

SAH Journal



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Billboard

Member Benefits: Digital membership was announced in the last issue of the *SAH Journal*, and one of its benefits—indeed, a benefit for all members—is the SAH website at autohistory.org, which in-

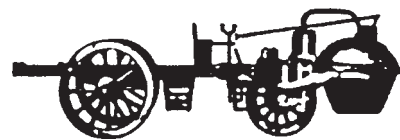
cludes a members-only section with diverse content; from all the past issues of the *SAH Journal* and the *Automotive History Review*, to the library page illustrated below, which contains a large array of images.

The screenshot shows the 'Photos and Images' page on the SAH website. At the top, there is a navigation menu with links for HOME, ABOUT, AWARDS, CHAPTERS, LINKS, NEWS, MEMBERS ONLY, and JOIN/RENEW/SEARCH. Below the navigation is a large blue banner with the Society of Automotive Historians logo and the text 'Society of Automotive Historians'. The main content area is titled 'Photos - High Definition' and 'SAH IMAGES'. It contains a list of car models categorized by manufacturer, such as AC, Alfa Romeo, Alpine, Alvis, Aston Martin, Audi/DKW, Auburn, Austin, Bentley, Benz, BMW, Bugatti, Buick, Cadillac, Chevrolet, Chrysler, Citroen, Cord, Dodge, Daimler, Delage, Delahaye, DeSoto, Dodge, Duesenberg, duPont, Durant, Fiat, Ford, Franklin, Hispano-Suiza, Honda, Horch, Hudson, Humber, Imperial, Intermecanica, Isotta Fraschini, Jaguar, Jeep, Jensen, Jordan, Jewett, Lagonda, Lancia, Lincoln, Locomobile, Lotus, Maserati, Maybach, McLaren, Mercedes-Benz, Mercer, Mercury, Messerschmitt, MG, Morgan, Morris, Napier, Nash, Nissan-Datsun, Oldsmobile, Opel, Packard, Paige, Pease, Peugeot, Pierce-Arrow, Plymouth, Pontiac, Pope, Porsche, Rambler, Renault, Reo, Riley, Rolls-Royce, Rover, Saab, Simplex, Skoda, SS, Stanley, Stutz, Studebaker, Subaru, Sunbeam, Talbot, Tatra, Thomas, Toyota, Triumph, Tucker, Vauxhall, Vauxhall, Vostin, Volkswagen, Volvo, and Wolseley. There is also a 'Login' section on the right side of the page.

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



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Join, renew and more right on-line!

Malcolm Jeal (1944-2016)

Malcolm Jeal, educator, historian, writer, editor and Friend of Automotive History, died on July 5, 2016, after a short illness. He was 72.

He was born February 20, 1944, at Gosport, Hampshire, UK. A graduate of Durham University, he was a school teacher for 20 years, following which he became a builder specializing in loft conversions. At age 17 he purchased an inoperative Austin Seven Chummy tourer, which he and his father recommissioned for the road. It served as his commuting vehicle during university years and the experiences led to a career in auto restoration for a time. The Austin, however, remained with him for the rest of his life.

History, however, was his passion, and it came to the fore in editing *The Gazette of the Veteran Car Club of Great Britain*, and particularly the Dating Committee of the VCC, which he chaired for many years. This body had the responsibility of determining eligibility of cars for the famed London-to-Brighton veteran car run. Cars must have been built before January 1, 1905, in order to participate. To this task he brought scholarship and unfailing honesty, in a field where egos often run high. His high standards were widely recognized in the auction industry, where he consulted for several companies. In the late 1980s he was editor of *The Automobile*, a British magazine devoted to pre-1960 cars. He also served as commentator for the London-to-Brighton run for a number of years.

Although he appreciated the entire epoch of the automobile, he was particularly drawn to the early years of the industry, especially in France. Following the pioneering studies conducted by the renowned historian *James Laux*, he spent much time on the Continent in company and institutional archives, and collected many of the journals of the pre-1910 period. With his understanding of technology and hands-on experience he could analyze early cars in a way that academic historians frequently cannot, and was able to disassemble many a story surrounding built-up cars that posed as forgotten makes. Recognition of the years spent in these pursuits came with his selection as the 2007 recipient of the Friend of Automotive History Award.

Malcolm joined the Society in 1989 as member #1380. In 2007 he succeeded *Michael Worthington-Williams* as chairman of

the Society of Automotive Historians in Britain, an organization originally formed in 1980 as the UK Chapter of SAH. In four years as the head of SAHB, Malcolm oversaw a dramatic increase in membership and instigated the scholarly annual publication *Aspects of Motoring History*, which he edited for ten issues. From this time he was also the British representative to the organizing committee for the annual SAH European meeting and dinner held in Paris each February.

I first knew Malcolm during his editorship of *The Automobile*, when he published some articles of mine. This quickly grew into a personal friendship, as we shared many interests and had a similar appreciation of the importance of objective and scholarly history.

He was very much my “go-to-guy” for cars of the pre-1910 period, and his willingness, even compulsion, to share his knowledge and insight assisted me with many projects. Nearly ten years ago I was faced with writing a substantial piece on a Gobron-Brillié, a frequently-forgotten French make that used an opposed-piston engine, unusual in having but a single crankshaft. In digging around in my ready resources and contacts, I learned that an article on the very car I had been assigned to write about had been published a few years earlier in *The Automobile*. It was Sunday and I was on deadline for the start of the new workweek. Malcolm took a razor blade to his copy and fed the pages, one-by-one into his fax machine and sent them to me. When I thanked him, in particular for sacrificing a complete magazine to the



Photo: Peter Moss

cause, he replied “...but you *needed* it.” For him, that alone was justification. I found a pristine copy of that issue the next year at Beaulieu Autojumble and gave it to him with my thanks, assuaging my guilt for having destroyed a piece of his library, of which he was particularly persnickety.

His interests extended beyond automobiles, to music, art, cinema (but not television—what looked like a television set in his home connected only to a DVD player) and wildlife. In accordance with his wishes, no services were held, leaving us to remember him and his many contributions to our field individually and communally. To his widow Eunice we extend our condolences and our thanks for having enjoyed Malcolm as our friend and colleague for these many years.

—Kit Foster

Book Reviews

The V12 Engine: The Technology, Evolution and Impact of V12-Engined Cars: 1909-2005

by *Karl Ludvigsen*

Bentley Publishers (Mar. 2016)

bentleypublishers.com/ 617-547-4170

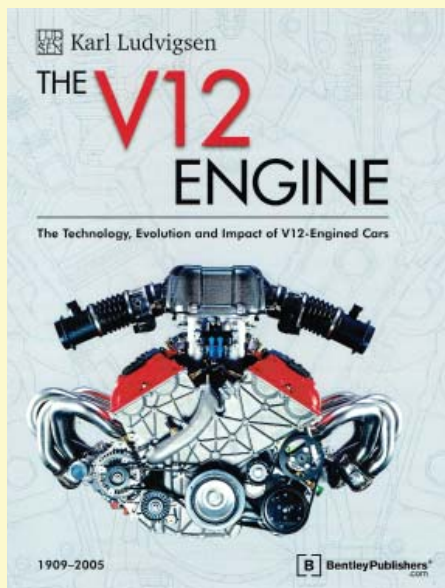
592 pages, 8.25" x 10.25" hardcover

338 b/w, 59 color photos, 184 drawings, illustrations, tables, and appendix

Price: \$79.95

ISBN-10: 0837617332

ISBN-13: 978-0837617336



An author is presumed to have a deep interest and knowledge in the subject undertaken—and sometimes that interest and knowledge communicates to the reader with a heightened fervor, revealing an intense passion. In *The V12 Engine*, author *Karl Ludvigsen* expertly wields the craft of the historian, but he also engages the reader with an enthusiasm for the subject that communicates like a story he has been longing to tell all his life. It should be noted that the subject is not covered as an intense engineering evaluation you'll need a slide rule to digest, but a well balance account—as the subtitle suggests—of the V12's technology and evolution, *and* its impact. In expertly ne-

gotiating the balance of these three elements, the author truly brings the subject to life.

Ludvigsen's passion for V12s is first glimpsed in his introduction where he "makes the bold claim to cover all vee-twelve-engined cars since the first," but then he is careful to mention those not covered, including "the range of vee-twelve-engined cars that [he] sketched in high school"—a statement that occurs right under what is, presumably, a sketch of one of those engines.

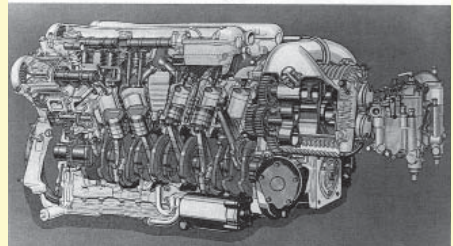
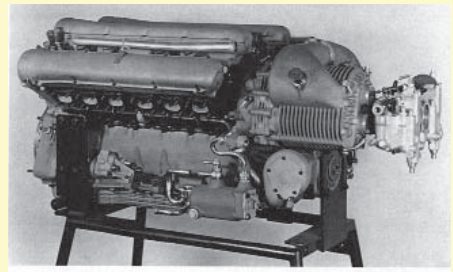
The work is divided into 16 chapters starting with the origins of the V12, then proceeding geographically, and then exploring sectors like aviation, racing and competition as well as socio-perspectives. The table of contents spans four pages because each chapter includes a descriptive summary. Here's an example:

Chapter 5. Classic-Era Americans

Late 1920s and early 1930s explosion of twelves in America's classic-car era—Cadillac pioneers, followed by Franklin—Packard returns to the fray—Lincoln's KB and KA twelves—extraordinary Cord E-1 provides the basis for Auburn's Lycoming-built V12—Howard Marmon and his HCM prototype.

The author immerses the reader in technical aspects with care not to lose those readers without an engineering degree, like this example from the same chapter: "The nose of the crankshaft drove the Franklin twelve's 15in scirocco-type cooling blower at engine speed. Ducted up and back into the engine's vee, its output – 5,720cu ft per minute at 60mph – was tailored to cool the cylinders equally by meticulous experimentation which involved, at one stage, 144 heat-measuring thermocouples on the cylinders alone." And the technical is threaded with the history—as in this example from the "Engines for the Elite" chapter: "Enzo Ferrari was well aware of his drain of talent and designs in Lamborghini's direction. 'I had several of Ferrari's good technicians working for me,' Ferruccio said of his early days. 'From then on he didn't even greet me any more. With the others, like Maserati or Alfa Romeo, we never had problems. We always got along quite well, but not with Ferrari.'"

Scarcely a page goes by without captioned pictures or illustrations, and the acid-free matte pages themselves are of fairly light weight—allowing the nearly 600 pages to be just 1.5 inches thick and just over three pounds. The absence of an index is unfortunate, given the scope of all



From page 299: a photo and cutaway juxtaposition of a 1939 Mercedes-Benz V12.

that is covered. As noted in the subtitle, the V12 is covered up to 2005, as this book was previously published (with a slightly different subtitle) in 2005 by Haynes Publishing (for reference, see the *SAH Journal* review in issue 230 (Sept/Oct 2007) written by *Arthur Jones*). As often happens with coveted titles, the past edition has seen prices over \$200 in the secondary market, which makes the pricing of this Bentley printing very attractive.

In the book's last chapter "Ultimate Sports Car Power," we arrive at the present day with an examination of what is the ultimate automotive engine of choice: the V12. Through its evolution it reached highs in pervasiveness—such as in the classic era. And though V16s were launched to eclipse them in various ultimate luxury cars, the attributes of the V12 favored its survival, even when it seemed unlikely in the postwar era—but as Ferrari proved along with other marques, the V12 would have its place as a top-tier engine of choice.

The author recognized that telling the story of the V12 was a "venturesome" project, and possibly intimidating for readers, as it is "not a marque history with a predictable audience"—and finally concluded that: "Whether [the book] has merit will depend entirely on how interested you are in engines. If you are, I'm confident you'll find much to relish in the amazing saga of the vee-twelve-engined car." After reading this book, I'm confident that if you have even a passing interest in engines, you'll appreciate V12s more than you would have expected—a story you never knew you've been longing to hear all your life.

—*R. Verdés*