

S A H Journal



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Billboard

A Call For Papers: The Michael R. Argetsinger Symposium on International Motor Racing History will take place on November 8th and 9th, at the Racing Research Center in Watkins Glen, New York. This is a joint endeavor with the SAH Motor Sports section. Please submit a 250-300 word abstract of the presentation/paper not later than Friday, August 9, 2019, to either *Dr. Patricia L. Yongue* (plyongue@uh.edu) or *H. Donald Capps*

Front cover: The Amelia Island Concours d'Elegance featured a "Custom Coachwork Volkswagen" class. This is the 1953 Volkswagen Rometsch Taxi (owned by Mark Merrill, Atherton, CA). This information was displayed with the car: Established in 1924 by Freidrich Rometsch, Karosserie Rometsch made a name for itself by developing luxurious taxis based on chassis supplied by German car manufacturers... Johannes Beeskow designed a 4-door sedan with pleasing lines including the roof that retains its naturally curved shape. This was quite an accomplishment



This and cover photo: R. Verdés

(cappshd@gmail.com). Questions?, contact Don Capps, at the email address above.

SAH Board Nominations: The SAH Nominating Committee is seeking nominations for positions on the board through 2022. Please address all nominations to the chair, *Andrew Beckman*, at abeckman@studebakermuseum.org.

Centennial of the Essex Automobile: member *John O'Halloran* continued on page 3

considering the vehicle had to be stretched by over seven inches.

Back cover: For mascot enthusiasts we present this rarely seen Lalique crystal "Coq Nain" car mascot, mounted on a 1930 Bentley Speed Six (chassis LR2778, owned by John McCaw), also shown at Amelia. The original was kept by the first owner, the Maharaja of Jaipur. During restoration, advice and guidance was sought from the renowned Bentley Historian, Clare Hay, and an original Coq Nain was found and fitted to the car.



This and back cover photo: R. Verdés

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.

SAH Journal

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



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The Society of Automotive Historians, Inc.

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Join, renew and more right on-line!

President's Perspective

All SAH members should be aware that your Society has begun an entirely new dimension and it will be an annual affair in the latter part of April each year. We have recently returned from the Third Driving History Conference in Allentown, PA, in conjunction with the Historical Vehicle Association (HVA), with the operative word being "Driving." Much as we might want to record automotive history, we also share a passion for the cars that make up this history and sampling them first hand as a driver is priceless.

Many participants have been to one or both of the previous Drive History Conferences, so obviously this event has become addictive. Just when you thought that last year could not possibly be improved upon, *Diane Parker* of HVA upped the ante again.

All parents are aware that you do not wind up a child before putting them to bed. Well this 71-year old kid was so fired up that even with overnight flights I could not get to sleep for several nights. In spite of spending two nights at O'Hare Airport due to canceled return flights (they even provided fold out stretchers), I arrived home with a



silly grin that continues to puzzle my wife.

The favorite car that I drove was the 1910 Packard Roadster, with its owner encouraging me to travel faster than the other far newer cars circulating the course. If you are not convinced that you need to attend next year's event, then I am a lousy communicator. Just get hold of anyone who



Stephen Babinsky in the passenger seat of his 1910 Packard 30 Gentleman's Roadster Runabout with *Louis Fourie* at the wheel, and *Robert Casey* along for the ride.

Photo: Casey Maxon

Billboard continued from page 3

wrote in to remind us that 2019 is the centennial of the Essex automobile, and that the 2019 Hudson Essex Terraplane Club "International Meet" will be held July 16th through July 21st at the Isle Hotel in Bettendorf, IA. For details see hetclub.org (the contact person for the convention is Aaron Cooper at het2019@hetclub.org). The public is invited to visit, look at the cars and parts at no charge, though registra-



1924 Essex Six (first series)

Source: John O'Halloran

has attended one of these events and listen to their stories.

One such story is how the event did not wrap up after the Saturday luncheon quite as planned. It started innocently enough. A Tucker (from the William E. Swigart Jr. Automobile Museum [see the 1908 International 1-E on page 7] and was there courtesy of Pat Swigart, widow of Mr. Swigart, who was also SAH Founder #86.) and the GM LeSabre Concept (on loan from GM Heritage) needed to be relocated from the building where they were the subject of a presentation. As we were finishing our lunch, we were treated to the sight of these cars in motion. It is one thing to see the LeSabre static up close, but it is another seeing it cruise past. The site was enough to get people standing up at their tables. Repeated appearances of the car indicated that people were getting rides and some of us finished lunch rather quickly to get into the lineups.

Then a Nash-Healey joined the fray, except at a far faster pace. Its pilot, who had better remain nameless for fear of incrimination, proved that Donald Healey did some fine chassis tuning. Unfortunately a bench seat made it extremely difficult for yours truly to stay on my side of the car. A seat belt would have helped but splayed legs and arms had to suffice to keep me where I belonged. Next thing I know, there was a roar of an angry V8 chasing us down. Behind was a 1955 Chrysler 300 with a Hellcat transplant, making sure that it could muscle in on the fun all the time howling a delightful soundtrack. Even a Canadian attendee added his Corvette to the excitement. Everyone was having a blast—it was absolutely intoxicating.

On behalf of SAH I extend our sincere appreciation to Diane and her HVA team, supported by *Don Capps* and *Bob Barr*, for an outstanding event, particularly because this Conference was dedicated to celebrate the 50th Anniversary of SAH.

—*Louis F. Fourie*

tion is required for closed events.

Wanted: Contributors! The *SAH Journal* invites contributors for articles and book reviews. With your help, we can continue to feature a steady and consistent stream of material advancing the record of automotive history. Please contact the editor directly. *Thank you!*



Automotive historians in action: *David Cooper*, second from right, emphasizes a point for *Peter Larsen* and *Ben Erickson*, while *Jonathan Sierakowski*, far right, looks on. (Photo: *Peter Moss*)



SAH IN PARIS XXIV

EUROMEETING RETURNS TO FAMILIAR SURROUNDINGS

The Society's 24th annual Euromeeting returned to our traditional and spiritual home, the Automobile Club de France in Paris, after a year's absence. Our French organizer, *Laurent Friry*, together with his colleague and collaborator *Phillipe Grümm*, managed to negotiate the calendar and menu of the Club for this year's event, at a very reasonable price. The capacity crowd very much appreciated the return to familiar and comfortable surroundings.

As is customary, some of our annual awards were presented at the auspicious venue. The Nicolas-Joseph Cugnot Award for a book in a language other than English was presented to *Sébastien Faurès Fustel de Coulanges* for *Lorraine-Dietrich: de la voiture de grand luxe au géant de l'aéronautique*, a work in French published by E.T.A.I. A comprehensive history of the Alsatian automobile and aero engine manufacturer, it chronicles the complex channels of multinational business with an appreciation of the challenges of the European automotive market between the World Wars. An Award of Distinction was presented to *Dobieslav Wielński* for *Encyklopedia Poznańskiej Motoryzacji*, a Polish-language encyclopedic work about the motor industry of western Poland.

At the meeting, it was announced that a new French organization was about to be formed. *Patrimoine et Histoire de l'Automobile en France* ("Heritage and History of the Automobile in France,"

abbreviated PHAF) has subsequently launched, and has elected as officers: President, *Laurent Friry*; Secretary, *Sébastien Faurès*; Vice-president, *François Vanaret*; and Treasurer, *Philippe Ladure*.

Held on Thursday evening, February 7th, the meeting coincided with the second full day of *Rétromobile*, France's long-running winter historic automobile event.

Many SAH attendees spent time at the five-day show, and attended the car auctions held on most evenings. In contrast to last year's city-snarling snowfalls, 2019 brought seasonal (above freezing) weather and only occasional light rain. Next year's Euromeeting, the 25th, is expected to take place on Thursday, February 6, 2020.

—*Kit Foster*



Photo: Peter Moss

Sébastien Faurès, left, receives Cugnot Award for *Lorraine-Dietrich: de la voiture de grand luxe au géant de l'aéronautique* from *Kit Foster*.



Photo: Peter Moss

Dobieslav Wielński, left, receives Award of Distinction for *Encyklopedia Poznańskiej Motoryzacji* from *Kit Foster*.



Minis to the max! 60th anniversary of the 1959 Mini launch was celebrated with 24 variants of the first generation.



Pardon my dust! The high end dealers had so many red Ferraris that some created pixie dust barn finds in order to draw in foot traffic.

RÉTROMOBILE 44

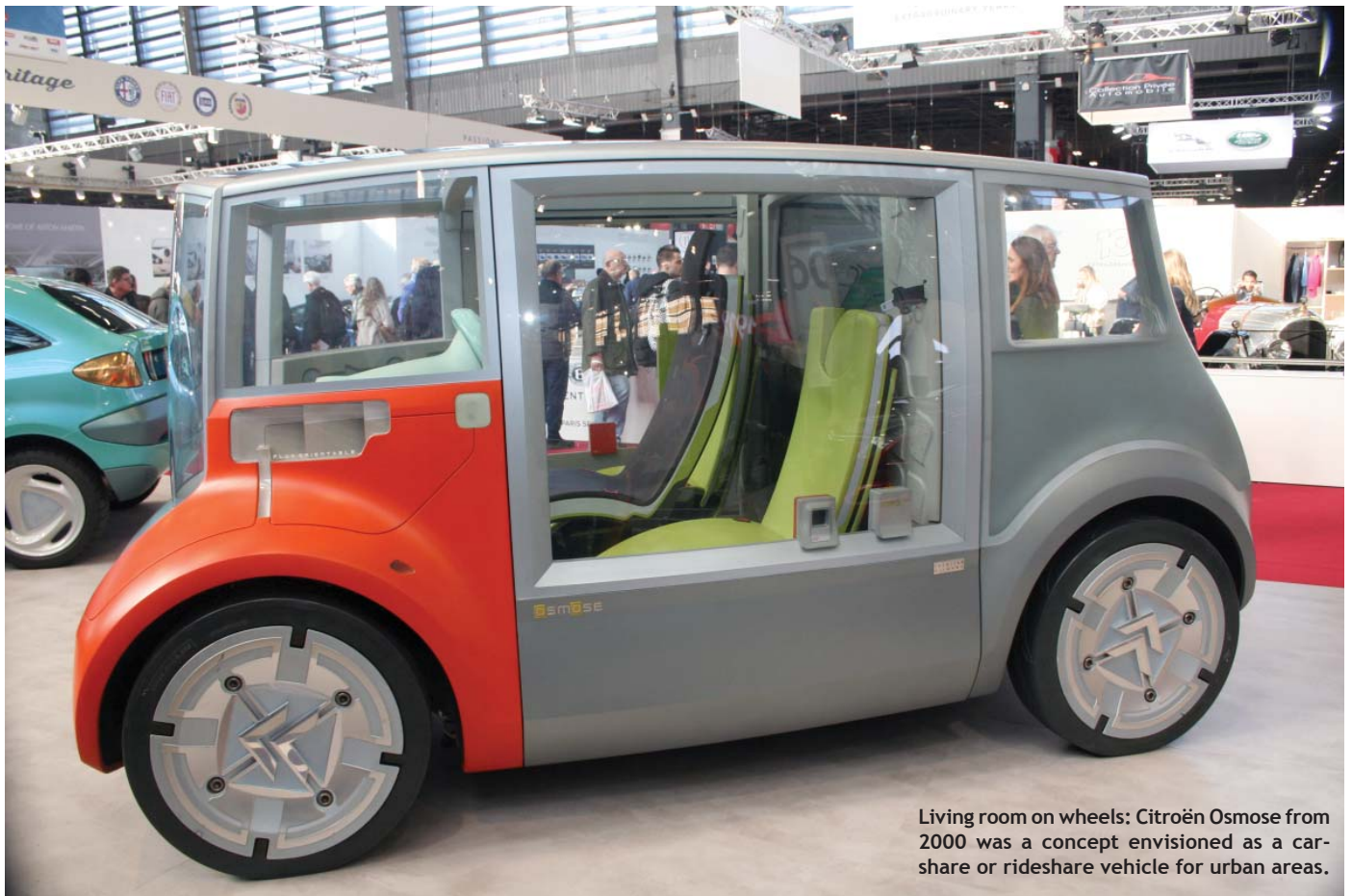
LES EXPOS & ANIMATIONS 2019 ONT SU VOUS SEDUIRE!

The French have a word for it: *Rétromobile*. If such a thing existed in North America it would probably be rendered “Historic Automobile Event” or “Indoor Winter Old Car Festival,” accurate enough but missing the Gallic flair.

This past February, Europe’s premier indoor winter classic car show roared into Paris for its 44th year, occupying three buildings at Paris Expo grounds at Porte de Versailles. In the aftermath, the promoters boasted “*Les expos & animations 2019 ont su vous séduire!*” (the expositions and animations of 2019 have seduced you), which also diverges a bit in translation, but you get the drift. *Rétromobile*

is a five-day event that combines exhibits by classic car dealers, current manufacturers and clubs, with vendors of parts, services and automobilia. The French “Big Three,” Peugeot, Citroën and Renault (okay, it’s really Big Two since Peugeot and Citroën are corporate siblings) always have lavish exhibits featuring cars from their historic collections. Citroën had an extensive display of significant models and concept vehicles in the automaker’s history.

Rétromobile 2019 occupied about the same amount of floor space as the 2018 show, but while last year had some open spaces at the back of the third hall, this year’s *Rétro* was chock-a-bloc



Living room on wheels: Citroën Osmose from 2000 was a concept envisioned as a car-share or rideshare vehicle for urban areas.



The under-25,000 euro “car corral” had a stand-out “Rumbler seat” 1931 Buick coupe, priced right at the limit.

from beginning to end. The high-end classic car dealers had taken advantage of available space by enlarging their displays. In fact, the hectares of red Ferraris tended to blend in with one another, such that nearly all dealers had placed some sort of dusty barn find (either real or simulated) out front in order to draw in foot traffic.

Anniversaries are a perennial pastime at *Rétromobile*. Twenty-nineteen marks 60 years since the British Mini made its debut. The organizers marshaled 24 of them covering the lifetime of the first generation, including such variants as the Mini Moke, the Wolseley Hornet, the Mini Marcos fiberglass kit car and the 1995 Rover Mini Cooper Monte Carlo.

The cyclecar, a low-cost, lightweight open personal vehicle, enjoyed a very brief vogue in the United States in 1914. In Europe, however, where cars were comparatively more expensive and more highly taxed, its popularity lasted more than a decade. Prominent among the cyclecars was the *Bédélia*, a tandem-seat belt-driven conveyance built in Paris from 1910 to 1925. The Friends of *Bédélia* club managed to gather 14 of the 18 known survivors in a large display. Unusual variants included a competition model and an ambulance, the latter essentially a *Bédélia* with an ironing board on the bonnet.

Fondation de l'Automobile Marius Berliet is a perennial exhibitor at *Rétromobile*, and this year's theme was massive. The former automobile and truck manufacturer, now absorbed into Renault, brought an immense T100 *le Géant du Desert* (the Giant of the Desert) to the show. When built in 1957, it was the largest truck in the world, measuring more than 15 feet high, 15 feet wide and weighing 112 tons. The engine was a 30-liter Cummins V-12 diesel, developing 700 horsepower. Four were built, for the oil and mining industries. The T100 at *Rétromobile* spent its career in the oil fields of Algeria, before returning to the *Fondation's* museum in Lyon.

Last year's popular *véhicules de collection à moins de 25000 euros*, what we would call a car corral, was again a feature. Limited to cars with asking prices of €25,000 (\$28,000) or less, it comprised mostly older restorations and original cars of the 1960s to '90s. Unexpected discoveries included a nicely-restored 1931 Buick “Rumbler Seat Coupe” at the €25,000 limit. At the other end of the spectrum was a 1986 Zimmer Golden Spirit marked down to €24,990 from a higher asking price.

The 45th *Rétromobile* will be held from 5th to 9th February 2020.

—Kit Foster



Liliputian show-goers emphasize the enormity of this 700 hp Berliet T100, built for service in Algerian oil fields.



That's the Spirit! Marked down to €24,990, this 1986 Zimmer Golden Spirit exuded classic kitsch.



HISTORY ON THE FIELD: THE AMELIA ISLAND CONCOURS D'ÉLEGANCE

From Rétromobile to Pebble Beach, there's History on the Field. This and future articles will look to highlight certain examples at shows and concours—vehicles with automotive history appeal.

Here are examples seen at the 2019 Amelia Island Concours d'Élégance (AIC). The concours listed 303 vehicles in 38 classes in its show program. The AIC uses display placards with owner-provided histories. Here we utilize those histories, editorializing along the way.

This year there were two classes for early automobiles: "Horseless Carriage High Wheelers" (HC) that included these cars: 1903 Holsman Type 3 (Robert Lederer, South Barrington, IL), 1907 Success B [1] (Real Steel Collection, New Milford, CT), 1908 International 1-E (William E. Swigart Jr. Automobile Museum, Huntingdon, PA), 1908 Sears Model J (Norm Hutton, Franklin Lakes, NJ), and a 1909 IHC Auto Wagon (Jeff Chatten, Canton, GA);

and "Horseless Carriage 30+ Horsepower" (HCB) that included these cars: 1910 Palmer Singer 6-60 (Richard King, Redding, CT), 1911 Packard 30 (Robert McKeown, Perryopolis, PA), 1911 Stanley 72 (Norm



Shanklin, Wilton, NH), 1911 FIAT 55 Roadster (George Dragone, Orange, CT), 1913 Locomobile M-48 Series III Touring Car (Malloy Foundation Inc., Corona, CA), 1913 Stevens-Duryea C6 Touring (Steve Babinsky Lebanon, NJ). The best in class for HC was the 1907 Success B [1] and the HCB best in class wasn't listed in the program, a 1910 Thomas Flyer 6-70 Flyabout [2] (Jim Grundy, Doylestown, PA). The 1903 Holsman was the oldest car on the field (note its tiller steering):

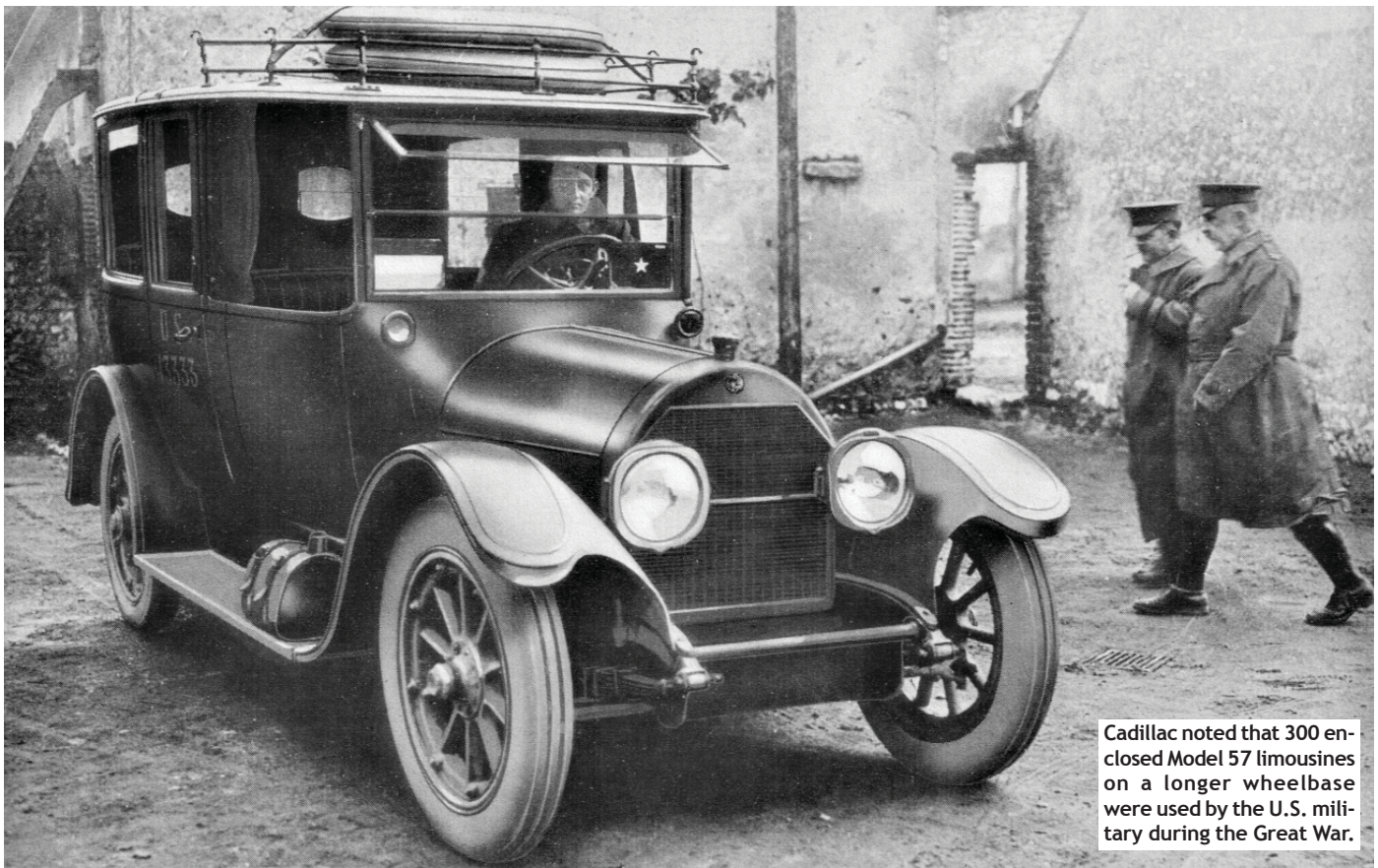
1903 Holsman Type 3 [3]: Holsman introduced his high wheel automobile to the public at the Chicago Automobile show in January 1903. This Holsman Type 3 is one of the very earliest built. Power is supplied by a 12 bhp two cylinder engine. The transmission device consists of the ordinary vehicle brake beam or shaft suspended on hangers by roller bearings and revolving in a forward direction by a simple chain connection to the motor shaft. There was no reverse motoring capability. The road wheels are 52 inches in diameter, shod with solid rubber tires. It is claimed the vehicle can attain a



speed of 18 mph. The boarding steps are in front of the front axle making entry to the vehicle awkward. The car was found many years ago in the Pittsburgh, Pennsylvania area by Robert Watkins and he performed the original restoration of the car. Within the last 10 years the original wheels were replaced and other sympathetic restoration has been done as needed.

Be sure to peruse the cover and back-cover cars captioned on page 2.

—R. Verdés



Cadillac noted that 300 enclosed Model 57 limousines on a longer wheelbase were used by the U.S. military during the Great War.

GM AND THE GREAT WAR PART 3

Cadillac provided V-8 water-cooled engines, transmissions and clutches for the 2½-Ton Artillery Tractor. The standard Cadillac V-8 motor was a ninety-degree L-head design with a cast iron block and an aluminum crankcase with three main bearings and removable cylinder heads. Company literature of 1919 read: “The only deviations from the standard Cadillac V-type engine were: a slightly different oil pan and two oil sumps to facilitate lubrication, no matter what position the tractor might get into while under operation; the magneto system was substituted for the battery-generator to withstand the intense vibration caused by rough travel.” The engine was under quarter-inch armor plating, but otherwise the components and driver were left basically unprotected.

Displacement was 314.5 cid producing SAE 31.25 hp. The power rating refers to bhp, or brake horsepower, in comparison to taxable horsepower. To clear this up it should be noted that at the time horsepower was interpreted differently by such groups as the National Automobile Chamber of Commerce, or NACC. It was an outgrowth of the

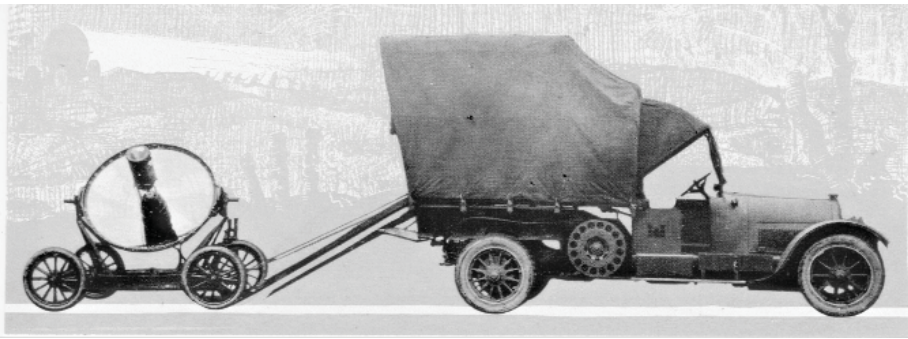
Automobile Board of Trade by 1913, having evolved from the Association of Licensed Automobile Manufacturers, A.L.A.M., an organization defending the George Selden Patent of 1895 and placed in charge of collecting royalties on all vehicles powered by petroleum distillates. That was the origin of “taxable horsepower.” NACC was also responsible for ascribing horsepower numbers by using the dimensions of internal combustion engines, not necessarily by measured power. Henry Ford challenged the Selden Patent in 1903 and won on appeal in 1911, consequently freeing up the whole industry and removing advantages for electric- and steam-powered vehicle manufacturers.

“Light Aviation” Searchlight trucks were also built by Cadillac during the WWI. A longer 145-inch Cadillac chassis was used along with a specially-built General Electric generator, which was mounted between the frame bars and in front of the rear axle. Otherwise, the light truck’s power train was standard, except that the modified selective sliding gear transmission could engage the generator. The vehicle had a canvas covered open cab and a large canvas “Conestoga”

style canopy where the searchlight was carried.

A ramp was used to roll out the searchlight, which was connected by a cable to the generator. Therefore, the Cadillac served as a light truck used to carry the entire searchlight unit instead of pulling a trailer, giving the vehicle more versatility, especially around airfields. The small, four-wheel, auxiliary chassis, also built by Cadillac, carried a 60-inch searchlight, which was capable of throwing light for fifteen miles. Most importantly, the searchlight “wagon” could be placed at a distance away from the truck using a long “umbilical cord cable,” so that, in case of destruction by enemy fire, the motor truck itself could remain intact and operators were safer. A photo ad of the Buick searchlight truck did not show such a cable.

The truck and all equipment weighed 8,000 lbs (compared to 4,425 lbs for a standard Model 57 seven-passenger) yet was proven to be capable of over 50 mph on a good surface, and on a good day. Cadillac V-8 engines were also used in Britain as the motive power for observation balloon winches. This entire piece of equipment was



Like Buick, Cadillac built Searchlight trucks. The difference was that Cadillac used a roll-out wagon for its spotlight, which had an umbilical power cord.

built as a unit on a flat platform that could be mounted on a truck.

Company literature of 1919 pointed out: “In addition to the more important tasks of producing Army motor cars, Liberty Engines and tractor power plants, Cadillac was called upon to produce the following: three hundred and fifty thousand cartridges for three inch trench mortar shells for the Jackson, Church, Wilcox Company of Saginaw, Michigan. Three hundred sixty-three thousand seven hundred ninety-six miscellaneous screws, turn-buckles, and other small parts used in airplane construction for the Aircraft Division of the Fisher Body Corporation, Detroit, Michigan. Three thousand beveled drive gears for use on the Ford Tractor, for the Fordson Company, Dearborn, Michigan.”

Many Cadillac employees themselves were sent off for military duty in World War I. Out of a total of 2,693 that were enlisted from Cadillac in the Great War, 1,206 came from the Cadillac factory (of whom five were killed) and 1,487 from the retail organization across the nation (of whom 28 were killed).

Company literature also addressed yet another personnel problem: “One of the most exasperating problems which continually confronted American manufacturers



Late in 1918 Buick built a 6-cylinder tracked vehicle called the “Newton” cargo carrier after a British company by that name, but orders were cancelled, as were many military contracts.

during the war was the insidious work of the pro-German in the shops, and Cadillac naturally had to contend with its share of his evil practices. Men were found putting emery into the machines. One, when notified that his services were no longer needed, threatened to bring ‘his gang and blow up the factory at seven o’clock that evening.’ Others tried to influence their fellow employees to ‘Lay down on the job. There is no credit in it.’

“There was too much loyalty in the make-up of the Cadillac employees, however, to allow such conditions to exist. Evil practices were discovered and dealt with in the early stages of the war. Thus Cadillac succeeded in avoiding serious pro-German annoyances that were suffered by various other war industries.”

Yet another challenge for the Cadillac Company of World War I was dealing with the Spanish Influenza, which killed millions of people around the world at that time. Cadillac documents stated: “When the Spanish Influenza was most prevalent, Cadillac was not without its share of trouble. As many as 130 cases a week developed, hindering production, at a time when efficiency should have been the highest.”

At the end of the war one Cadillac limousine was presented as a special gift to General John Pershing. Each part on it was imprinted with a tiny American flag. The car was “painted suburban blue with interior a blue mohair antique to match the body artistically set off by a gold background; fixtures are of gold; a ladies’ vanity case, a gentlemen’s smoking set and electric lighter are among the conveniences; five cord tires are part of the equipment.”

Although the ladies’ vanity case was an elegant touch, designers may have forgotten that General Pershing’s wife, and all of his children but one, died in an accidental house fire at the Presidio in San Francisco a few years earlier. As of this writing, this motor

vehicle military gem has never been found and was very likely dismantled for parts, unless it was removed to an unknown private collection.

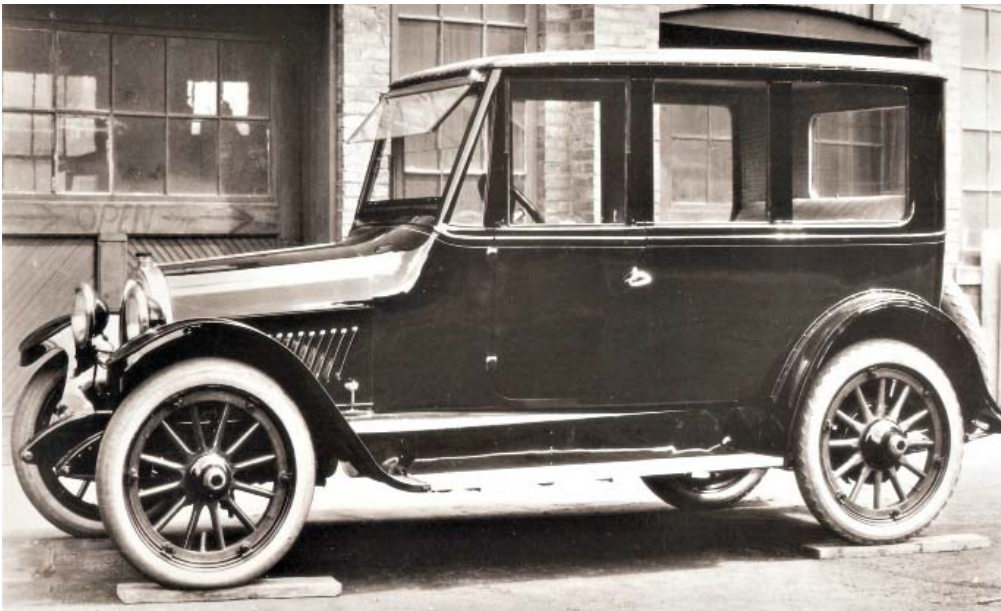
In 1919 Cadillac President and General Manager R. H. Collins wrote, “The Cadillac organization is glad that it was able to contribute something to the strength of the nation and its allies; proud if that contribution was even a step toward victory. It is an honor that Cadillac was called upon to manufacture machines of war, that there were in its employ so many competent, red-blooded loyal men and women able to contribute to industrial requirements of war.

“These veterans of the shops were allotted the industrial chores of war. They remained at home, faithfully performing the various tasks to which they were assigned. There were no fond good-byes, no mother’s blessings nor tears to soften their departure from the every-day pursuits. When the war was won, they wore no *croix de guerre* or other distinguished insignia of valor. They remained clad in the simple uniforms of their craft, content that they had done what they had been required to do.”

However, in view of this summary and overall success of General Motors for well over a century, on the centennial of Ransom Olds leaving his company Oldsmobile as a brand was dropped by GM. And to the tune of billions of dollars, the Federal government bailed out GM from bankruptcy on the centennial of its founding. Then GM announced closures of five plants and some 14,800 jobs to be eliminated two weeks



As is implied in this cartoon of 1919, at the end of WWI, the U.S. automotive industry was “First Class” but deemed to be no longer essential to Uncle Sam, despite very important contributions including those of General Motors.



Oldsmobile was assigned to build thousands of wheeled field kitchens. Nevertheless, by 1919 an example of the Model 37 sedan was shown as the one-millionth car built by GM.

after the centennial of the Armistice. The press noted that certain Buick, Cadillac and Chevrolet models would be discontinued. Moreover, new Federal tax cuts prompted GM to buy back \$10.6 billion worth of its own stock in 2018—the largest such buy-back in history.

General Motors had become an icon of the military-industrial complex. The U.S. and its industrial might became exemplified by General Motors alongside many other powerful industrial entities. A lot of the credit has been attributed to GM president Alfred Sloan with his reliability and expertise. He first became vice-president of GM in 1918 and then president in 1923. He joined the Board of Directors in 1937. Sloan was crucial, but in reality, of course, there were countless men and women who contributed to the strength and productivity of GM.

GM also became involved in the conflicts among Arabic people. The Treaty of Versailles “stripped Germany of its colonies in Asia and Africa” while redrawing the bor-

ders of the Middle East. It has been written that France and England “carved up” the Ottoman Empire under the Sykes-Picot agreement, with France managing Syria and Lebanon and England lording over Jordan and Iraq, the latter with its vast oil reserves, an essential commodity for enterprises such as GM. That is not an indictment of GM; that is just the “way of the world,” fortunately or not.

However deeply GM has been involved with the military—in WWI and WWII, and in more recent wars such as in Iraq and Afghanistan—both Ford and GM (by way of Opel) inadvertently contributed to motor vehicle, aircraft, and munitions production in Germany, where GM along with other companies was nationalized by the Nazis. In recent decades GM became more directly involved in military operations overseas. The activity of several armed forces would once again pertain directly to GM’s purchase of the HUMVEE division of AM General in June of 1999.

It’s well known that the rugged light 4x4, better known as the Hummer, was shipped for Desert Storm operations. Then with GM responsible for all marketing and distribution, HUMVEE vehicles (Hummer H1—not the civilian H2 and H3. [Note: “Humvee” is a military slang pronunciation of the acronym HMMWV, meaning High Mobility Multipurpose Wheeled Vehicle. —Ed.]) were shipped by the thousands overseas for the 2003 invasion of Iraq. Subsequently, with many improvements and iterations, still more vehicles and materiel found their way to the Middle East (including GM Defense products). American military presence has continued in the region as of this writing.

The Treaty of Versailles was not the panacea some thought it should have been. It produced conditions for re-defining and re-aligning Eastern Europe and creating conditions for the Yugoslav Wars that started in 1991. With its draconian restrictions on commerce and military spending for the Axis Powers, especially Germany, the signed Versailles agreement of 1919 created drastic financial stresses as well as social upheaval and political resentments allowing the rise of fascism, and within only twenty years: the Second World War.

One hundred years later historical records show 90% of GM truck production by November 11, 1918, had been dedicated to building vehicles used for government and primarily military purposes. That relationship with the U.S. government and the company’s political character has never really changed. However, if the Allies could not have won without America’s involvement in WWI, perhaps America would not be able to win without General Motors.

—Albert Mroz



ONE OF FIVE MOTORPARKS CONSISTING OF MOTOR EQUIPMENT TURNED IN BY AMERICAN ARMY AND MARINES BEFORE RETURNING TO THE U.S. IN THE SPRING OF 1919, THIS MOTOR PARK WAS AT CHÂUMONT FRANCE. (SHOPS IN BACKGROUND) HJ TANGEN, FISHER, VETERAN OF 1ST WORLD WAR.

Once the “war to end all wars” suddenly came to a halt in 1918 military contracts were cancelled, and surplus and abandoned vehicles flooded the market here and abroad.



Source: en.wikipedia.org/wiki/Fossmobile

A "TRIBUTE" TO THE FOSSMOBILE (1897)

As a young boy growing up in Fort Chambly, Quebec, from time-to-time I would hear stories of my grandfather George Foote Foss's invention. At times, I would overhear these stories as my father shared the details with friends and neighbors who were visiting our home. However, the stories that I most often heard came directly from my grandfather, as we visited him frequently. I fondly recall sitting on a footstool near his feet as he sat in his large comfortable chair recounting the steps he took in tinkering, planning, and ultimately building a gasoline-engined automobile, which was to be the first in Canada—later dubbed the Fossmobile.

In the early 1960s (I was only about age seven), I recall that everyone around me was talking about a flurry of renewed interest in his accomplishment. It was then that he was presented with two honorary memberships: one from the Vintage Automobile Club of Montreal (VACM) and the other from the prestigious Antique Automobile Club of America (AACA). Only two Canadians have ever received this latter honor. The other Canadian to receive this honor was Colonel Robert Samuel McLaughlin, who started the McLaughlin Motor Car Company in 1907, which was one of the first major automobile manufacturers in Canada.

With these two initiatives, there came a swarm of media attention and I can recall being shown newspaper clippings, many of which I still have in my possession today. Not only were there photographs and articles written about his honorary memberships, but many of the local papers also reprinted his earlier writing of "The True Story of a Small Town Boy," originally published in 1954, by *The Sherbrooke Daily Record*.

Having a relative with historical significance meant that most of his descendants

have ended up using his invention story—and the various publications about it—as a topic for school projects. I remember using his story as a topic for one of my school projects, both of my two children did, and just a year ago my six-year-old granddaughter did a "show and tell" at her school about her great-great grandfather's invention.

George Foote Foss (September 30, 1876 – November 23, 1968) was a mechanic, blacksmith, bicycle repairman and inventor from Sherbrooke, Quebec.

It was in early 1896, during a trip to Boston, Massachusetts, to buy a turret lathe for his expanding machine shop, that my grandfather saw his first automobiles. These cars, electrically driven broughams, were rented out for \$4.00 an hour. He paid the fee to have a ride, but unfortunately, after a ride of only half an hour, the batteries died. Returning to Sherbrooke, he decided to build an automobile that would address this problem.

During the winter of 1896, he developed a four-horsepower, single-cylinder gasoline powered automobile. In the spring of 1897, he completed his invention: the first gasoline-powered automobile to be built in Canada, which was, later referred to as the "Fossmobile."

My grandfather drove his car in and around Sherbrooke for four years. He later moved to Montreal, Quebec, where the car sat idle for a year before he sold it for \$75 in 1902. He had previously turned down an offer to partner with Henry Ford who went on to form the Ford Motor Company. He turned down the offer, as he believed Ford's Quadricycle vehicle to be inferior to the Fossmobile. He also turned down financial backing to mass-produce the Fossmobile, citing his inexperience to do so, as he was only 21 years old at the time.

I am often asked if I know if my grandfather had any regrets about not partnering with Ford or not mass-producing his invention. From everything I recall hearing him say, he had no regrets. He enjoyed a simple life and I heard him say on more than one occasion, that "you don't live a long life with the stresses of running a big business." He passed away at age 92, so perhaps his theory was right, at least for him.

Recently, I re-opened the Foss family archives to better understand and accurately document my grandfather's remarkable accomplishment. My objective has been to find ways to share this historic Canadian event

with automotive enthusiasts, historians, and future generations of Canadians. To this end, I have established "Fossmobile Enterprises," as a means to build networks, foster collaboration and share important historical memorabilia.

As George Foss' grandson, I have talked with some visionaries and I am seeking the help of other potential experts in vintage automobile restoration, for a very special project. The goal is to use reverse engineering (the reproduction of an inventor or manufacturer's product), to create a tribute automobile, emulating as closely as possible the specifications of George Foss' invention of the first gasoline powered automobile built in Canada: the Fossmobile. There are no original drawings, so the tribute automobile will have to be based solely on detailed scrutiny of original Fossmobile photos.

I have begun the process of acquiring vintage parts from the era, with the hope of building this automobile, replicating parts only when it is absolutely necessary. I will provide oversight for this process and collaborate with automobile historians and experts. Along the way, the journey will be documented, while ensuring attention to detail.

The hope is to honor my grandfather's legacy and bring to greater light this significant chapter of Canadian history. With its completion, this tribute automobile will be a tangible embodiment of the first gasoline car built in Canada. There is a growing interest in showcasing the completed Tribute Fossmobile in classic automobile shows. However, it will eventually be donated to a Canadian museum to enhance historic education for current and future generations.

Further information can be found on the website: fossmobile.ca. Fundraising has been initiated, hoping to attract personal donations and corporate sponsorships to help with the cost of building the Tribute Fossmobile. Anyone wishing to participate can access a "Go Fund Me" link from the Fossmobile website or use the search word "Fossmobile" on the www.gofundme.com website. Alternatively, a check can be sent to Fossmobile Enterprises.

—Ronald M. Foss

Editor's Note: The SAH's organizing mission included saving obscure makes from oblivion. The fact that the Fossmobile never went into production may explain its absence from compilations. Our author, Ron Foss, can be reached via email at: rfoss@fossmobile.ca.

Book Reviews

Hobbo: Motor Racer, Motor Mouth, The Autobiography of David Hobbs

by David Hobbs with Andrew Marriott

Evro Publishing (2018)

EvroPublishing.com

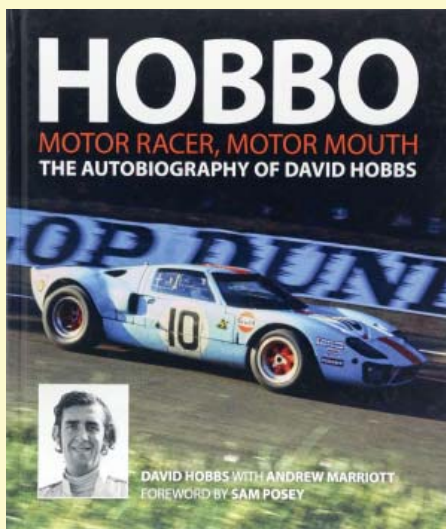
304 pages, 9.5" x 11.25" hardcover

159 color, 193 b/w images, indexed with a "favorites" appendix (a limited listing of cars, people and race tracks)

Price: \$79.95

ISBN-10: 1910505315

ISBN-13: 978-1910505311



Automotive historians—and especially those allied with SAH's International Motor Sports History Section—need to pay special attention to this book. *Hobbo*, the name by which David Hobbs is best known, is in all ways a superlative living history interview focusing on contemporary motorsports competitions at, primarily, the professional level as he lived and experienced it.

Museums from time to time have staff, budget, and interest to conduct living history recorded interviews which are then transcribed and available to researchers. This book at 304 pages easily exceeds in detail and scope many living history interviews. Best of all it is available to anyone who wishes a copy of this generously illustrated—with 159 color and 193 b/w images—book. Thus

it possesses something else no living histories contain: an index and table of contents plus appendix which greatly facilitate using the book for research.

David Hobbs entered the racing realm as a teenager in the UK as the 1960s dawned. Before he retired from active race car driving 30-plus years later he'd competed in series ranging from Formula 1, Indy Car, vintage racing, IMSA, Can-Am, Trans-Am, Formula 5000 and more in cars of all makes and styles at, quite literally, tracks (on street and road courses and ovals alike) the world over.

A decade prior to Hobbs formally retiring from career driving, he'd recognized that day would come. But he also knew that retiring from driving wouldn't end his need to earn a living so, ever-pragmatic, he'd begun first exploring becoming and then actually transitioning to a racing broadcaster/commentator. In turn that also led to various public speaking and event hosting gigs. With the broadcasting employers primarily in the USA, in 1994 he and his family opted to make a permanent move from the UK to the United States.

As others have observed, including this reviewer, the time spent reading feels much as though you've invited the two bylined-authors, subject racer-turned-broadcaster David Hobbs and journalist-broadcaster Andrew Marriott, into your own living room for a visit. As with a visit there are asides and thoughts that make their way into the conversation that wouldn't normally be in a written history—insights in other words.

As the story goes, it took the combined communications skills of a "small army," and some number of years too, to bring Hobbs' book to reality. Mags, his wife Margaret's preferred way of being addressed, started it all by urging and encouraging Dave (as she calls him) to tell his story. So gradually Hobbs started assembling his thoughts, notes, and recollections.

As his driving career morphed into broadcasting, Bob Varsha became a co-worker and the two developed a friendship. Varsha put in some time and effort to try to order and organize Hobbs' thoughts. Hobbs refers to him as his book's "instigator" though the project lapsed until another fellow broadcaster and a journalist with deep experiences in racing, Andrew Marriott, took over the fine tuning and tweaking of the manuscript making it publishable.

That's also when the next obstacle and delay occurred as the initial publisher "ran into problems." Neither that publisher nor the problems are identified but it was a happy day for all (writers and readers alike) when new publisher Evro picked up the project as the result is in all ways first rate; entertainingly readable with visually handsome pages in a quality binding. The book was formally launched at the 2018 Amelia Island Concours d'Elegance.

—Helen V Hutchings

Early Australian Automotive Design: The First Fifty Years

by Norman Arthur Darwin

H@ND Publishing (2017)

handpub.com.au/ +03.53.346466

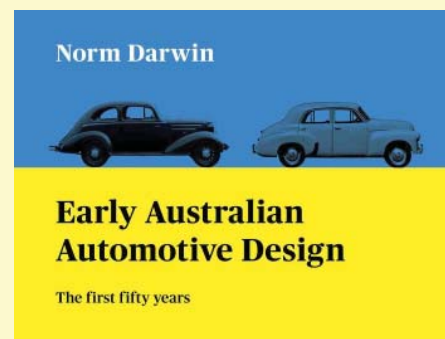
333 pages, 12.2" x 9.84" hardcover

100s of images (some color), bibliography, indexed

Price \$59.95 (AUD)

ISBN-10: 0975690051

ISBN-13: 978-0975690055



Norm Darwin has previously published five books on Holden and two on Ford Australia. His latest book with a Foreword by Michael Simcoe, GM Vice-President of Global Design, is the extension of a thesis towards a doctorate at RMIT University.

The first and last chapter record experimental and low production design efforts by Australians. This reviewer is not certain what criteria determined placement of these exploratory designs in front or back of the book. Early body designs are covered next followed by motorized contributions to World War I. There is little doubt that Australians were just as innovative and creative as their counterparts elsewhere in the world, but a limited market and the usual lack of capital stumped most efforts.

The next two chapters cover mechanical designs up to 1925 and standardized body manufacture brought about in 1917 by tariffs limiting body imports, a factor well

known to Australians but the foreign reader may not recognize the significance of this briefly mentioned event.

The remaining two lengthy chapters covering manufacturing consolidation and innovation leading up to WWII and the creation of the first Holden automobile were particularly appealing to this reviewer, by virtue of detailed research with many full page period images. The introduction of the iconic sedan-based pickups called utes and the Sloper coupes with practical folding rear are covered in detail.

The creative book layout involved two columns separated by a center mostly blank column used to identify images and sub-headings of the text. This works well except in the final chapter where crowding sometimes creates problems. A few editing glitches were evident. Several chapters conclude with profiles of individual designers grouped by periods, a valuable record.

This book is a rich and comprehensive history of early creativity in Australia with enough detail to appeal to a demanding and knowledgeable reader. Some earlier histories are successfully challenged, increasing the knowledge base of historians. The reader is also given insight on why Australian engineering and the ability to do more with less has caught the attention and been studied by many manufacturers. Anyone interested in broad Australian auto history plus an in depth look at the evolution of the 1949 Holden needs to read this book. Highly recommended.

—Louis F. Fourie

The Legacy of Justice: An American Family Story
by Tom Madigan with Ed Justice, Jr.

ejje Publishing Group (2018)

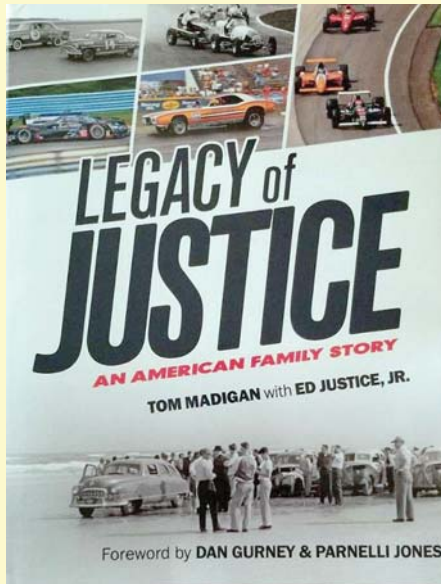
ejjeus.com/

496 pages, 9.5" x 12.25" hardcover dustcover
156 color, 286 b/w images, bibliography, indexed
Price: \$90

ISBN-10: 0982899947

ISBN-13: 978-0982899946

This beautifully-produced book encompasses a century of racing and other motorsports history along with U.S. and Justice family history. It begins in this country's heartland during the years between the two world wars then, post WWII, takes the reader along from coast to coast as three brothers, James "Gus," Lawrence "Zeke," and Ed, establish their business naming it simply, using their family surname, Justice



Brothers and proceed to build the company into what today manufactures and sells its impressive line of products internationally.



At the time they were beginning their business, formal drag and stock car racing didn't exist and only twenty 500s had been run at Indianapolis. Prior to starting their business Zeke was Frank Kurtis' first Kurtis-Kraft employee with brother Ed subsequently coming to work there too. Together, they would be responsible for the first-ever use of Dzus fasteners on Kurtis-Kraft midgets, then champ cars.

Being around racers exposed the Justices to Wynn's Oil Company and it wasn't long before the brothers formed their own company as a Wynn's distributorship. In turn this precipitated their nearly decade-long relocation to Jacksonville, Florida. They arrived there in time to be on the ground floor

as NASCAR was forming: more racers, more names including Bill France and bootlegger turned racer Red Vogt among others.

But the west coast beckoned. When the opportunity to purchase the west coast Wynn's distributorship arose, the three Justices, with respective wives and children, packed up and returned to Southern California. A decade later things changed at Wynn's that directly led to the Justices no longer being a distributor. That event would become the catalyst leading them to establish and sell their own product line.

The book's nearly 500 pages, illustrated with over 400 photos, are a pleasure to read and look at as they convey the reader to the sand of Daytona, the track and garages of the Indianapolis "brickyard," and the bricks that paved the streets of the Justices' hometown, Paola, Kansas. Other voices help tell the story too as there are transcribed interviews with Red Vogt's son, Dan Gurney, Parnelli Jones, Frank Kurtis' son Arlen, Johnnie Parsons and

others. Two of the most poignant interviews are with two employees that bookend the company. Bernice "Bunny" Bailin was the first office employee and the current VP Kelvin Muinos began his 30-plus year association as an outside accountant. Their comments lend insights attesting to the character and personalities of each of the Justice brothers with Muinos describing "Ed Sr. as the conscience of the company, Zeke, the heart, and Gus the financially responsible yet all always [*sic*] kind, considerate and polite."

It's a book to enjoy on the first read. It is also one that should become a reference for all that it relates and shows of the times, the people, the places, and—yes—the cars.

—Helen V Hutchings

Gaston Grümmer: The Art of Carrosserie
 by Philippe-Gaston Grümmer & Laurent Friry
 Dalton Watson Fine Books (2017)
 daltonwatson.com/
 736 pages, 11¼" x 8¾" hardcover, slipcase
 56 color and 513 b/w images,
 and 520 illustrations
 Price: \$295 (Leather Edition: \$1,800)
 ISBN-10: 185443294X
 ISBN-13: 978-1854432940



Before WWII nearly all premium automobile producers made only the chassis and then a coachbuilding firm would supply a body to the specification of the client (which may well have been the chassis maker itself). In a way, then, a bespoke car like that had two makers.

When one lists the number of automobile producers and coachbuilders, and compares the depth of attention each has received in print, the balance disfavors coachbuilders. There are various reasons for this, largely having to do with the postwar shift where even the surviving premium automobile producers moved to bring complete production in-house, and decisively with the introduction of unibody construction where a full chassis was eliminated from automobile construction.

In rare cases, some coachbuilders were absorbed by automakers (such was the case with Park Ward, and H.J. Mulliner, absorbed by Rolls-Royce), but by and large they went out of business and all traces of their records and achievements were lost (or destroyed during the war), save the bits that may have survived by archaic circumstances, and whatever was recorded in magazines and newspapers.

Occasionally, happily, a squirreled away dossier or archive appears where sufficient core material allows for the proper telling of a lost coachbuilder's design and manufacturing achievements, and the story of how it was made to happen. That it is what happened here, allowing for the lost work of Gaston Grümmer to come to life. This is rare, and the telling of many coachbuilders' stories remains a frontier in the field of automotive history. Co-author Philippe-Gaston Grümmer (Gaston's

son) found a trunk of records of his father's work as a coachbuilder. Co-author *Laurent Friry* is an automotive historian and author, and a two-time Cugnot, Non-English award recipient—in 2011 for *Gotha de l'Automobile Française* (ISBN-13: 978-2726888872) and in 2014 for *Farman: De l'aviation à l'automobile* (ISBN: 978-2726897478).

Like many coachbuilders, Grümmer's roots are in the horse drawn carriage trade. Gaston Grümmer's path waded through learning the family trade, then going off to war (WWI) and coming home to resume his path. Gaston had a definite vision for the direction of his product, which led to a consolidation to form Carrosserie Gaston Grümmer, established on July 30, 1924 with Gaston Grümmer as the sole owner. After much acclaim and concours d'élégance successes, the firm was declared bankrupt on August 27, 1935.

The subject is covered chronologically—literally via year-by-year chapters after covering family history. Volume one covers 1924 through 1933, and volume two covers 1934 and 1935, then provides seven appendices over two hundred pages covering a stunning assortment of drawings, chassis data, brochures, and more. The style of the narrative occasionally

overlaps, repeating subjects in varying depth and detail whenever the subject being covered in any given chapter calls for it.

This Dalton Watson publication stands with the lavish treatment its other recent coachbuilder books have received. Its two-volume slipcased format is executed with fine materials and paper, and the graphic presentation delivers an engaging experience. Its landscape orientation is reminiscent of *Automobile Quarterly*—a format AQ chose, as they said in their first issue in 1962, to best display the natural shape of the automobile, though they then proceeded to occasionally bury slices of the front or back of an automobile in the book's gutter, breaking and destroying an otherwise superlative picture each time. As in AQ this happened in the Grümmer book, in both works only enough times to wish it never happened at all.

While the amount of material presented is truly astonishing, the exact total production by Grümmer was unknown but was estimated by the authors to be about 600 cars, with fewer than ten cars known to survive. This book belongs in any complete automotive library, and will be of particular delight to enthusiasts of fine, classic, automotive coachbuilding.

—R. Verdés

Charles Clifton of Pierce-Arrow



A Sure Hand
and a Fine
Automobile

Roger J. Sherman



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As head of Pierce-Arrow in its formative years, Colonel Charles Clifton played a significant role in the development of a venerated automobile manufacturer. Roundly respected in his time, Clifton was also a force in automobile trade associations for nearly a quarter century, and a major figure in the Selden patent licensing controversy.

This biography covers Clifton's wider role in the early American automobile industry as well as in the growth of Pierce-Arrow, using industry publications and periodicals of the time as well as recollections of his associates and contemporaries.

288 pages \$45 softcover (7 × 10)
 95 photos, bibliography, index
 ISBN 978-1-4766-7584-8
 Ebook 978-1-4766-3609-2 2019



NEWS AND EVENTS

Around the Globe Coverage of the Antique Automobile

SOCIETY OF AUTOMOTIVE HISTORIANS

A new automotive historical organization called the Society of Automotive Historians has recently been formed to promote the preservation of automotive history, which includes all types of self-propelled land vehicles.

The Society is international in scope and in membership. One of its purposes is to rectify errors in contemporary compilations of auto history and to record the available information on obscure makes of automobiles about which little is known, and to share this information with all members.

The Society, which held its organizational meeting this past fall in ANTIQUE AUTOMOBILE's offices during the AACA National Fall Meet at Hershey, publishes a monthly newsletter for the membership in which members exchange

data and make requests regarding various research projects.

For further information contact Guy P. Seeley Jr., Secretary/Treasurer, The Society of Automotive Historians, 271 Stanmore Road, Baltimore, MD 21212. G. Marshall Naul

ENGLAND ISSUES "HISTORIC MOTORING" COMMEMORATIVE STAMPS

England has long been a favorite among postage stamp collectors because of the many attractive commemorative issues brought out each year. During the coming year, they will make old car enthusiasts happy as well, as a monthly commemorative stamp on the history of motoring throughout 1970 will be issued.

The first stamp was issued in November 1969, depicting an 1899 12 h.p. Daimler in full color, commemorating the



LOVE HAS NO BOUNDS — James Hoskinson rests his feet on the running board of his 1927 Model T Ford touring which now looks out the bay window of his living room in Santa Monica, Ca. Hoskinson had to tear up shrubbery, remove the bay window and convince a crane operator he wasn't putting him on in order to have his Model T lifted some 20 feet above the street and gently put down in place. Wide World Photo.

London to Brighton Run. Other stamps to be issued and their dates of issue are as follows:

February
March
World
70th
Henry
Rolls
Septem
First B
vember

Spec
will be
Museum
writing
seum, Palace House, Beaulieu, Brockenhurst, Hampshire, ENGLAND.

AOT ANNUAL MEETING

The Society of Automotive Historians was organized on October 11, 1969. This announcement of its organization appeared in the March/April 1970 issue of *Antique Automobile* (Vol. 34 No. 2) and its editor was SAH founding member 2: **William S. Jackson**. Note the scope of the stated mission of the SAH by founding member 10: **G. Marshall Naul**. The AACA Library and Research Center makes issues available for *Antique Automobile* back to the first issue in 1937. For details to obtain these issues on a flash drive, go to: AACALibrary.org/USB.

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the annual citations at the meeting to those elected as follows: Paula Murphy,

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ANTIQUA AUTOMOBILE

AN AMERICAN RACER

BOBBY MARSHMAN AND THE INDIANAPOLIS 500



MICHAEL ARGETSINGER

Michael Argetsinger's new biography of Bobby Marshman

In a fine narrative of Marshman's meteoric rise to the top of American championship racing, author Argetsinger captures the amazing career of one of America's greatest talents behind the wheel, whose life was sadly cut short by a tragic testing accident at Phoenix in November of 1964.

AN AMERICAN RACER: BOBBY MARSHMAN AND THE INDIANAPOLIS 500

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