter Emma all in the front seat, photographed around 1916. Secondly, there was an article that asked you to choose three books that have "pride of place" in your library. This is an interesting question to ponder for one's own library—for *Sandy Skinner*, those books are: *The High-Speed Internal-Combustion Engine* by Harry Ricardo, *The Mercedes-Benz Racing Cars*, by *Karl Ludvigsen*, and *The Race Bugatti Missed* by Michael Ulrich.

Aspects of Motoring History is SAHB's equivalent to the *Automotive History Review*. This edition (No. 8) covered a great many subjects with superb illustrations and photographs and it was the new-found picture of an ultra rare 1905 15 h.p. Rolls-Royce that brought big smiles. With total production of six cars, only one survives. This car, chassis 24273, pictured with its second body, was not the surviving car.



Here we have *Peter Card* (left), chairman of the SAHB, presenting the SAHB's **Michael Sedgwick Award** to *John Dyson* for his excellent book, *Coachcraft: 1930s Coachbuilding Style*, which coincidentally appeared among the book reviews in our prior issue no. 257. Instigated by the SAHB committee earlier this year, this annual award is given for excellence to a book or pamphlet about a British motoring subject, not necessarily by a British domicile author or a member of the SAHB or SAH. *Anders Clausager* was the chairman of the judging panel that included *Jonathan Wood*, *Jonathan Rishton* and *Michael Ware*.

I was pleased to have finished the July-August 2012 issue of the *SAH Journal*. Of course content is more important than color, but what a pleasure to have both. There is a lot to comment on in this first issue. For brevity's sake, I will limit myself to a couple of pieces. The article *Depósito del Automóvil* is another look at the amazing phenomenon of elderly American iron from the 1940s and 1950s, still working and serving a useful life by satisfying the simple transportation requirements for those technically savvy people who can keep these artifacts running.

The particular vehicle I want to bring readers' attention to is not the lovely Rolls-Royce, nor the Classic La Salle, but the rather homely 1924 Dodge funeral car. It is one of three known survivors documented by this writer. This hearse was the product of an Ohio company founded in 1853, and which survived until 1979. During this 126-year period, the company was owned by three different entities: the A.J. Miller Company, Meteor Motor Car Company, and the Miller-Meteor Motor Car Division. Each of these entities possessed strong management, vision, and deep pockets. These tools produced stylish, high quality, well-built cars covering all price points for the funeral trade. Let's take a look at the Mort-Meteor funeral car on page five. This vehicle was at the bottom of the company's line-up for a three year cycle. They sold very well, particularly in smaller towns. However, big city mortuaries carried them in stock as well for both economy funerals and general utility work.

The main reason Mort-Meteor cut a deal with Dodge was because of Dodge's excellent dealer network, second only in numbers to Ford. This would allow small town mortuaries access to service and warranty work. These Mort-Meteors came in five price points. All were fitted on a 140-inch chassis, and were powered by the standard Dodge 4-cylinder L-head engine. These were strong reliable motors but they only developed 35 hp. Hauling nearly 4,000 lbs. guarantees anemic performance. Considering road conditions and prevailing traffic, a cruising speed of 25-30 mph was adequate in the 1920s. This was an era where men still doffed their hats, and women bowed their heads when a funeral procession passed.

In 1925, mid-term in the Mort-Meteor's life cycle, a major event took place. Cast aluminum castings replaced exterior hand carved fine ash. The whole industry was surprised when the normally conservative funeral industry accepted this innovation. In fact, these ersatz wood workings became even more elaborate than the originals. Again, Meteor Motor Car Co. gambled and won. It would be interesting to find out if the Mort Meteor in the *Depósito del Automóvil* is wood or aluminum.

—Fred Summers

(Answer: wood. Ed.)

Wanted: Three French SAH members, *Sébastien Faurès*, *Laurent Friry* and *Claude Rouxel*, are currently working on a book dedicated to the Farman motorcar. They would be pleased to hear of these cars in any country in the world, and to receive information and/or possibly pictures of them. Their book will also tackle less-known Farman activities such as Alda cars built in the Farman factory, Farman aero-engines and Farman hydro-gliders. They can be reached at *sebastien.faires@yahoo.fr*, *laurent.friry@gmail.com*, and *mc.rouxel@gmail.com* and send their thanks in advance. (Note: each is a past Cugnot Award, Non-English award recipient: 2011 *Claude Rouxel* and *Laurent Friry*, Gotha de l'Automobile Française and 2010 *Sébastien Faurès Fustel de Coulanges*, Fiat en Grand Prix, 1920-1930.)

Wanted: CAR BOOKS. Send an email to receive a "Title Priced Want List" from Warth Motor Book Buyer.

Contact: Tom Warth +1.612.801.5335 / *btew1@me.com*

Wanted: Contributors! Need book reviewers! If you received a book to review, please send in the review—you know who you are! Please contact the editor directly. Thank you!

Recent Publications by Our Members



John Christie sent in this article by *Bob Merlis* from the September issue of *Automobile*, about attending his first SAH conference this past April. Here's a review of the review: the "geekfest" angle probably works well to keep the reader from forming a prejudicial view of an organization as taking itself too seriously by virtue of its dedication solely to intellectual goals. The quote highlighted prominently in the center of the last page will probably work best to leave the reader with what makes the SAH tick: "I'm interested in what cars tell about the people who made them, the people who bought and drove them, and the people who collect them." And he was quoting *Doug Leighton*. Try to catch it if you missed it.

—11—

Longtime member *Michael W.R. Davis* has written several books. His latest, **Chevrolet 1911-1960** is a two-volume photographic history of the marque, with release dates for August and December for each volume. Arcadia Publishing, ISBN-13: 978-0-7385-9394-4, Retail: \$21.99.



THE ANNUAL SAH AWARDS PRESENTATION HERSHEY, PENNSYLVANIA

The 44th Annual Meeting of Members & Gala Awards Banquet took place on Friday, October 12th at the Hershey Country Club during the AACA Eastern Regional Fall Meet (October 10-13), otherwise known as “Hershey” to enthusiasts. The SAH Board met the evening before (see pages 14-15) and volunteers ran the tent all week long. It was gratifying to see an atmosphere at the gathering, and all through the proceedings, that welcomed new faces just as it gave an opportunity for so many old friends to gather and socialize—the very best qualities any organization could hope to have. The highlight of the evening was the awards presentation. Here are the awards, descriptions and the 2012 recipients:

E.P. Ingersoll Award

Aaron Severson, for ateupwithmotor.com
The Ingersoll Award recognizes excellence in presentation of automotive history in other than print media. E.P. Ingersoll was editor and proprietor of The Horseless Age, the first motoring magazine in the United States, and was instrumental in organizing the first vehicle trade organization. The Ingersoll Award was first presented in 1992.

Richard and Grace Brigham Award

Sports Car Market
Keith Martin, publisher.

The Brigham Award is presented to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. A publica-

tion may receive the Brigham Award only once in a five-year period. Mrs. Brigham and her late husband, both founding members of the Society, started the Society's newsletter, now SAH Journal, and magazine, Automotive History Review. The Brigham Award was first presented in 1990.



Sports Car Market Contributor, John Lyons, addresses attendees.

Richard P. Scharchburg Student Paper Award

“Boulevards and Broken Dreams: Burnham's Plan, the Automobile and Changing Ideas of Chicago's Streets, 1909-1929,” by Sam Kling, Northwestern University.

The Student Paper Award recognizes the best paper by a thesis-level student at an educational institution. The award is accompanied by a cash prize and publication of the paper by the Society. The award was first presented in 2001. It was renamed in 2008 in memory of SAH director, officer and professor Richard P. Scharchburg.

Carl Benz Award

“Flying Low,” by Carl Goodwin, published in *Vintage Motorsport*.

The Benz Award recognizes the periodical article or series published during the previous calendar year which exhibits the most original research and outstanding writing in automotive history. The award is named for Carl Benz, who built the first vehicle propelled by an internal combustion engine. Benz's three-wheeled vehicle was built in 1885 in Mannheim, Germany. The Benz Award was first presented in 1982. From 1972 until 1981, awards for periodical articles were made as part of the Cugnot Award.



Dalton Watson owner/publisher Glyn Morris addresses attendees.

Nicolas-Joseph Cugnot Award, English Language

Sports Car Racing in the South: Texas to Florida 1957-58

by Willem Oosthoek, published by Dalton-Watson Fine Books.

The Cugnot Award is presented for the book published during the previous calendar year which represents the most outstanding writing and original research in automotive history. The award is named for Nicholas-Joseph

Cugnot, a French Army officer who is generally acknowledged to have built the first self-propelled vehicle. His steam-powered fardier, built in 1769, was designed to be an artillery tractor; its likeness appears on the Society's emblem. The Cugnot Award was first presented in 1972. A Nicholas-Joseph Cugnot Award for books written in a language other than English was first presented in the year 2000.



Scott George of the Revs Institute addresses attendees.

James J. Bradley Distinguished Service Award

Revs Institute for Automotive Research, Naples, Florida.

Award presented to a deserving library or archive, or to an individual within such an organization, for the preservation of historic materials relating to motor vehicles of the world. It is named in memory of James J. Bradley, noted curator of the National Automotive History Collection at the Detroit Public Library. The Bradley Award was first presented in 1982.

Award of Distinction

Packard 1948 to 1950, by Robert J. Neal, published by Aero-Marine History Publishing Co.

Award presented for books and articles of exceptional merit.



(Left) Leslie Kendall (right) Joseph Freeman.

Friend of Automotive History Award

Joseph S. Freeman

A person who has exhibited outstanding service in, and made outstanding contributions to, the field of automotive history may be named a Friend of Automotive History. This award is not limited to members of the Society. It was first presented in 1983.

After the presentation, all were introduced to board members Andrew Beckman, Robert Casey, and Thomas Jakups, all elected to serve to 2015, and thanks given to Leslie Kendall and Steve Wilson for their service to the board. Lastly, Dr. Paul Frost of the Historic Vehicle Research Institute at Brighton

University in the UK, delivered a lecture on the economic impact of the historic vehicle movement in Britain and the E.U. economies.

—R. Verdés



The reception before the banquet.



(Above) Hershey in all its glory, and in that maze: (below, left to right) Steve Wilson, Paul Lashbrook, and Patrick Bisson at the SAH tent. (Thanks Paul for managing the tent!)



TAMPA BAY AUTOMOBILE MUSEUM
PINELLAS PARK, FLORIDA

The Billboard page of our last issue asked if you could identify the museum where that pictured vehicle resided—well, here's the answer. The vehicle is a recently completed Cugnot reproduction. (For details, see *SAH Journal* #250, March/April 2011). The TBAM was opened in 2005 and features an interesting, if not unique mix of cars, focusing on avant-garde technology. The museum does not collect and keep archives, but there is much to draw attention simply by studying the collection. Fred Summers wrote in to respond to the Billboard page's challenge, and went on to elaborate on meeting the museum's founder, Alain A. Cerf at the Amelia Island Concours d'Elégance, and years later he visited the museum during a business trip. Here we present a taste of the

collection, but for all the details, including a look at all the cars, visit at www.tbauto.com.

—R. Verdés



(Above) this is the reproduction from the Deutsche Bahn Museum in Nuremberg (top right) a 1937 Panhard Dynamic with a Voisin next to it (right) a special Le Mans 1929 Tracta A.





Pininfarina archive photo of the iconic Lancia Astura, Tipo 233 Corto. Inset: the restored car at Pebble Beach.

A History of the Lancia Astura Tipo 233 Corto (Short Wheelbase) Chassis 33-5313 Cabriolet Aerodinamica by Carrozzeria Pinin Farina

The 1936 Milan Show Car (Pinin Farina Stand), First Concorso d'Eleganza, San Remo

Named after a river south of Rome where the Roman aristocracy resided, the Astura was Italy's premier luxury pre-war automobile. The car was also ahead of its time—with its unique narrow-angle V-8 engine, sliding pillar front suspension and other advanced engineering features, it had few rivals. For this show car, Pinin Farina (today known simply as “Pininfarina” after a name change decades ago, but still retaining the “F” in its logo) achieved a design that established this car as an icon of the Lancia marque.

PEDIGREE AND HISTORY:

Perhaps the most widely photographed Lancia in history, appearing in nearly every book on the marque, this automobile was the inspiration for the several later long wheelbase versions built at the behest of Count Bocca, Italy's premier Lancia purveyor of the time. Each is slightly different and all are quite elegant. The proportions of the short wheelbase version, with the door occupying the center third of the side of the body, are impossible to duplicate on the more common long wheelbase chassis.

The design features of the Astura are spectacular. The “waterfall” chrome pieces running down the center of the hood onto the grille marked the beginning of Pininfarina's flirtation with American styling, and were very much like a Pontiac of the era. The horizontally curved door glass is a very early use of that technique, if

not the first, with the option of movement with or without opening the vent windows for the rear seat passengers, a welcomed feature when the factory power top was up! The rear fender spats and lavish use of chrome trim on this show car resulted in a truly spectacular automobile, while still comparatively restrained compared to various other coachbuilders' show cars of the period. A two piece “V” windshield, with each half individually hinged to fold down as desired, certainly enhanced the package. Here is a review of the attributes and history of the car featured herein:



Variations on a theme: Pontiac with a “waterfall” grille.



Pininfarina's design called for the rear vent windows to be mounted on the doors, and its engineering called for the ability to have the windows open with or without the vent windows.

- short wheelbase, chassis no. 33-5313, engine type 91 (no. 1171) produced in the summer of 1936 and then delivered to Pininfarina;
- designed by Mario Revelli di Beaumont, Pininfarina four-seat cabriolet, body no. 2511;
- exhibited on the Pininfarina stand at the 1936 Milan motor show (*Fiera campionaria di Milano, Ottobre 1936*) and was awarded the R.A.C.I. President's Cup (*Registro Ancetre Club Italia*);
- purchased by the Lancia dealer in Genoa (*Ghiara&C. SA*) and sold to Piero Sanguineti (*March 12, 1937*) and registered: *GE 2 2826*;
- Sanguineti entered the car in the first San Remo concours (*Coppa dell'Impero - Concorso d'Eleganza per Automobili - San Remo, 5-6 maggio 1937*);
- purchased in late 1937 by Emil Uebel, German Lancia importer/dealer in Berlin-Charlottenburg;
- exported to the United States when purchased by pioneer auto collector, Barney Pollard in 1947;
- purchased from Pollard by former American Lancia Club president: Armand Giglio in 1980;
- purchased from Giglio by Dragone Classic Cars in 2004;
- purchased from Dragone by current owner, collector Orin Smith, through Vantage Motor Works of North Miami in 2011, for restoration by Vantage;
- first exposition after restoration: 2012 Pebble Beach Concours d'Elegance.

As recorded in the Pininfarina Catalog and archives, the Astura was shown by the coachbuilder at the 1936 *Salone dell'Automobile*, Milano and was awarded the Registro Ancetre Club Italia (R.A.C.I.) President's Cup. The color layout was an off-white, rather than a pure white—described as a very light (*chiarissimo*) grey color according to Stefano Bricarelli, the Director of Motor Italia Magazine who actually saw it at the show with blue hides and top. The original Pininfarina archives were destroyed by fire in 1946 so we are fortunate that an eyewitness survived until 1989.

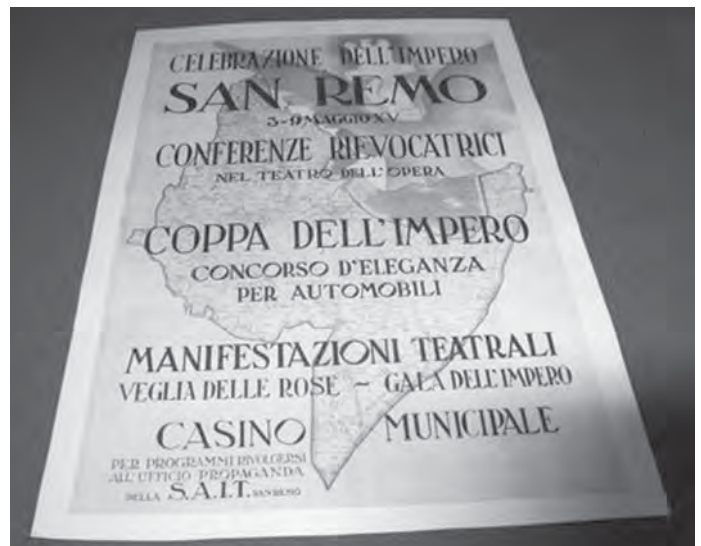
The Marquis Ghiara Medici del Vascello, the head partner of Ghiara&C. SA, the Lancia dealer in Genoa, acquired the car after the motor show and sold it to the Cav. Piero Sanguineti, an industrialist in Genoa and the first president of the Sampdoria football club. The price was about 75 thousand Liras (approximately \$4,200 in that period.) Sanguineti entered the car in the first "Coppa dell'Impero" Concorso d'Eleganza per Automobili, San Remo, which took place May 5-6, 1937. The Countess Jolanda Negroni Levrino of Biella, a wealthy customer of the Bocca brothers (the large Lancia dealers in Biella and Vercelli), entered another Astura cabriolet in the same class, but hers was a long wheelbase model, with the woven leather seats that are often seen with Asturas. The jury did not disappoint the Countess—it "split the baby" by awarding the Coppa to the Countess and the class award to Sanguineti.



Above and Below: Lancia Astura, chassis 33-5313, at the 1936 Milan Motor Show.



San Remo was a tourist destination on the Italian Riviera with abundant resorts and casinos, which would attract German officials and businessmen, including Emil Uebel, the German Lancia dealer from Berlin-Charlottenburg with agencies in Dusseldorf, München, Frankfurt am Main, Nürnberg and Bad-Aachen. Uebel purchased the car for export to Germany. The car remained in Germany and was looked after by the Lancia facility in Berlin. The dealer's plate survived and continues to appear with the Lancia plate in the engine compartment. It is not known if the car was ever formally licensed or titled in Germany, or to whom. Records of that period are known to be rare or erratic and sources from the German Lancia club confirm that this is true for Uebel's dealer records as well. While it is possible that Uebel could have kept the car for his own use or may have placed it in hiding, there is no indication outside of surviving records placing ownership with his dealership before the war.



1937 Coppa dell'Impero Concorso d'Eleganza, San Remo

The first registered postwar owner was the pioneer auto collector Barney Pollard, who traveled to Berlin in early 1947 to purchase two captured steam locomotives and was fortunate that the car was part of the package. An interesting account in support of the original color comes from Pollard's grandson, James Dillon, who is also an auto enthusiast and is writing a series of articles on his grandfather's life as a pioneer collector for the AACAA's *Antique Automobile* magazine, starting with the May/June 2012 issue. He actually worked on the cars in his grandfather's facilities, and stripped the Lancia to bare metal:

As I mentioned there was a bunch of white that I had to remove when I chemically stripped the car. I had always assumed the car was originally a dark color, as I said a black or very dark blue, but it may have had a repaint. What I thought was white filler may have very well been the original white paint. It was extremely thick though and I remember spending a great deal of time stripping the car. I stripped many cars and the paint generally came off much quicker. They must have put on thick paint and then hand blocked it to get it straight.

By the 1970s, the aging Pollard started to dispose of portions of his more than 1,000 car collection, many of which (fortunately not this one) were stored hanging vertically in various warehouses, one of which caught fire. He did keep the car for more than three decades until 1980 when it was sold to Armand Giglio.



The unique oil cooling and filtration design of the Lancia engine.

Giglio was a former President of the American Lancia Club. He never showed the car but did take it once to the Pittsburgh Grand Prix. It stayed with Giglio, the second owner of record, until 2004 when it was sold to the noted dealer and restoration facility, Dragone Classic Cars of Connecticut. Aside from an older repaint



Restoration: a view of the exposed sliding pillar front suspension.

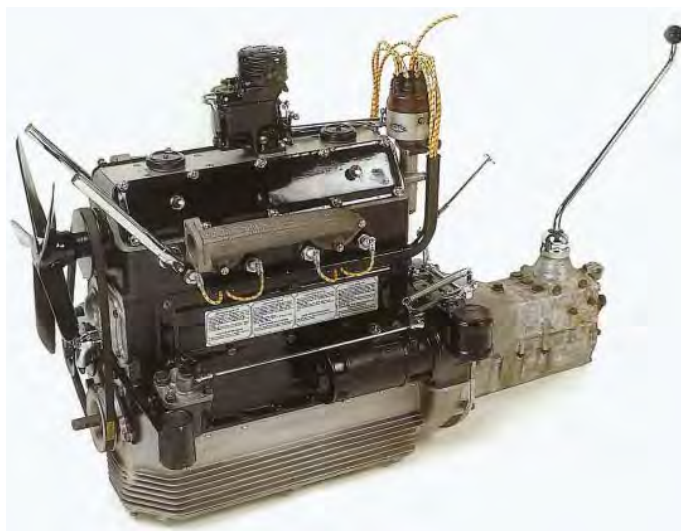


Lancia Astura, short wheelbase chassis 33-5313, at the 1936 Milan Motor Show, front row, far right.

it was in largely original undamaged but shabby condition, with the wood framing of the body shell somewhat deteriorated. One fortunate exception to the deterioration was the protected area of the floorboard where the Pininfarina job number appears. The wood framing was refurbished as necessary by that facility and some body preparation work was initiated, but more pressing commercial ventures likely sidelined the project. It was sold in late 2011 through Vantage Motor Works, Inc. of Miami to Orin Smith, its present third owner of record and has been faithfully restored by Vantage to the standards it deserves. The 2012 Pebble Beach Concours d'Elegance was its show debut—its first show appearance since it was new.

MECHANICAL AND CHASSIS DETAILS AND SPECIFICATION.

The mechanical sophistication of the Lancia Astura, as it was not aggressively marketed outside of Europe, is perhaps not as widely appreciated as it deserves. Lancia was pre-war Italy's premier luxury automobile. Widely favored by affluent clientele and government officials, it was in many ways even more sophisticated than the Alfa



The Lancia Astura V-8 as it is in all its period-correct details. Serving as a restoration guide, even the fan belt and its label are faithful onto the restored 33-5313 chassis.



Before: chassis 33-5313 arriving at Vantage Motor Works for restoration. After: appearing at the 2012 Pebble Beach Concours d'Elegance.

Romeo, which gained popularity largely from its racing efforts. A number of its fascinating innovations include:

The sliding pillar front suspension is adjustable through access ports in the front fenders with the car fully loaded and resting on its wheels.

The rear shock absorbers are oil-filled and the ride quality is controlled by a knob in the driver's compartment.

The very narrow angle (19 degree) single overhead-cam V-8 engine is a marvel. It is narrow enough that only one cylinder head and gasket is employed. It largely resembles half of today's Bugatti W-16. The flat detachable bottom plate of the aluminum engine has grooves to its inner surface so that the engine oil flow is slowed down in order to be cooled, rather than relying on an external oil cooler. There is no external oil filter, that function being served by a cylindrical screen insert in the engine block with a lever to its exterior. Each time the starter is engaged, that linkage also causes the lever to rotate approximately 17 degrees, causing any dirt or sludge to fall to the bottom of the sump where it harmlessly remains until the next service interval. The water pump is internal and driven along with the internal chain tensioner by the triple row timing chain for the camshaft. This very quickly revving 2,604 cc power plant developed 73 bhp @ 4,000 rpm, enough to easily

propel the Astura with its sophisticated 960kg chassis to a comfortable 75-80 mph. The engine developed for the 233C short chassis, upon which this body rests, developed 82 bhp and the combination is a delight to drive.

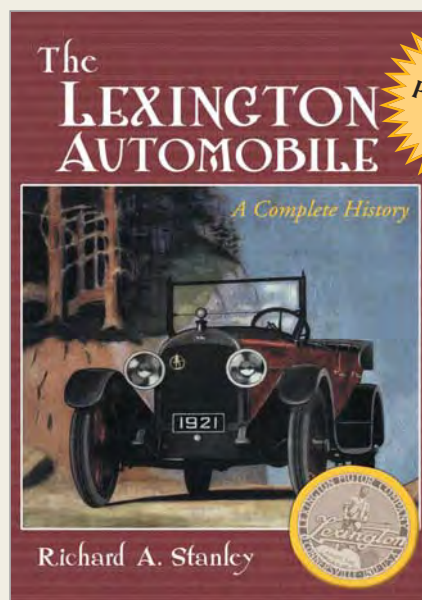
The Astura 3,332mm long chassis type 230 was introduced in 1934 and continued as the 233L and 241 into the war years. There were 1,926 of those chassis produced. Records indicate that the much rarer 3100 mm short higher performance oriented type 233C production was 326. Always intended for luxury transport, the 233C attracted the most discriminating clientele.

—R. Verdés

This is the story of one car. For more on Lancia and Pininfarina, see: *The Illustrated Lancia*, by Nigel Trow, ISBN: 9780952300960; *Pininfarina: Art and Industry 1930-2000*, by Antoine Prunet ISBN: 9780847822430; *Lancia: 70 Years of Trailblazing*, by Bruce Lindsay, ISBN: 9780646511399; *Pinin Farina, Master Coachbuilder*, by Michael Frostick, ISBN: 9780901564238. The author would like to thank Paolo Giusti for research done in Italy, and for all the support from Vantage Motor Works, North Miami, Florida, USA.



Above: (left) chassis 33-5313, (right) LWB Lancia, 1937 1st Concorso d'Eleganza, San Remo. Below: Detail of LWB Lancia likely with the Countess at the wheel (Sanguineti with 33-5313).



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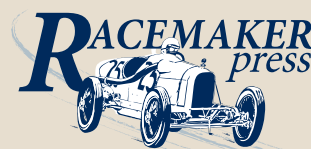
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by Joel E. Finn

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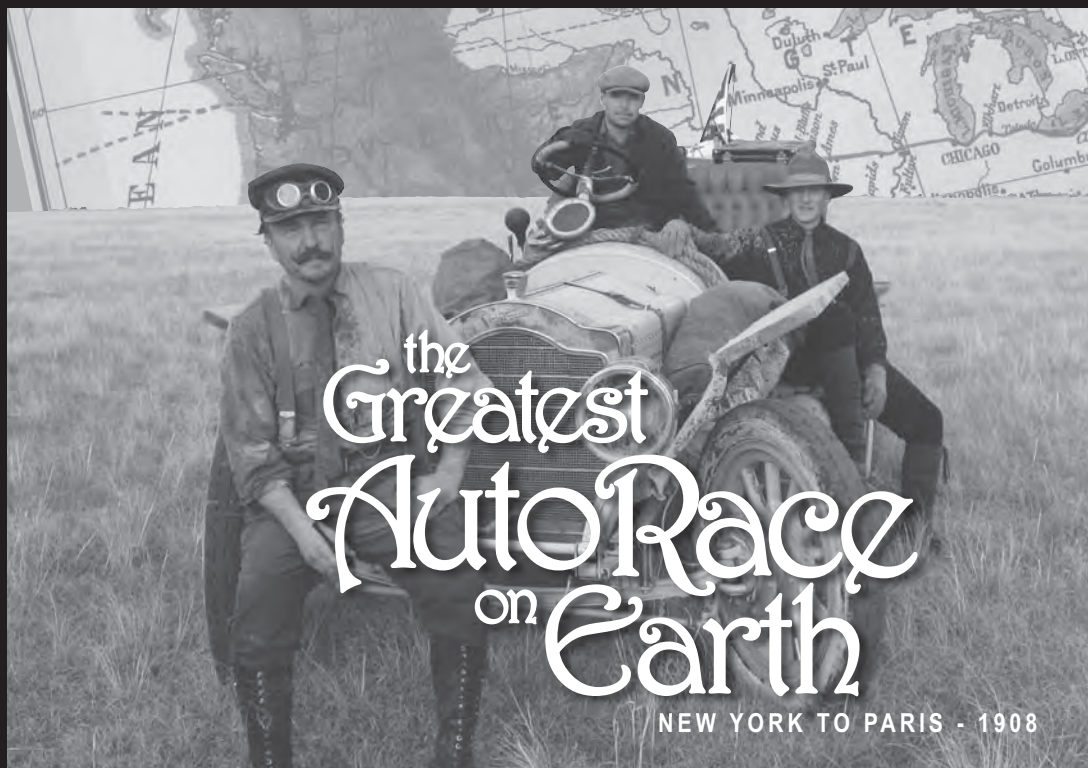


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Book Reviews

Alle Autos der 80er Jahre

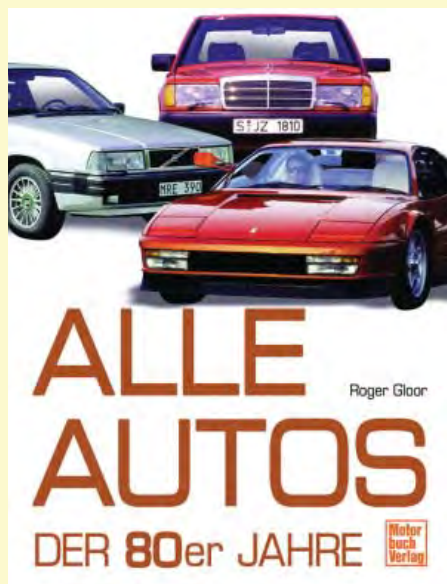
by Roger Gloor

Motorbuch Verlag, Stuttgart, Germany
(September, 2012)

612 pages, 70 color, 1,310 b/w photos,
hardcover, 9 inches x 11.5 inches

List Price: €49.90

ISBN-13: 987-3-613-03144-9



This big, thick and heavy new book was hailed by European journalists as “The Bible for Automobiles of the 1980s”—a well deserved label for an outstanding encyclopedia. It brings the truly fascinating work of the author with three previous works covering the postwar years since 1945 right through 1989.

Roger Gloor was one of the editors of the Swiss *Automobil Revue* for 39 years. Founded in 1906, it is very likely the world’s oldest automobile weekly still in existence. His *Alle Autos der 60er Jahre* was published in 2005 and he was SAH’s 2007 recipient of the Award of Distinction (non-English books) for his 2006 *Alle Autos der 60er Jahre*. He has worked very diligently since his retirement on this new book, making full use of the tremendous files of *Automobil Revue* and his personal experience and knowledge. No wonder he is considered one of the top experts in postwar car production worldwide.

Alle Autos der 80er Jahre is his masterwork.

The first 35 pages cover the economic and technical development of cars in the various countries of production with tables, graphs and photos of top managers, outstanding models and dashboards.

In the main section of 530 pages, there are 222 chapters in alphabetical order on passenger car makers in 33 countries. Each chapter has thousands of detailed data entries on every model made, containing 187 technical lists with about 56,000 specifications on model, engine, gearbox, wheelbase, length and years of production.

The appendices offer short biographies of 384 engineers active in the 1980s, price-lists in German Marks and Swiss Francs in 1986, and finally a name index with 4,045

entries and nearly ten thousand references to pages in the book. An index is also included.

For any enthusiast interested in passenger cars (SUVs and special vehicles not included), this new book is a must. It gives a superbly researched wealth of information with hundreds of pictures. All photographs are period shots. For car lovers without a mastery of the language, the German text may be a drawback but the excellent tables of technical specifications and the photos will still be of great appeal. It’s truly a car book that’s difficult to put down.

For a hardbound volume, first-class layout and printing, the price is most reasonable. *Alle Autos der 80er Jahre* is a great book for any car enthusiast’s bookshelf.

—Ferdinand Hediger

Custom built by McFarlan:

A History of the Carriage and Automobile Manufacturer, 1856 - 1928

by Richard A. Stanley

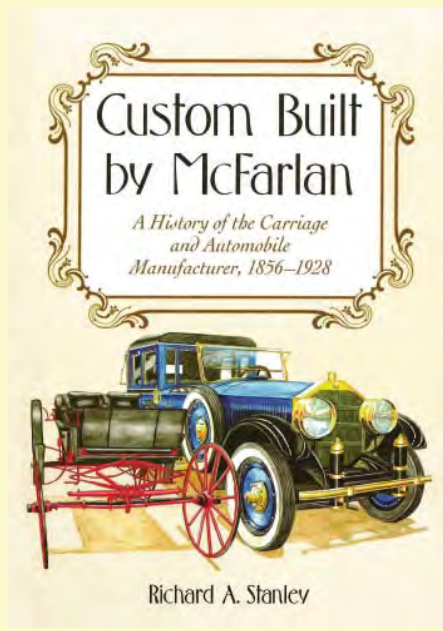
McFarland & Co., Inc. (11 Nov. 2011)

www.mcfarlandpub.com (800-253-2187)

277 pages, 7” x 10”, hardcover,
illustrated, index, notes, appendices

List Price \$55

ISBN-13: 978-0-7864-4457-1



In the long history of the manufacture of automobiles in the United States there are a few which, while not well known, were of exceptional quality, with technically interesting mechanics. The McFarlan automobile was one of these, probably most well known for its fabulous Twin-Valve Six introduced in 1921. The Twin-Valve Six was the most powerful engine available in the United

States, with 572.5 cubic inches displacement making 120 horsepower. The Twin-Valve or “TV” engine was built for McFarlan by Jesse Kepler’s Dayton, Ohio, machine shop. The McFarlan engine, designed by Scotsman Edward McConegle, featured 24 one and a half inch diameter valves, two intakes and two exhausts per cylinder, activated by two gear driven camshafts, one on each side of the block. The ignition system had three spark plugs per cylinder for a total of eighteen. A Berling magneto system fired two set of plugs on opposite sides of each cylinder, while on the intake side, the third set of plugs was fired by a distributor, manufactured by Delco.

The Twin-Valve Sixes were preceded by several other models beginning in 1910 from the Touring and Toy Tonneau and ending with the inline-eight Twin-Valve of 1928, their final offering. Interspersed with these models were a variety of professional vehicles of the best quality. McFarlan at the height of its popularity was considered an “American Rolls-Royce” which may sound absurd, but McFarlan custom tailored the cars to customer’s desires and requirements. Between 1909 and 1921 the price of the open cars doubled, and quadrupled for the top of the line town car. The 154-inch wheelbase Knickerbocker was priced at \$9,000, when a Cadillac Limousine was \$5500. Production was strictly limited by the factory, partly explaining why so few cars are left today.

The factory which produced these fine cars, founded by John McFarlan, was originally a manufacturer of carriages, in fact, at one time the largest manufacturer of carriages in the United States. When it became apparent at the beginning of the twentieth

century that automobiles were here to stay and the carriage business declined, John's son Harry proposed the manufacture of automobiles. It was decided early on that they would target the top end of the market. Several models were produced, beginning in 1910 with the Toy Tonneau, to the Twin-Valve Six in 1921, and ending with the Twin-Valve Eight in 1928.

McFarlans are what we would call an "assembled automobile" having mechanical parts which were obtained from the best suppliers that could be found. The coachwork was carried on in-house as they had a superb workforce trained in the building of fine carriages. McFarlan also did custom coachwork for other Indiana manufacturers, such as Auburn, Marmon, and even the mighty Duesenberg, which required superb quality custom coachwork for its best chassis. The extraordinary company that John McFarlan founded was also part of a business plan which included a business park and the first commercial bank in the United States, also extensive real estate holdings in the company's town of Connersville, Indiana. When one thinks of automobile production in the United States, one thinks of Detroit; however, Indiana was also a large center of automobile manufacturing as well as automobile parts and supplies. This book is a wonderful history of not only the McFarlan company but of Connersville, and to a lesser extent of the Indiana manufacturers. It is a fascinating history of the company founded by John McFarlan in 1856 to its almost unbelievable demise in 1928, the year that Mr. Barton Barous, who was running the factory for a retired Harry McFarlan, was killed in a freak accident in the factory. Since no provision had been made for management succession, the factory simply sputtered along and died. This despite the fact that it was a perfectly viable factory with a large number of custom bodies on back order. Whether or not the factory would have survived the financial crisis of 1929 cannot be known.

Mr. Richard Stanley has given us a wonderful book following not only the history of the company, but the McFarlan family and Connersville, Indiana. The book is beautifully illustrated with period photographs and is also well annotated. It is a highly readable book well worth space in the library of any collector interested in fine and rare American cars.

—Greg Nolan

Society of Automotive Historians

2011-2012 Fiscal Year Summary

October 01, 2011 thru September 30, 2012

Checking Account Balance as of October 01, 2011: \$ 29,895

Summary of Financial Activity, 10/01/2011 thru 09/30/2012:

INCOME:	Membership Dues	32,771
	Advertising Income	894
	Misc. Contributions	664
	Sale of Merchandise	1,127
	TOTAL INCOME	\$ 35,456

EXPENSES:	Member Publications - SAH Journal	12,509
	- Automotive History Review Number 53	3,761
	Membership Services - Cornerstone	4,687
	Website www.autohistory.org	6,128
	Awards	4,014
	Membership Promotions	397
	Hershey Hospitality Tent *	2,510
	Insurance - Comp. General Liability	1,609
	2012 (April) Automotive History Conference	(161)
	Maintain Dunwoodie Archives at AACA	1,065
	SAH Board of Directors Meetings	807
	2012 Board of Directors Official Ballot	1,596
	Banking Fees & Credit Card Discounts	1,401
	Annual Awards Banquet at Hershey, PA **	(70)
	AACA Membership	35
	Misc. Expenses	699
	TOTAL EXPENSES	\$ 40,987
	TOTAL INCOME VS. EXPENSES	\$ (5,531)

End of Period Balances:

Checking Account Balance as of September 30, 2012:	\$ 24,364
Vanguard Money Market Funds (prior fiscal year value @ \$56,542)	56,559
TOTAL ASSETS	\$ 80,923
TOTAL LIABILITIES	\$ None

* Due to the timing of invoices, two years expenses are shown for the Hershey Hospitality Tent.

** The Annual Awards Banquet at Hershey, PA has been revenue neutral for the past several years.

Deficit for the fiscal year was \$5,531 vs. a projected deficit of \$4,400. Major expense variances to budget are as follows: website + \$2,428; SAH Journal + \$3,509; Ballot + \$596; Automotive History Review (only one issue) - \$4,239; Bank charges + \$721; Membership Services - \$1,313. Income variances were: No Silent Auction - \$3,500; Membership Dues + \$2,771; Merchandise Sales + \$1,027.

Submitted by Patrick D. Bisson, Treasurer

Paul Berliet

Automobile manufacturer, historian, benefactor and Friend of Automotive History *Paul Berliet* died August 7, 2012, in his native Lyon, France. He was 93. Born October 5, 1918, he lived from childhood in the milieu of factories founded and led by his father, Marius Berliet. Founded in 1895, *Automobiles Marius Berliet* built passenger cars until 1939, leaving the field that year to concentrate on trucks. In 1906, Berliet licensed the American Locomotive Company of Providence, Rhode Island, to build their cars, marketed under the name Alco. From 1909, in recognition, Berliet adopted the emblem of a railroad locomotive, retained in France long after the American license had been abandoned.

After high school, Paul Berliet worked in various factory workshops in eastern France, and internships in Britain and elsewhere abroad. Entering military service, he served as a Sergeant instructor at *l'Ecole de Haute Montagne* in Chamonix. He was then mobilized with the *19^e Bataillon de Chasseurs de Haute Montagne*. After the service, he returned to his father's company, where he was responsible for the foundries. In 1942 he was appointed Director General of Fabrications.

Production was maintained, despite shortages of materials, falling to four vehicles per day. After the bombing of the factory in May 1944, *Automobiles Marius Berliet* ceased production. In the fall, Yves Farge, Commissioner of the Republic, gave instructions to Paul Berliet to restart the plants. The plants were placed in receivership, with a provisional administrator, Marcel Mosnier. In September 1944, *Automobiles Marius Berliet* became a political issue, and the company was taken from the family. Legal maneuvers continued for several years until, in November 1949, a decision of the *Conseil d'Etat* returned the company to family ownership.

Appointed Deputy Director General of the *Société Anonyme des Automobiles Marius Berliet* in 1954, Paul Berliet focused on developing the company, moving gradually from a daily rate of 17 vehicles in 1950 to a capacity of 140 vehicles per day, a workforce of 7,500 people to 23,000 at end of 1974, and taking a regional company to an international level.

In 1957, he turned to new countries, establishing factories in Algeria and Morocco. In 1959-60, he launched two scientific and economic missions through the Ténéré, and entered into agreements for industrialization

and training with developing countries, including China, Cuba and Poland.

In 1962, he acceded to the Presidency of the *Société des Automobiles Marius Berliet*, succeeding Emile Parfait, who had been appointed in 1949. In the same year, the *Centre d'Etudes et de Recherches* (Center for Studies and Research) was created. Paul Berliet led a policy of decentralization in the Rhône-Alpes region by bringing factories to the employment areas of Bresse/Ain - Saint Etienne/Loire - the L'ARBRESLE/Rhône - Chambéry, and Savoie - Saint Priest. In 1967 he signed an association agreement with *Automobiles Citroën*, part of the Michelin Group. He retained the post of President and CEO of *Automobiles Marius Berliet*, while also appointed a Director of Citroën S.A.

In December 1974, public authorities proceeded with the restructuring of the French automobile industry and imposed on Michelin to yield *Société Automobiles M. Berliet* to the National Board of Renault factories. In 1978, the National Board of Renault factories merged its own subsidiary Saviem with Berliet to create *Renault Véhicules Industriels*, with Paul Berliet as Vice President.

In 1982, he created the *Fondation de l'Automobile Marius Berliet*. Its purpose is the preservation and promotion of the racing heritage of the Rhône-Alpes region and the history of trucks and buses of all French makes. He ceded the presidency of the *Fondation Berliet* to his nephew, a grandson of Marius Berliet, Philippe Brossette, in 2008 and became its president and founder. In 2011, the Berliet Foundation had a collection of 300 vehicles, 200 of which are restored, and an archive of 300,000 documents accessible to researchers. The Foundation received SAH's James J. Bradley Distinguished Service Award in 1988, for exemplary efforts in preservation of historic materials concerning the manufacture of motor vehicles. The Society organized visits to the Foundation, in conjunction with the annual European meeting in Paris, in 1999 and 2004. Paul Berliet was named a Friend of Automotive History in 2000.

He married in 1942 and was widowed in 1988. The father of four children, he is also survived by 13 grandchildren and 12 great-grandchildren. An officer of the *Légion d'Honneur* since 1975, he has been a *Commandeur des Arts & Lettres* since 1992 and received the *Grande Médaille d'Or* (Grand Gold Medal) from *l'Académie du Mérite et du Dévouement Français* in 2011.

—Kit Foster

Terry B. Dunham

Terry B. Dunham, SAH member number 279, died on November 2, 2012, aged 72. Perhaps best remembered as a coauthor of *The Buick: A Complete History*, considered the standard work on the marque, he enjoyed a full career in the automobile industry in addition to his work as historian and author.

Born June 22, 1940 in Howell, Michigan, he graduated in 1963 from Western Michigan University with a degree in automotive engineering technology. He worked in sales and service operations for Pontiac Motor Division from 1963 to 1992. Post-retirement he joined Engineering Analysis, a Detroit firm, where he handled product liability investigations for GM, Ford and Chrysler. His specialty was fire-related issues.

Terry joined SAH in July 1975, the year he suggested the idea of a Buick history to *Automobile Quarterly*. After five years of research, conducted across the United States and into the United Kingdom, and collaboration with his friend and coauthor *Lawrence R. Gustin*, *The Buick: A Complete History* was published by AQ in 1980. The recipient of several awards, it was re-issued in five subsequent, updated editions through 2003.

Terry lectured often on the early history of Buick, and presented papers at four of the Society's automotive history conferences. He also wrote extensively in the enthusiast press, his "Something Wicked This Way Comes," an article on early Buick racing for *Antique Automobile*, receiving SAH's Carl Benz Award in 2003. His extensive Buick data base earned the Society's E.P. Ingersoll Award, for history in non-print media, in 2006.

He married his high school sweetheart, Jeanne Golden, and together they raised two daughters, Terrilyn and Traci. Terry and Jeanne retired from Michigan to Apopka, Florida, several years ago, where he remained active in automotive history and, with Jeanne, rescue and placement of abandoned kittens. He is survived by Jeanne, Terrilyn and Traci, Terrilyn's husband David Hundebly, Traci's husband Glenn Garde, and grandchildren Paul, Shauna, Shelby and Sydney. He is also survived by a brother, Roger, of Howell, Michigan, and a sister, Helen Golden, of Brighton, Michigan. Contributions in his memory may be made to the Orlando Union Rescue Mission, PO Box 2791, Orlando FL 32802, www.ourm.org; Orlando Humane Society; SPCA of Central Florida, 2727 Conroy Rd., Orlando FL 32839, www.orlpet.org; or Orange County Animal Services, 2769 Conroy Rd., Orlando FL 32839, www.ocfl.net

—Kit Foster

Society of Automotive Historians

Board of Directors Meeting- Minutes

October 11, 2012

Location: Hershey Country Club, Hershey, Pennsylvania

Present: Douglas Leighton, President; John Heitmann, Vice President; Patrick Bisson, Treasurer; Robert Ebert, Secretary; Stanton Lyman; Steve Wilson; Paul Lashbrook; John Marino; Andrew Beckman; John Marino; Tom Jakups; Kit Foster; Susan Davis; Leslie Kendall; Jim Wagner; Arthur Jones; Rubén Verdés; Don Keefe.

Note: These minutes contain only the summaries of the committee and officers reports. The full committee reports that have been submitted are filed with the minutes and are available upon written request to the Secretary of the Society.

- President Leighton called the meeting to order 6:35 pm(EST).
- Secretary Ebert declared that with 11 directors in attendance a quorum existed.
- Minutes of the April 12, 2012 meeting of the Board, upon motion by L. Kendall and seconded by S. Wilson were approved as distributed.
- **President's Report:** D. Leighton:
 - D. Leighton stated his report is in the meeting agenda packet distributed electronically and in hardcopy to the Board and filed with these minutes.
 - D. Leighton also mentioned that SAH received excellent coverage of its Conference in April 2012 in a recent edition of *Automobile Magazine*.
- **Treasurer's Report:** P. Bisson:
 - Details of the Treasurer's Report are filed with these minutes.
 - For the fiscal year ended September 2012, the SAH incurred a deficit of \$5531 against an approved budget that had projected a deficit of \$4400.
 - For 2012-2013, a deficit of \$5379 is being proposed
 - Budget projections are based on a current active membership of 774 members plus 159 members of the SAH Britain.
 - The Silent Auction netted about \$3500.
 - The Silent Auction is an important money-raising effort of the SAH.
 - Leroy Cole, who along with his wife Cora, has headed and administered the Silent Auction has announced that he needs help in the future because his wife can no longer assume the responsibilities inherent in preparing materials for the auction.
 - The Leland Chapter is being asked to assist in the conduct of the Silent Auction.
 - The Treasurer stated that at present he does not favor a dues increase for the SAH but does favor addressing the advertising rates for the SAH publications as has been suggested by Rubén Verdés.
 - A general discussion of the budget results for the 2011-2012 fiscal year ensued.
 - Part of that discussion centered around the \$1065 expense associated with the maintenance of the SAH Archives at the Antique Automobile Club of America (AACA) Library.
 - K. Foster stated that the issue here is whether SAH should maintain possession of the archives. It may be a topic for future consideration.
 - A. Jones pointed out that the Dunwoodie Archives had a stated value of \$10,000 and that, originally, it was decided not to give them away but now, it may be appropriate to reconsider that position.
 - K. Foster pointed out that the Dunwoodie Collection is photocopies of material not really valuable *per se*. However, the materials are well indexed.
 - D. Leighton suggested putting a discussion of how to handle the Dunwoodie Collection in the future on the agenda for the Spring 2013 Board meeting.
 - Discussion followed on how accessible the Dunwoodie papers are to potential users. A. Jones agreed to be a contact person for the SAH with the AACA Library.
 - The Treasurer pointed out that the bank has raised the banking and credit card fees. The Pay Pal fees are reasonable and there has been a considerable increase in the use of Pay Pal.
 - P. Bisson noted that since the payments to ADAGO

for the web site maintenance, the SAH has been charged by them for an additional \$2193.75.

- The Treasurer noted that the \$1000 put into the budget in the past for travel expenses has been taken out because it has not been used in the recent past.
 - The Treasurer pointed out that the budget assumes the publication of two issues of the *Automotive History Review* (AHR) and that the \$15,000 projected for the Journal is an increase.
 - S. Davis mentioned that 2012 – 2013 is the year for another Membership Directory.
 - A general discussion on the pros and cons of printed vs. electronic editions of the Directory followed.
 - P. Bisson agreed to look into the cost of a printed edition. Cornerstone may be a source of information for that cost.
 - Among the Directors there seemed to be some consensus that an electronic edition is desired with just a few printed copies made. However, some directors mentioned that a printed directory is very convenient.
 - P. Bisson moved and J. Heitmann seconded the following motion: *Resolved: that the budget of the Society of Automotive Historians for the Fiscal Year 2012 – 2013 as presented by the Treasurer and attached hereto is approved.* Motion passed without dissent.
 - **Membership Report:** Pat Bisson
 - Through September 30, 2012, total membership is 1073. Less inactive members it comes to an active membership of 940.
 - Regarding the inactive memberships, Cornerstone was told not to cancel anyone for the past year unless there were extraordinary problems with their account.
 - The active membership includes 774 persons plus 166 for the SAHB which pays for only 159 members because of certain special membership categories SAHB has.
 - SAHB is working well with the Treasurer and Cornerstone on membership issues.
 - There has been a spike in membership due to mention in *Automobile Magazine*, *Antique Auto* and a *New York Times* article.
 - The Treasurer reported that in the past year there were 138 new members but the total membership was flat.
 - J. Marino made and P. Lashbrook seconded the following motion: *Resolved: Cornerstone should be and hereby is instructed to add a line on the membership renewal forms of the Society of Automotive Historians soliciting contributions to the organization.* After discussion, motion passed without dissent.
 - J. Marino proposed that a line soliciting contributions to the SAH should be placed in all publications of the SAH. There was consensus that this should be done. Rubén Verdés noted that being a 501(c)3 organization, all contributions need to be acknowledged.
 - P. Lashbrook stated that at the April 2013 meeting of the SAH Board we should discuss ways in which people could remember the SAH in their wills.
- **Academic Committee:** J. Heitmann.
 - **Report:** At the spring meeting, I submitted a copy of the proposal I sent to the American Historical Association for consideration for the January 2013 meeting in New Orleans. Unfortunately, the proposal was rejected, and as is customary, no reason was given for the Program Committee's decision.
 - In the future I would like to get other academics involved in this committee and to take over proposal writing for the AHA Annual Meeting. I suggest that we approach Kevin Borg at James Madison University, who is an SAH member.
 - An attempt to get on the AHA program for 2014 will be made.
- **Archives Committee:** Kit Foster
 - **Report:** as directed by the board, the archives memo was posted at AutoHistory.org with the launch of the new website. The Committee has been dormant since then, except for directing inquirers to the memo on line. In all known cases it has been helpful.
 - K. Foster mentioned that the actions taken on the Dunwoodie and Vinson collections now are complete.
 - S. Davis recommended donating the Dunwoodie Archive to the AACA because the SAH is not an organization structured to handle collections.

- A general discussion ensued in which it was stated that there is not a single good place to go on the web or print for an updated list of automotive archive material. Michael Berger's book is a good place to start, but it and other lists have not been completely updated for a number of years.
 - There was a general consensus that the SAH may be able to provide a service by listing on its web site the known archives. This should not be a recommendation of any given archive, but rather a list for researchers with which to begin work. If we know of an archive to add to the list, the information should be sent to Mark Patrick to add to the website.
 - S. Wilson asked if portions of the Dunwoodie collection could be digitized. K. Foster replied that the collection is photocopies of published items, which raises questions about the public domain. A. Jones mentioned some of the items are of poor quality and may not digitize well.
 - J. Heitmann stated the question we need to ask is "what do we (the SAH) have that would be value added to people who want to do automotive history?"
 - D. Keefe asked when the next bill is due to the AACA for the housing of the Dunwoodie collection. K. Foster replied it is billed in December.
 - Various suggestions of possible libraries and archives to house the Dunwoodie collection were made. No decisions were made.
- **Nominating Committee:** Susan Davis
 - This year, the Nominating Committee created a nominating template for the board, greatly increasing the number of nominees to 18 qualified candidates. Starting from the top of the Committee's list, the Chair received 6 positive responses in 7 calls, thus not calling 11 qualified members. 223 members responded by mail, 24 members responded by email for 247 total responses, electing Tom Jakups, Andrew Beckman and Bob Casey for 3-year terms ending 10/15. The Committee has proposed a modified ballot for next year that will include the name and number of the member on the voting section of the ballot.
 - S. Lyman moved and L. Kendall seconded the following: *Moved: the report of the Nominating Committee of the Society of Automotive Historians and the election of Tom Jakups, Andrew Beckman, and Bob Casey for three year terms ending in October 2015 to the Board of Directors of the Society of Automotive Historians are hereby accepted and approved.* Motion passed without dissent.
 - It was duly moved and seconded that the board approve that the ballot include the address block of the member, including name and number, on the voting section of the ballot to facilitate validation of the voting process, which information is to remain confidential, seen only by the Chair of the Nominating Committee and the Secretary of the Society. Motion passed without dissent.
 - In general discussions regarding the SAH nominating and elections process the following points were made:
 - Efforts will be made to start the nominating process in April of each year.
 - An attempt will be made to have photos of nominees in the ballot material.
 - A proposed template for a new ballot is in the Meeting Packet attached hereto on page 13.
 - In response to a suggestion from P. Bisson, S. Davis said she will work with R. Verdés to have an insert in the SAH Journal asking for nominees.

• Awards:

- Awards and recipients are listed, below. Details of the several awards committees reports are in the Meeting Agenda Packet attached hereto.

E.P. Ingersoll Award

Aaron Severson, for atepwithmotor.com

Richard and Grace Brigham Award

Sports Car Market, Keith Martin, publisher.

Richard P. Scharchburg Student Paper Award

"Boulevarde and Broken Dreams: Burnham's Plan, the Automobile and Changing Ideas of Chicago's Streets, 1909-1929," by Sam Kling, Northwestern University.

Article Award

Carl Benz Award

"Flying Low," by Carl Goodwin, published in *Vintage Motorsport*.

Book Awards

Nicolas-Joseph Cugnot Award, English Language

Sports Car Racing in the South: Texas to Florida

1957-58,

by Willem Oosthoek, published by Dalton-Watson Fine Books.

Award of Distinction

Packard 1948 to 1950, by Robert J. Neal, published by Aero-Marine History Publishing Co.

James J. Bradley Distinguished Service Award

Revs Institute for Automotive Research, Naples, Florida.

Friend of Automotive History Award

Joseph S. Freeman

It was noted that no recent information had been received from Bill Kreiner concerning the Cugnot Award for a book other than in English. S. Davis agreed to contact him about the matter.

J. Heitmann, Chair of the Sarchburg (Student) Award Committee reported that a submission for the 2013 Sarchburg Award has been received from an older member of SAH who has published six books but who also is enrolled in a graduate program. The question arises whether this type of submission is consistent with the goals and purposes of the Sarchburg Award which was designed to encourage relatively new and young scholars. By consensus it was agreed the matter should be placed on the Spring 2013 Board meeting agenda for further consideration.

- **Publications Committee:** T. Jakups:
 - T. Jakups welcomed R. Verdés as the editor of the *SAH Journal*.
 - A comprehensive report by R. Verdés on the *Journal* is attached hereto as part of the Meeting Agenda Packet (pages 20 – 23).
 - Editor Verdés made the following points in his oral report:
 - For a while he looked at the SAH and could not figure it out, although he knew of it and that it has given several prestigious awards. He joined to figure it out, saw the solicitation for the editor of the *Journal* and then applied. What is captivating for him is the *SAH Directory*. It may be the key publication of the SAH from the standpoint of the common member. The key item is the listing of the interests of individual members. It is his suggestion that the SAH should think about how to develop the *Directory*. Because people tend to hold onto directories, they are a good place to solicit advertisements.
 - He also does the publication for the Florida Region of the Rolls-Royce Owners' Club.
 - He has interests in many areas, not just Rolls-Royce.
 - Advertisements could be important for the SAH in offsetting the costs of the *Journal*.
 - Past issues of the *Journal* have some good material published in them. Issues of the *Journal* now are cataloged back through 1978.
 - People are encouraged to tell him what they like about the *Journal*.
 - The SAH needs to consider what its vision is. This will require a great deal of thinking and planning. We should aim for deciding what the SAH vision for 2020 is.
 - S. Davis noted that the editor's comments are important and highlighted that the SAH needs to raise the question of what it wants to be (i.e. what its vision is).
 - J. Heitmann and S. Davis stated support for having a printed, physical directory for the SAH and to have advertising in the directory.
 - J. Marino noted that the younger generation does everything digitally.
 - D. Leighton stated he will form a Vision Committee.
 - R. Verdés suggested that P. Bisson be on the Vision Committee because of the need to relate vision to the implementation of the vision and its financial realities.
 - K. Foster discussed the *Automotive History Review*. The attached Meeting Agenda Packet gives details of the AHR report. He reported that there is a problem with the email address for the AHR not working. The AHR is waiting for some articles at present. A summary of the AHR report is given below:
 - Progress on *Automotive History Review* No. 54, is being impeded by slowness on the part of two

authors who have promised articles. Publication is anticipated in November. Automotive History Conference No. 9 has resulted in considerable content for *AHR* 55. Some is in hand, and other papers are promised.

- General discussion occurred on the subject of Life Memberships
 - P. Bisson said he will work on the idea and send ideas around to the Board.
 - S. Davis noted that it is easy to lose contact with people who are life members because annual reminders for dues are not sent to them. Keeping contact with life members requires a great deal of work.
 - P. Lashbrook observed that in the past we have thought of life memberships in actuarial terms. However, the ideas of R. Verdés point out that there are ways to make life memberships work to the benefit of the organization beyond just the actuarial.
- General discussion occurred on the subject of the dues of the SAH.
 - R. Verdés raised the issue that lower cost of dues might bring in more members; but, the issue arises at the margin – if there was only a marginal increase in membership, there may not be a real financial gain to the SAH.
 - K. Foster noted that we have to look at the cost of servicing members.
 - D. Keefe observed that it is helpful to have someone come in like R. Verdés to help us look outside the fishbowl.
- **SAH Website and Facebook Report:**
 - The discussion regarding the relationship of SAH to ADAGO received extensive and detailed discussion.
 - In the general discussion there was strong sentiment that SAH should move on from ADAGO. P. Lashbrook offered the opinion that there is no contractual problem in moving away from ADAGO.
 - P. Lashbrook moved and an appropriate second was received for the following motion: *Moved: the President of the Society of Automotive Historians be and hereby is instructed to terminate with ADAGO the arrangements for development and maintenance of the Society's website and that, further, the chair of the SAH Website Committee, Mark Patrick, be informed of this decision.* Motion passed without dissent.
 - Given the above action by the Board, P. Lashbrook and P. Bisson commented that there is a need to find a new firm to maintain the SAH website.
 - A. Beckman noted that the experience of the Studebaker Drivers Club with Cornerstone maintaining its website has been excellent.
 - S. Davis noted that Mark Wheeler at Cornerstone is a good resource on these matters.
 - By consensus it is the will of the Board to communicate this decision to Mark Patrick *post haste*. President Leighton stated he will coordinate the efforts to find a new firm to maintain the website and asked that M. Patrick, R. Verdés, P. Bisson, and S. Davis work with him with the goal of bringing a proposal to the Board electronically by November 15, 2012.
- **Silent Auction.**
 - P. Bisson reported that \$3500 is included in the budget for 2012 – 2013 as income from the Silent Auction.
 - It was noted again that L. Cole will need assistance with the auction.
 - By unanimous consent, the Board wishes to make the following statement: *The Work of Leroy and Cora Cole on the Silent Auction for the benefit of the Society of Automotive Historians over many years is hereby acknowledged with deep and profound appreciation.*
- **Conference Report:** A. Jones.
 - Planning has been initiated for the Tenth Biennial Automotive History Conference to be held in 2014. A Request for Proposals for conference facilities and on-site management was placed in the SAH Journal. Expressions of interest have been received from two groups and discussions are underway to see if a suitable program and budget can be developed. A detailed conference plan will be submitted to the board for approval at its spring meeting. Conference dates Thursday, April 10, 2014, through Saturday, April 12, 2014, were approved by the directors.
 - The proposed theme of the Tenth Automotive History conference is: "Automotive Technology; Past, Present, and Future."
 - A formal proposal will be brought to the Board at the April 2013 meeting.
- **Chapter and Sections Report:**

- International Motor Sports: Patricia Yongue.
 - The IMHS met on Friday evening of the SAH Spring Conference to view two possible websites for IMHS use, but lack of Internet connection prevented the review. Members present elected an Advisory Board: Susan Davis, Mark Patrick, Janos Wimpffen, Paul Lashbrook. The Board will oversee the IMHS website present and discuss implementation of online goals.
- Leland and Wisconsin Chapter reports are attached hereto in the Meeting Agenda packets. T. Jakups reported that the Wisconsin Chapter is working on the issue of nonmembers of SAH being members of the chapter. Those individuals are being contacted and the benefits of membership in SAH are being pointed out to them..
- Euromeeeting Report: K. Foster.
 - The 17th annual SAH European Dinner and Meeting was held Thursday, 2 February 2012 at the Automobile Club de France in Paris. More than 40 members and guests attended, and awards were presented to authors and publishers of the Other-than-English Cugnot Award winner and two Awards of Distinction. In addition, the James J. Bradley Distinguished Service Award was presented, as well as the author award for the English-language Award of Distinction book.
 - At the request of members traveling within Europe, the 2013 Euromeeeting has been scheduled for Tuesday, 5 February, on the eve of the opening of Rétromobile. Reservations have been made with the ACF.
- **Hershey Banquet Report:** John Marino
 - The planning for this year's meeting and banquet at the Hershey Country Club was problematic because over the planning period there were three different catering managers involved. Fortunately, the situation now has stabilized.
 - Discussion was held whether SAH should plan for a speaker at future banquets and awards meetings. A speaker who spoke for 20 minutes to a half hour might provide a hook to get more people to come. But, planning for such an event needs to be done a year in advance.
 - J. Marino said he is willing to continue taking care of the physical arrangements with the Hershey Country Club, but if a program is desired, someone else needs to assume that responsibility.
- **Tent Report:** Paul Lashbrook
 - Help is needed in putting the tent up and taking it down.
 - Help is needed in recruiting new members from people stopping by the tent.
 - The reality at Hershey now is that vendors start to close up and go home on Friday and it might be wise to consider setting the tent up on Tuesday and taking it down on Friday. The Board agreed by consensus that this new schedule should be followed in 2013.
 - There was no book signing this year, but there were inquiries from guests at the tent whether there would be one. By consensus the Board agreed that a book signing in 2013 would be wise and a service to the membership.
 - The responsibility of managing the tent, setting it up, taking it down, etc. is a major one and P. Lashbrook requests that someone be groomed to take a more active role as co-chair of the tent committee.
 - By acclamation and unanimous consent, the Board wishes to acknowledge its deep and profound appreciation for the work of Paul Lashbrook in managing the Hershey tent.
- **Old Business:**
 - By acclamation and unanimous consent, the Board wishes to express its appreciation to Steve Wilson and Leslie Kendall, retiring members of the Board, for their years of service to the Society of Automotive Historians and their work as members of the Board of the SAH.
 - S. Wilson reminded Board members that the old SAH brochures are out-of-date and that updated ones are available in the tent.
- **New Business:**
 - J. Heitmann proposed Friday April 12 -13 or March 15-16 as dates for the April 2013 Board meeting of the SAH in Flint, Michigan. Efforts will be made to accommodate the schedules of the Board members in arriving at the final dates for the meeting.
- On motion duly made and seconded, President Doug Leighton adjourned the meeting at 9:56 pm.

Respectfully submitted,
Robert R. Ebert, Secretary



Astura

*„Als gefeierte Schönheitskönigin war ich Muse und
Inspirationsquelle für die größten Designer meiner Zeit.“*

1931