

# SAH Journal



ISSUE 280  
MAY / JUNE 2016

\$5.00 US

## Editor's Note

You are receiving three issues of the *SAH Journal* arriving together: #280 (May/June), #281 (July/August) and #282 (September/October).

Following a sequence of events that drew time away from production, the next issue #280 was clearly on track not to be in your hands until the fall. This disconnect needed to be addressed but to produce and mail three full issues was unrealistic. Another alternative was to simply name the next issue #280 and break the *SAH Journal's* historical issue continuity. The alternative that seemed best and thus is the one chosen is what you now hold. Issues #280 and #281 are "modest" issues of four pages each with #282 at 16 pages. This solution to produce a trio of issues covering the related dates does not interrupt or detract from members' rightful expectation for a bimonthly publication. The three issues will be always linked by their interlocking covers.

The next issue (#283, Nov/Dec) is in production and will be in your hands two months hence, bringing the dating of the issues into line with the calendar.

## Billboard

### *Introducing SAH Annual Digital Membership: \$20*

The SAH has added "digital member" to its list of member categories. A digital member has all SAH member rights and privileges, but all media and communication is delivered (via email) and available electronically (via the SAH website: [autohistory.org](http://autohistory.org). To get to the renewal page quickly for all membership categories, just click on "Join/Renew/Search" on the menu). A digital member receives the bimonthly *SAH Journal* and the *Automotive History Review* as downloadable PDF files via email and will not receive hard copies in the mail. However, the digital versions of these publications are available and sent while the printing process is underway, so the digital versions are not subject to the added time it takes to print, mail and deliver the printed versions. Annual digital membership, regardless of domicile, is \$20.

Please note: while regular annual membership dues for North America (U.S. / Canada / Mexico) remains at \$50, given ever increasing postage expenses, annual "Overseas" membership (all territories beyond U.S. / Canada / Mexico) has been set at \$60.

Like all members, digital members have full access to the "members only" section of the website, which includes all the past issues of the *SAH Journal* and the *Automotive History Review*. From time-to-time, the SAH produces a printed member directory—while digital members will not receive a printed copy, the website has a member directory with full search capabilities. If digital members wish to purchase a directory as well as issues of other SAH publications, they are available at their given price plus postage.

New Member Benefits (Publisher Discounts!): we are pleased to announce that our members can now purchase books from **Veloce Publishers** (see: [veloce.co.uk](http://veloce.co.uk)) at a 35% discount, and books from **Racemaker Press** (see: [racemaker.com](http://racemaker.com)) at a 15% discount. Just use your SAH member number when ordering. Recognizing that our members are car and book enthusiasts, we will try to add more publishers to this list.

Website Benefits: all members are entitled to access the "members only" section of the SAH website: [autohistory.org](http://autohistory.org). There, you will find portals to access all the issues of the *SAH Journal* and the *Automotive History Review* as well as other features, like the photos and images library; and the website will continue to expand its features and benefits.

# SAH Journal

ISSUE 280 • MAY/JUNE 2016

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.  
An Affiliate of the American Historical Association



#### Officers

Andrew Beckman	President
Edward Garten	Vice President
Robert R. Ebert	Secretary
Rubén L. Verdés	Treasurer

#### Board of Directors

John Heitmann (ex-officio) †  
Robert G. Barr Δ  
H. Donald Capps #  
Robert Casey †  
Louis F. Fourie #  
Carla R. Lesh †  
John A. Marino #  
Matthew Short Δ  
Vince Wright †

*Terms through October (Δ) 2016, (#) 2017, and (†) 2018*

#### Editor

Rubén L. Verdés  
7491 N. Federal Hwy., Ste C5337  
Boca Raton, FL 33487-1625 USA  
[journal@autohistory.org](mailto:journal@autohistory.org)  
[sahjournal@live.com](mailto:sahjournal@live.com)  
tel: +1.561.866.5010

#### Publications Committee

Thomas S. Jakups, Chair  
Patricia E. Chappell  
Louis F. Fourie  
Christopher G. Foster  
Donald J. Keefe  
Rubén L. Verdés  
Steve Wilson

*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 \$50 per year (\$60  
per year outside North America & Mexico);  
digital membership dues are \$20.

*Dues and changes of address go to:*

**Society of Automotive Historians, Inc.**  
c/o Cornerstone Registration Ltd.  
P.O. Box 1715  
Maple Grove, MN 55311-6715 USA

©2016

The Society of Automotive Historians, Inc.

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

*Join, renew and more right on-line!*

SAH Journal No. 280 • May / June 2016



# Book Reviews

## Russian Motor Vehicles: Soviet Limousines 1930-2003

by Maurice A. Kelly

Veloce Publishing (Apr. 2011)

veloce.co.uk/ +44 (0)1305 260068

126 pages, 8.5" x 10" hardcover

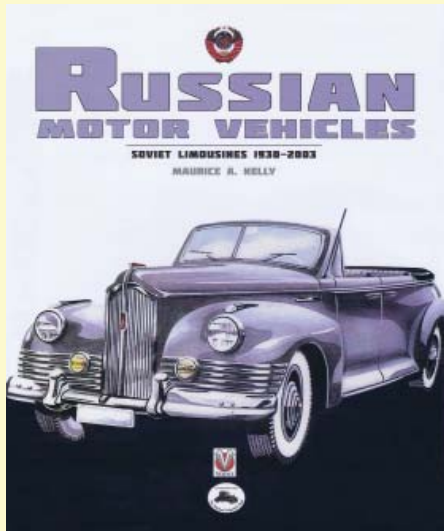
53 b/w, 30 color photos, 51 illustrations,

3 appendices, bibliography, and index

Price: £12.99 (special offer)

ISBN-10: 1845843002

ISBN-13: 978-1845843007



This book is the second in a series on *Russian Motor Vehicles* by Maurice Kelly, a retired naval engineer. The first in the series covers the Czarist Period from 1794 to 1917. The book under review limits coverage to the limousines built by two manufacturers for Russian government heads along with the Chinese cars also catering to the government elite.

A 1932 Buick inspired the 1933 Leningrad L-1 which evolved into the ZIS-101/102 built from 1936 to 1941 with updated Russian styling but carry-over engine and chassis. The 1941/42 straight-8 Packard 180 contributed the styling of the 1947 ZIS-110 which lasted through 1959 when a Russian designed ZIL-111 V8 carried through 1967. The final V8 limousine from this Moscow based manufacturer was the ZIL-114 dating from 1967 through about

1990 with very limited sporadic production for a further decade.

The second manufacturer was the Gorky Automobile Works whose plant was patterned on the Ford plant at Baton Rouge, Louisiana, and built between 1928 and 1932. The review commences with the GAZ-11 built from 1940 to 1948 followed in the 1950s with the GAZ-12. These cars had 6-cylinder side-valve engines and were used by lower echelon government officials. The GAZ-13 from 1959-1981 and the final GAZ-14 from 1977 to 1988 both had V8 engines and the opulence of the ZILs.

Almost a third of the remaining regular text looks at the Chinese Hong Q1 limousines supposedly because they catered to a similar Communist government elite. Any link with the Russian cars is lacking as no engines or other components appear to have been shared. While the author claims the Russians provided expertise, no examples of this help is presented other than setting up production facilities.

The author is to be commended for the level of detail on specifications, supported by engineering drawings of engines, transmissions and independent front suspensions. Unfortunately most of the images are very grainy and of poor quality, but the author was frustrated by the lack of any better alternatives. This reviewer remains puzzled at the image numbering system and in some cases the sequence of images.

Considering the limited knowledge most automotive historians have of cars from communist countries, this reviewer would certainly have expected an overview of the Russian automotive industry, even if it was squeezed into only a handful of pages. There is no mention of how Henry Ford was convinced to participate in the creation of the Gorky factory, nor any details of models built at the plant during the 1930s. Little is mentioned of the Volga built at the Gorky operation and nothing of the Moskvich or Lada cars.

Likewise a discussion would have been appreciated on the lack of economic viability of these "cost no object" limousines never available to the public, built solely for government consumption. All other commercial enterprises have profit considerations even if a model is a loss-leader or halo car that benefits the remainder of the brand's range. Maybe the closest comparative in a Western economy would have been the WWII truck, aircraft and armament production built for military demand.

Possibly the author has plans to add further books to this Russian car series that will address some of the gaps listed above and provide a broader overview of Russian cars. This book only caters to a very small automotive sector. If you are interested in comprehensive details on a limited number of rather conventional designs that catered to the Russian and Chinese ruling elite, then this book may be of interest.

—Louis F. Fourie

## The 1968 London to Sydney Marathon: A History of the 10,000 Mile Endurance Rally

by Robert Connor

McFarland & Company (Feb. 2016)

McFarlandpub.com/ 800-253-2187

308 pages, 7" x 10" hardcover

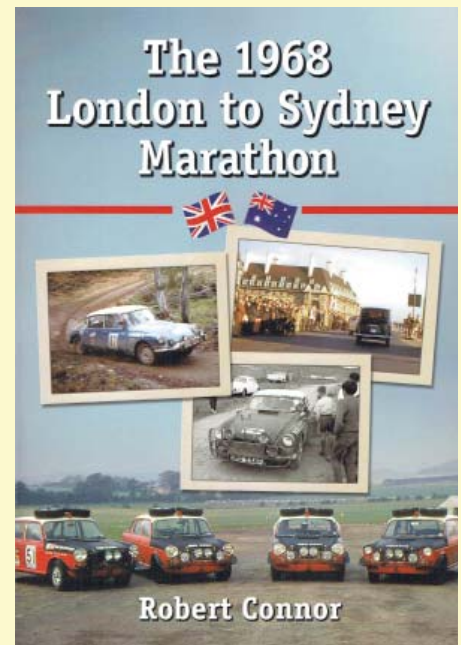
142 photos (32 in color), 5 maps, notes,

bibliography, index

Price: \$45.00

ISBN-10: 0786495863

ISBN-13: 978-0786495863



Robert Connor provides ideal insight as to why the 1968 London to Sydney Marathon captured the imagination of the public as few other similar events have managed to achieve. He also reveals the rivalry as well as cooperation between teams, particularly along national lines of Europeans versus Australians. Careful attention is devoted to how the factory backed professional teams stacked up against the privateers and women's teams.

There were one hundred entrants but a 30% failure rate was anticipated by the time the cars reached Bombay, as there

were only 70 places on the ship sailing to Australia. The reader is taken through the criteria entrants used to select fellow team mates and their preparations, including procurement of financial support or factory participation.

The author has traveled to several countries to interview many of the marathon participants and has scoured as many 1968 reports of the event, and he has spoken to some of the contributors of such contemporary reports. A number of chapters examine the escapades and tribulations of an individual team along the entire route. Other chapters cover the progress of the marathon through the various sectors. This alternate method of recording the progress does lead to some overlap of events but with a large cast this is helpful to the reader. The difficulties of the less successful participants tend to get more coverage than the front runners largely because the leaders had few problems whereas those lagging behind had cars that were falling to pieces.

With the departure from London on November 24, 1968 the entrants faced

fog and slippery snow-covered northern hemisphere conditions followed by the summer heat in Australia. Instead of fog, the intense dust Down Under made overtaking challenging particularly on narrow single tracks.

Ford accounted for 29% of the entrants but 55% failed to finish. British Motor Corporation fielded 16% of the entrants with a better success rate: only 31% out of the running, while accounting for a second-place finish. Premium makes such as Mercedes-Benz, Volvo and Rover highlighted design faults. In contrast, the highly complex Citroën DS21 was on target to win the marathon when, in the final stage, it collided with a private car that questionably should not have been on the road. Another DS21 came in ninth. There were ten Australian-designed models participating. The sole Chrysler Valiant crashed in Europe. Only the three factory-backed Australian Fords succeeded out of five entrants. Without any factory support, only one of the four Holdens did not finish. The Moskvich 408 must be tough because all four on the Rus-

sian team finished. The sole entrant from the USA, a Rambler American, came in at 46th of 56 finishers.

Chrysler, which had only gained control of the Rootes Group the previous year, was totally unprepared when the Hillman Hunter emerged as the victor of the 1968 marathon. The lack of timely media releases prevented Hillman from capitalizing on the success of Brian Coyle, Andrew Cowan and Colin Malkin.

Robert Connor has written a most appealing account of the marathon, covering not only the human aspirations and frustrations but also looking at the durability of various makes all wrapped up in a revealing torture test for man and machine. This is an enjoyable and informative read even if, like this reviewer, you are not a total motorsport fanatic. The only recommended improvement would be to arrange the results appendix in the sequence of success along with a brief explanation of what prevented the other entrants from finishing. This book is highly recommended.

—Louis F. Fourie

## In Memoriam

### Chester L. Krause (1923-2016)

SAH honorary member and Friend of Automotive History *Chet Krause* died on Saturday, June 25, of congestive heart failure. He was 92. Best known as a publisher of enthusiast books and periodicals, he was also founder of the annual Iola Old Car Show that now draws some 10,000 people to his home town of Iola, Wisconsin.

Chester Lee Krause was born December 16, 1923, in Helvetia Township, a village in Waupaca County, Wisconsin. The youngest of six children of Carl and Cora Krause, he began his education at a one-room schoolhouse near his home and graduated from high school in Iola in 1941. Drafted into the U.S. Army that year, he served as an auto mechanic with the 565th Anti-Aircraft Artillery in Europe. Upon return to civilian life he worked as an independent builder, constructing a number of homes, churches and even a ski jump in the area.

In 1952, Chet published the first issue of *Numismatic News*, a periodical that arose from his enjoyment of coin collecting. The journal prospered through the 1960s, when a downturn in interest convinced him to diversify. The first of the new ventures was *Old*

*Cars*, then a monthly, whose first editor was *David Brownell*, the first of many SAH members who would work for or contribute to Chet's enterprises. As time went on he began to publish books on old cars, the mainstay of which became the *Standard Catalog* series.



The premier title is the *Standard Catalog of American Cars 1805-1942*, which received the Society's Nicolas-Joseph Cugnot Award in 1986. Authored by the late *Beverly Rae Kimes* and with research from the library of *Henry Austin Clark, Jr.*, it was published in four editions and remains the standard in its field today. Chet's interest in militaria led to the launch of *Military Vehicles* and *Military Trader*.

At the age of 63 in 1986, Chet stepped

down as president of Krause Publications, but remained as chairman of the board. Converted to an Employee Stock Ownership Plan in 1992, Krause Publications was sold to Cincinnati-based F+W, a content + e-commerce company, in 2002.

Named a Friend of Automotive History in 1995, Chet continued his interests, writing a number of monographs on family and local history. I first met Chet in 1986, at the SAH annual meeting, then held at a noisy hotel ballroom in Harrisburg. The *Standard Catalog of American Cars 1805-1942* was being feted as the Cugnot winner, and Bev Kimes and Austie Clark were both fending off crowds of well-wishers. I, however, a relatively new member who knew few others, found myself alone with Chet in a quiet corner. We introduced ourselves and had a very enjoyable chat far, as they say, from the madding crowd. He was a humble man, comfortable out of the limelight and with plenty of time and patience for a newcomer. I've always appreciated that.

His service was held on July 1, 2016, at the Iola-Scandinavia High School. Memorials may be made to Children's Hospital of Wisconsin, 9000 West Wisconsin Avenue, Milwaukee, Wisconsin 53226 or to the Rawhide Boys Ranch, E7475 Rawhide Road, New London, Wisconsin 54961.

—Kit Foster