

SAH Journal



ISSUE 302
JANUARY / FEBRUARY 2020

\$5.00 US

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Billboard

A book review follow-up: *Helena Hutchings* informs: if any reader of SAH's last issue of the *Journal* is still curious about how the author, Tim Considine, of *The Yanks at Le Mans* arrived at the Toll Hall Sexton name for his publishing company consider the following three names of famous Le Mans yanks: Phil Toll Hill, Carroll Hall Shelby, and Dan Sexton Gurney.

Wanted: Seeking information regarding the company named **John VanDenBerg & Sons Body Builders** that was located in Hawthorne, New Jersey, and in business (at least) from the middle 1920s to the middle 1930s constructing custom truck bodies and "boxes" for a wide range of uses and thus clients as is evidenced by the somewhere-north-of 200 images of which one is seen here.

It would appear that the client provided the chassis, engine and in some cases a cab to VanDenBerg & Sons who then constructed the vehicle to meet its client's needs and specifications. From the photographic evidence, clients for whom custom bodies were constructed were lo-

cated all over the states of New York and New Jersey and at least as far west as Ohio and in between.

The sheer volume of individual bodies and clients indicates this was a substantial company yet, to date, no information has been found regarding John VanDenBerg & Sons Body Builders. *Can you help?* Do you know *anything* about the company or its owners? Do you have information that might help us find solid, historically documentable facts about the Hawthorne, New Jersey, company of John VanDenBerg & Sons Body Builders?

If you have any pertinent info to share please contact SAH member *Helen V Hutchings*, 3907 N W Krysten Street, Topeka, KS 66618-2743, or email at hvhent@juno.com or by phone at 785-233-0874.



Front cover: This is an Electric Vehicle Co. Hansom cab photographed on Broadway in front of Macy's flagship store in New York City circa 1905. The story of this extinct vehicle complements the Rétromobile story in this issue, where electric vehicles were showcased. If the picture is familiar, that's because a small version was used in *SAH Journal* No. 268 (May/June 2014). The source was not able to give details about the picture, and research for this issue did not identify details. If the reader can identify further details about this picture please contact the editor.

Back cover: This photo was taken in Riverside Park and boat house in Toledo, Ohio, probably between 1905 and 1910. (Source: shorpy.com.) The car appears to be a Pope-Waverly Electric Runabout with tiller steering. Electric cars were popular with women, as *Bev Kimes* wrote in *SAHJ* No. 268: "That it was white-glove clean and simple to use made it an exemplary car for women whose husbands could afford a second vehicle. The Astor, Vanderbilt, Belmont, Carnegie, et alia ladies all drove electrics, as did Mrs. Henry Ford and other wives of gasoline car manufacturers."

Submission Deadlines:

Deadline:	12/1	2/1	4/1	6/1	8/1	10/1
Issue:	Jan/Feb	Mar/Apr	May/June	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

ISSUE 302 • JANUARY/FEBRUARY 2020

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An Affiliate of the American Historical Association



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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

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President's Perspective



As the Walrus said to the Carpenter, “The time has come to talk about many things.” While I might not be discussing shoes, ships, sealing wax, cabbages or whether pigs have wings, I will begin by mentioning the coronavirus COVID-19. As I write these words, the global havoc that COVID-19 is creating continues to unsettle our lives in ways both large and small—from the shelter-in-place to social or physical distancing restrictions brought about by COVID-19 to the all-too-real prospects or the reality of unemployment for some to the disruptions in doing such routine things as grocery shopping, getting a haircut or participating in a meeting. Given time, we will undoubtedly adjust, but that is always easier said than done and not necessarily in ways we can presently imagine.

Thanks to COVID-19, I found myself sitting home rather than being in Allentown, Pennsylvania, for the Fourth International Drive History Conference, a joint effort by the Historic Vehicle Association (HVA), the Society of Automotive Historians (SAH), the College of Charleston, the NB Center for American Automotive Heritage, and the tremendous support from a number of other organizations and individuals. It was with very heavy hearts that *Diane Parker*, the vice president of HVA, and I came to the realization that we would need to postpone the conference until 2021. After all the effort that everyone had put into this year's conference, it was, not to mince words, almost a physical blow.

The team at HVA (*Casey*, Erin, Preston, and Nick who did much of the heavy lifting), along with those at the NB Center (especially Keith and Maria), the College of Charleston (Dr. Barry Stiefel), and the SAH (especially those who served as reviewers for the papers that were submitted) were creating the proverbial Good Plan that was really coming together. They deserve our sincere thanks and deep appreciation for the hard work they had put into this year's conference. I cannot praise them highly enough, but neither can I help but feel the deep, crushing disappointment that the cancellation created. The Driving Experience, the presentations, and the amenities were all going to be outstanding. We had listened to all the comments, both the not so nice for us to hear and the kudos, with a determination to address the areas where we needed improvement and accentuate the positives. Without exception, I felt that this was being done.

Undaunted, we—the HVA, SAH, College of Charleston, the NB Center, and the many others involved in the conference—are looking forward to the “Fourth and a Half” International Drive History Conference to be held in Allentown from April 22-24, 2021. We, as a team, will pick up where we left off—before we were so rudely interrupted—and do our best to build on what we planned for this year's conference and make it even better.

What we need is YOU.

The International Drive History Conference is as much an experience as it is a conference. The conference provides a kinetic involvement that is truly unique: the Driving Experience. What we had in store for 2020 was incredible. Plus, there were a few surprises that were in store as well. As ever, the paper presentations were going to be top notch. Once again, there are few conferences that match the food offered at the conference. Most important, of course, are the people who attend, ranging across the spectrum of the world of automotive history.

We hope that in April 2021, YOU are among them.

The Society of Automotive Historians in Britain (SAHB) has reached an important milestone: The publication of *SAHB Times* has now reached issue 100. An always fascinating publication, it is a journal that invites not only reading from cover to cover when it arrives, but many re-readings as you realize that something you are reading at the moment triggers the memory of something that you remember from another issue of *SAHB Times*. My best wishes to the SAHB and for the many more years of the *SAHB Times* that are before us.

This November, just two days after Thanksgiving Day, on the 28th, will mark 125 years of automotive contests in the United States. It was an event that was postponed several times, from July to Labor Day to early November to, finally Thanksgiving Day of 1895. Sponsored by the *Chicago Times-Herald* (created by the merger of two newspapers earlier in the year), the “Motor Cycle” event finally took place in the aftermath of a snowstorm that blanketed the Chicago area during the previous several days, turning the contest from Jackson Park to Evanston and return into far more of an endurance test than it already would have been. Of the dozens of entries, only six competed in the contest, the Duryea of Frank Duryea eventually emerging as the victor.

As someone with a lifelong fascination with the city of New York, its history and especially its architecture, I must say that I was more than a tad embarrassed to realize that several photographs that I thought I was quite familiar with contained an element that I somehow managed to overlook, despite knowing better! How I ever managed to overlook the Hansom cabs appearing in each of the photographs is beyond me, but I managed it! I think that you will enjoy the story of the Hansom electric cabs as much as I did.

In closing, I wish to extend my heartfelt thanks to all those who serve on the various committees of the SAH as well as those who continue to support not only this organization, but the many other fine organizations around the globe supporting the study of the automobile and its history.

—H. Donald Capps



Manuel Lage, left, accepts Cugnot Award for *La Hispano Suiza, empresa pionera. El deportivo Alfonso XIII*, as Kit Foster reads the citation. Roberto Varela Fariña of the Spanish Embassy looks on at right.



Author Thomas Braun, left, and publisher Valentin Schneider, center, proudly accept Award of Distinction for *Durchgeboxt*.

SAH EUROMEETING COMPLETES HOMECOMING 25TH PARIS DINNER LOOKS OUT ON PARIS SKYLINE

Last year, the Society was delighted to return our annual European meeting to the Automobile Club de France, host to all but two of our 25 winter gatherings. This year, we were further delighted to meet and dine in our “old room,” the Salle De Dion, which overlooks the Place de la Concorde and has spectacular nighttime views of the city. We also “reclaimed” our traditional night, the eve of the opening of Rétromobile, Europe’s major winter historic automobile event. Over the years Rétromobile has evolved from a ten-day show opening on Friday to a five-day event commencing on Wednesday. Thus it was on Tuesday evening, the fourth of February 2020 that thirty-eight members and guests from nine countries gathered for our 25th Euomeeting and dinner.

This year there were three awards presented for books in languages other than English. Receiving the Nicolas-Joseph Cugnot Award for the best book in the field of automotive history was Manuel Lage of Madrid, Spain, for *La Hispano Suiza, empresa pionera. El deportivo Alfonso XIII*. The Alfonso XIII has often been referred to as the world’s first sports car. This definitive history creates a memorial to a moment when their country succeeded in meeting the highest standards of technology and artistry. The book was published by *Ministerio de Economía, Industria y Competitividad* (the Spanish Ministry of Economy, Industry and Competitiveness). Representing the Ministry was Roberto Varela Fariña of the Spanish Embassy in Paris, who undertook to send the publisher’s plaque to Madrid via diplomatic channels.

There were two Awards of Distinction presented. Gundula Tutt, of Vörsstetten, Germany, was honored for her book *Kutschenlack, Asphalt schwarz & Nitroglanz*, a treatise on the materials and methods of automotive finishing systems from 1900 through 1945, beginning with brush-applied carriage varnish, progressing to oil-based baked enamels and on to the spraying of nitroglycerine lacquers developed in the 1920s. It was published by Karren Publishing of Munich.

The other Award of Distinction went to Thomas Braun. Titled *Durchgeboxt*, the book concerns all measure of small-series and one-off cars and trucks based on the chassis of the Volkswagen or inspired by it. Author Braun accepted the award, and Valentin Schneider represented publisher Schneider Media.

Many friendships were renewed, and new acquaintances made. Reaction to the new date was generally positive. Final plans for 2021 have not been made, but the calendar suggests the Euomeeting is likely to occur on February 2nd.

—Kit Foster



Gundula Tutt, left, accepts Award of Distinction for *Kutschenlack, Asphalt schwarz & Nitroglanz* from Kit Foster.



Your new Lambo is ready: Lamborghini R340 *tracteur* is up to the minute.



Renault tractor was outfitted with unusual "Rotapede" tracks.

RÉTROMOBILE 45 LES TRACTEURS SONT-ILS DES AUTOMOBILES?

Are tractors automobiles? I've always thought so. If "automobile" is a thing that moves under its own power, then a tractor, which moves itself and other things with its own power, is an automobile. Rétromobile certainly feels the same way. This year's show, the 45th, chose tractors for the largest, yet most remote, display. At the far end of Hall 3, nestled up to *Expo-vente Voitures Moins de 25 000 €* (think car corral for vehicles under \$27,500), was an expansive array of tractors, some of which bore surprising nameplates. Of course there were Fords and Fordsons and Fiats (all of which, ironically, are now together, the U.S. brands under the New Holland label) and the British David Browns, but other names were not familiar in agricultural circles. Lamborghini, of course, built tractors before embarking on automobiles, but who has ever seen an Alfa Romeo tractor, or Citroën or Renault? All were there, notable among them a Renault with "Rotapede" tracks, similar to what we know as "Caterpillar tracks," but with long flat plates instead of short cleats. Presumably they're for use in sand or soft ground.

As for the cars next door, what can you buy for €5,000 these days?—a 1952 Fargo pickup, for one. Fargo, you remember, was a Canadian and overseas brand for Dodge trucks, and the one offered was very well restored, but for less money you could buy some exquisite VW Beetles (€18,000 to €22,500) or a delicious little Bianchina with a folding motorbike on its luggage rack.

Down on the main floor, Volkswagen was celebrating 70 years of utility vehicles, with a Coca Cola van and a sweet 23-window microbus. Citroën showcased a couple of SMs and a tracked Kegresse, then put forth the most egregious asymmetrical contraption since Virgil Exner's Plymouth XNR, the electric-powered X E-TENSE Concept. Actually, it out-Exnered Exner, reversing the asymmetry from front to rear. You hadta be there to appreciate it (or not).

Throughout the show, we were reminded that electric cars are nothing new. Peugeot had an example of the 1941 VLV, one of the electrics that got Paris through fuel-starved World War II. Also present was a 1942 CGE (Compagnie Général Électrique), chock-a-block with batteries front and rear. Nearby we were reminded that by WWII electrics were already old hat: Ettore Bugatti built some in the early 1930s.

One corner in Hall 1 is traditionally set aside for pioneering cars, and there under the banner of *Club Teuf Teuf* were examples of Salmson, Lion Peugeot and Rolland-Pilain cars. ("Teuf teuf" was coined from the exhaust note of early one- and two-cylinder



Citroën's electric DS X E-Tense Concept was reminiscent of Exner's Plymouth XNR, yet went one better with opposing asymmetry front and rear.



engines.) Adding some international intrigue was a 1902 Curved-Dash Oldsmobile. The oldest vehicle was an 1891 De Dion Bouton et Trépardoux Dos à Dos à Vapeur from *Musée Automobile de Compiègne*. The elevated walkway from Hall 1 to Hall 2 was devoted to an evolutionary display of the cars of Czech manufacturer Tatra.

The usual offerings of automobilia and literature did not disappoint. If you wanted a Bugatti pedal car there were plenty from

which to choose. Model car dealers were as populous as ever, but these days they aim more for the budget-minded buyer than the connoisseur. By far, most models were priced at €20 or less. Obviously of modern manufacture, most were still of good quality.

Rétromobile 46 will open on February 3, 2021, and run for five days. It's not April in Paris, but the weather is usually compliant and hotel accommodations are plentiful and reasonable.

—Kit Foster



The Citroën display highlighted the tracked “Kegresse” models built in the 1930s for use in the desert.



Bugatti pedal cars? *Mais oui!* Take your pick.



Oldest car at Rétromobile was this 1891 De Dion Bouton et Trépardoux Dos à Dos à Vapeur.



This 1902 Curved-Dash Oldsmobile was right at home in *Club Teuf Teuf*.



Ettore Bugatti built electric cars, too. This Type 56 dates from 1931.



Czech automaker Tatra had a large heritage display.



When is a Dodge not a Dodge? When it's a Fargo, a brand used in Canada and overseas. This one was priced at €24,990 (about \$27,500).



1942 CGE (Compagnie Général Électrique) reveals electric propulsion used during World War II.



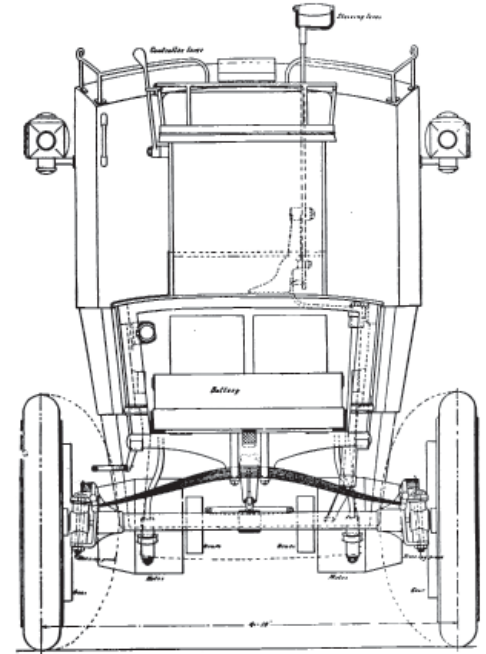
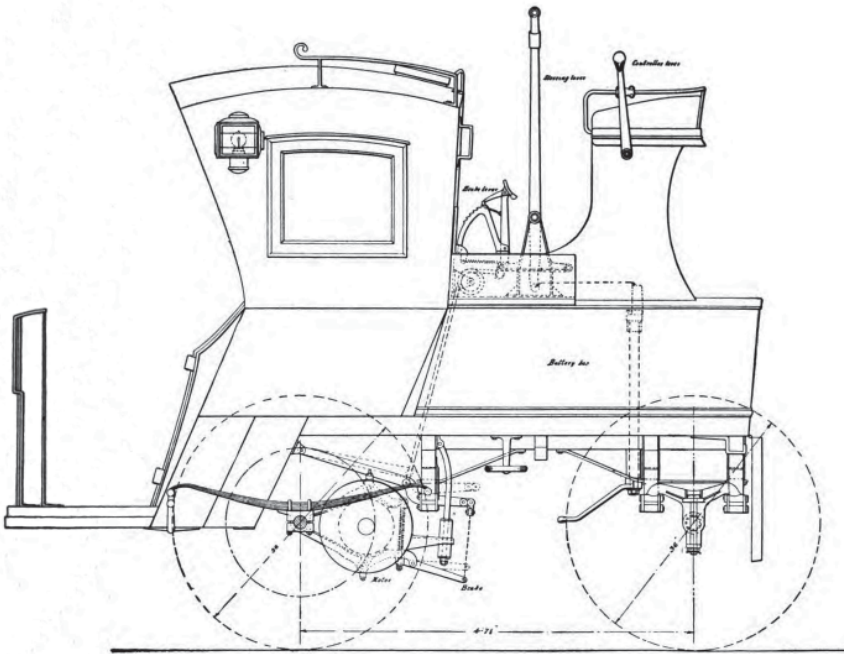
Cute little Fiat-based Bianchina was equipped with a folding motorcycle for urban exploration.



Street rods in France? Who knew? The French Street Rod Association proudly showed this Deuce coupe.



Volkswagen Group was celebrating 70 years of the Type 2 with this 23-window Microbus and other styles.



Drawings of the side and rear views of the Electric Vehicle Company's Hansom cab.

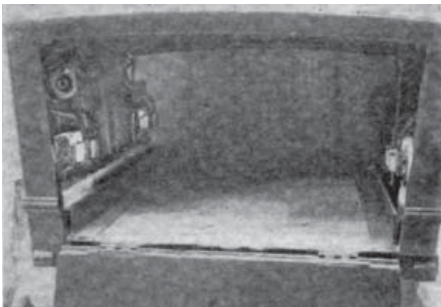
REQUIEM FOR A HANSON 19TH CENTURY ELECTRIC CAB ON THE STREETS OF NEW YORK CITY

In print, in conversation, at shows, everywhere one looks these days, one would never know that electric and petrol transportation began nearly simultaneously in the 19th century, and it was not clear in those early days which of the two would outgrow the other. Of course, today we know the answer, and the “win” was so decisive that electric cars disappeared thoroughly—no

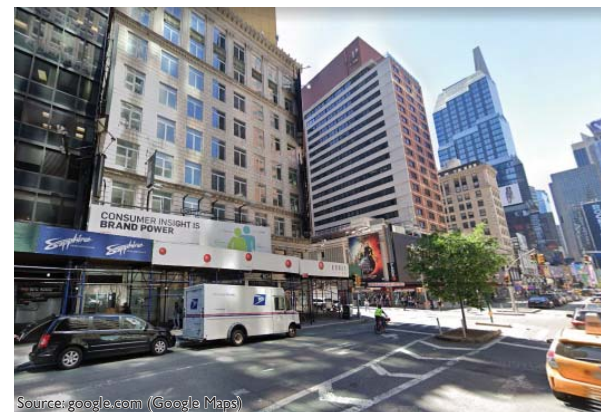
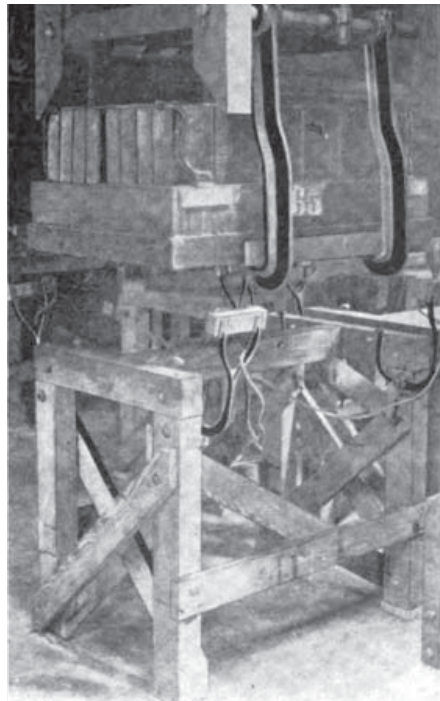
wonder we forgot that they were there from the start. Like the internal combustion engine, today’s electric vehicles bear little resemblance to those early examples. Our memories are further taxed when any of those early models have no surviving example in our time. One lost example is the subject of our story: the Hansom cab made by the Electric Vehicle Co. No surviv-

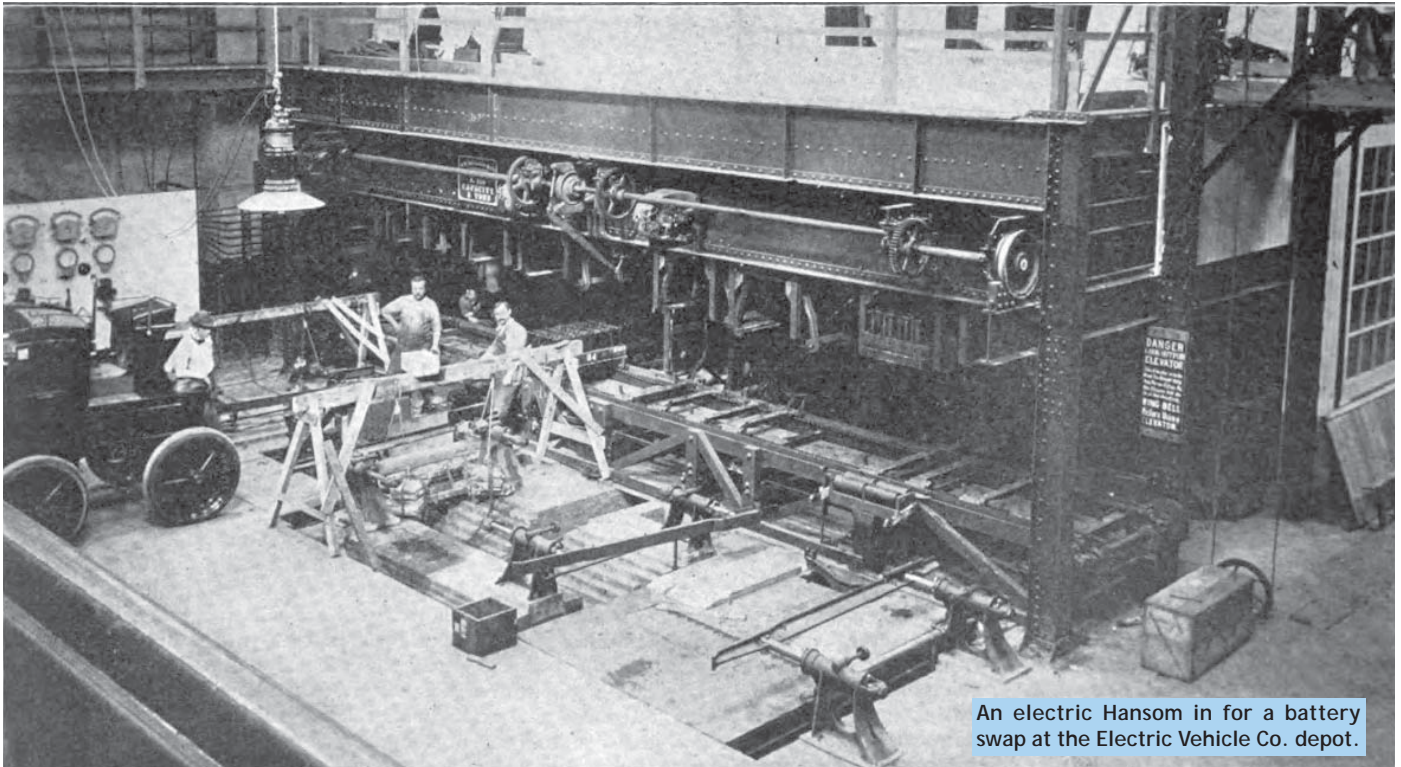


The Electric Vehicle Co. depot in 1898 located at 1684 Broadway in New York City. Below: the same site as it appears today.



Above and below: before and after a box sleeve with its batteries is placed in a cab as shown at the bottom of page 9. Right: a spent set of batteries is charged while in its sleeve.





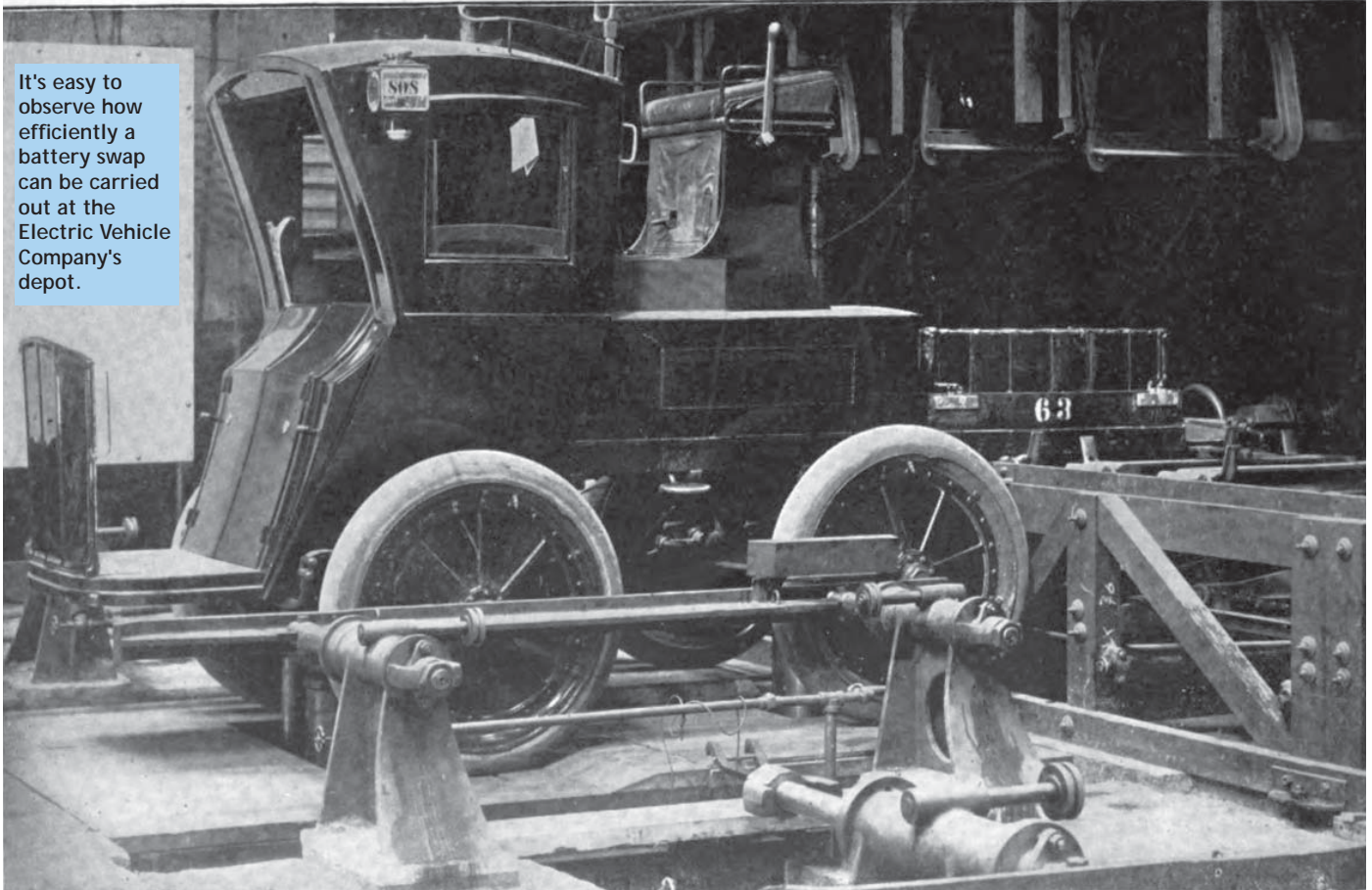
An electric Hansom in for a battery swap at the Electric Vehicle Co. depot.

ing example has been found. The reader is encouraged to report any surviving example to the editor.

The Hansom was originally conceived as a two-wheeled carriage with one horse

(patented in 1834 by Joseph A. Hansom in England). This electric version was of nearly identical design, with a rear section added to accommodate the platform for the batteries and two additional wheels. With

significant range limitations, these cabs could only reach practical application in metropolitan settings with short distances to cover. Here we look at the cabs while in use in New York City.



It's easy to observe how efficiently a battery swap can be carried out at the Electric Vehicle Company's depot.



Above: The Flatiron Building (originally the Fuller Building) is a steel-framed landmark building at 175 5th Ave (at 23rd St.) in New York City. It opened in 1902 and here it's seen about a year later. Below: a close look of the area shown by the red arrow in the photo (above), featuring an electric Hansom cab.



Another hurdle was the time it would take to recharge the batteries. An innovative solution was found by setting the batteries in a boxed sleeve so that a spent battery pack could be slid out and replaced with a charged sleeve of batteries very quickly. Then the spent packs were recharged. To accomplish this the Electric Vehicle Co. built a depot at 1684 Broadway between W. 52nd and W. 53rd Street on the east side of the street. It was described in *The Horseless Age* as the “most complete plant in the world for the care and maintenance of electric vehicles.”¹ A cab would come in and back into a loading dock that would perform the battery pack switch, and the cab would be back out on the street with little loss of time.

These days, the silence of electric vehicles has spooked fear of getting hit by one because you can't hear it coming. This was noted in a 1902 account in *Automobile Topics*



with a sad account that started by stating: “Another illustration of the danger lurking in automobiles which make no distinct, well-defined noise...” and continued: “Scores of shoppers and clerks hurrying out to lunch at noon yesterday saw a fourteen-year-old boy crushed to death by an automobile at Fifth avenue and Nineteenth street. The victim was Joseph Henry, a cash boy, employed in Lord & Taylor’s store at Broadway and Nineteenth street. He had run out of the store to buy some candy and was dodging his way back, in a hurry, among the carriages on the avenue when he was struck. The auto-

Above: The Flatiron Building again, during the same period as in the image shown above-left. Below: a close look of the area shown by the red arrow in the photo (above), featuring an electric Hansom cab. (The gent in the white uniform with a broom is taking care of what appears as dark smudges in all these images.)





Left: Broadway circa 1905 looking north towards Times Square (previously Longacre Square until renamed in 1904). Note the "Packard Motor Cars" dealership on the left at 1540 Broadway. Above: a close look of the area shown by the red arrow in the photo (left), featuring an electric Hansom cab.

mobile was a hansom cab and weighed 3,000 pounds. The boy had just darted out from behind another cab when he got in front of the one that killed him. To the driver in his

high seat the boy was invisible, but the machine tipped sidwise and backward a little, and Curley [*the cab driver—Ed.*] knew that he had run over something. The boy was still

conscious and knew just what to say under the circumstances . . . to Policeman Muller, who pulled him gently from under the cab, the boy said, before a question was put to him: 'I'm Joseph Henry and live at 358 West Forty-ninth Street, and work at Lord & Taylor's. Tell my mother' . . . he died in New York Hospital within half an hour after the accident."²²

The electric cabs were on the scene in 1897. They were popular in European and American cities. Rolls-Royce developed a 90-degree V8 engine with pressure-feed lubrication for a horseless carriage in 1905 made expressly to compete with the silent and smooth running electric. Less than a handful



Left: Macy's flagship store at Herald Square (34th Street) circa 1905 (it's still there). Below: a close look of the area shown by the red arrow in the photo (left), featuring two electric Hansom cabs.





Left: Cafe Martin at the corner of 5th Avenue and 26th Street, New York City, circa 1908. It was Delmonico's restaurant from 1876 to 1899, then was sold in 1901, becoming the Hotel Martin (no longer there). Below: a close look of the area shown by the red arrow in the photo (left), with an electric Hansom cab waiting just outside the entrance.



were made, but it was the first V8 designed for commercial sale, and the only Rolls-Royce without a radiator up front—like the electric Hansom, none survive. As a petrol car it did not have the range limitations that plagued electric cars. The electric's range handicap was never resolved to the satisfaction of the market. By 1910 the electric cabs were abandoned everywhere except New York City where they lingered on for a few more years. Accordingly, New York City holds a prominent place in the history of these vanished

vehicles. Our presentation showcases these vehicles captured in some of the iconic vistas of Manhattan in their day.

—R. Verdés

Endnotes:

¹ *The Horseless Age*, Vol. III No. 6 (September 1898) p. 9 (article: pp. 9–17)

² *Automobile Topics*, Vol. III No. 13 (January 11, 1902) p. 480

Sources:

The Electrical Engineer, Vol. XXVI No. (September 1, 1898) 539, pp. 204–211 (all b/w images on pp. 8–9)

(continued on page 13)



Right: Easter in 1904 along New York City's 5th Avenue, from the southwest corner of 50th Street looking north with St. Patrick's on the right (it's still there, just dwarfed by its surroundings). Above: a close look of the area shown by the red arrow in the photo (right), with an electric Hansom cab almost completely obscured by the horse-drawn carriage.





Above: Another view of Macy's flagship store at Herald Square (34th Street) circa 1908 looking north, with the IRT Sixth Avenue Line (a/k/a the Sixth Avenue El) on the right. (Closed in 1938, today it's a Subway.) Below: a close look of the area shown by the red arrow in the photo (above), featuring an electric Hansom cab. Note what appears to be a Packard pulling away from the curb on the left.



Sources (continued):

Kerry Segrave, *The Electric Car in America, 1890–1922* (Jefferson, NC: McFarland & Company, 2019)

[See the book review in the *SAH Journal* No. 300 (Sept/Oct 2019)]

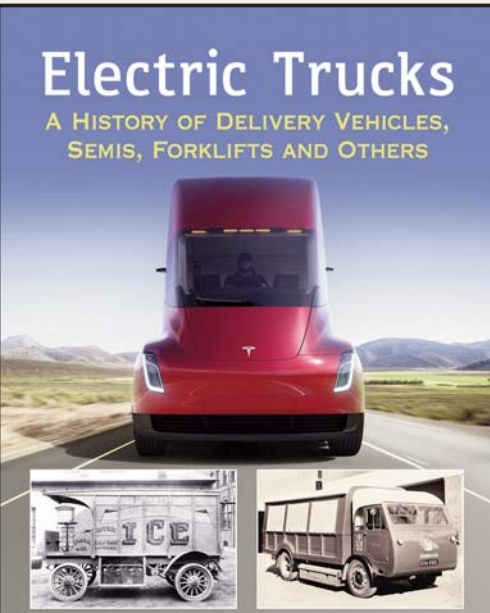
Beverly Rae Kimes, "Put The Cat Out And The Car On Charge," *SAH Journal* No. 268 (May/June 2014): 6–9

<https://www.shorpy.com/> (all images on pp. 10–13)

<https://www.hathitrust.org/> (accessed Jan-Feb, 2020)


Electric Trucks

A HISTORY OF DELIVERY VEHICLES,
SEMIS, FORKLIFTS AND OTHERS



Kevin Desmond

Foreword by Umberto de Pretto



McFarland

McFarlandPub.com • 800-253-2187

269 pages \$45 softcover (6 x 9) 2020

89 photos, appendices, notes, bibliography, index

ISBN 978-1-4766-7615-9 Ebook 978-1-4766-3618-4

Book Reviews

Tom Cotter's Best Barn-Find Collector Car Tales

by Tom Cotter

Motorbooks (2018)

quartoknows.com/ +1 800-328-0590

256 pages, 6.4" x 9.4" hardcover

8 b/w, 113 color photos; index

Price: \$30

ISBN-10: 076036303X

ISBN-13: 978-0760363034



Automotive archeology is a passionate pursuit to hunt for vehicles, learn their stories, and the thrill of the chase. Tom Cotter not only pursues his passion but is a gifted historian and storyteller. An author of sixteen automotive books, with a lifetime of experience in various parts of the automotive industry, he states that this book is a collection of his favorite stories from the five books of his “in the barn” series. His writing is authentic, engaging and drives you forward into the excitement and thrill of the seek and the find. Cotter is true to his word, “everything has to do with the story.”

The individual car stories are organized into six “sections”—each section with names like “Two-Wheeled Wonders,” “Muscle Cars and American Iron,” “Rarities and Oddballs,” and “One is Never Enough.” The book can be read back to front or the reader can jump between stories. Not only do the stories propel you from one vehicle to the next, but in turn the reader travels all over the world, from Soviet Russia, to the southern United States and throughout history. The 121 photographs show the aspects of each find, including the moss cover, the mouse nests, when buried in bushes, and the damaged and rusted. The index can be searched by vehicle type or by the person(s) connected to the story. The book is well constructed, so it will withstand years of handling.

Cotter shares many life lessons that also resonate with auto hunting throughout the stories—as with all passionate pursuits, he urges: “don’t be afraid to take chances.” The stories also reveal his ability to listen, to be persistent with the patience to wait and “... keep in touch with people who own the car you would like to acquire.” In some instances a dead end would quickly turn into an opportunity with one more phone call, one more knock on the door or one more connection.

This collection of stories also shows that it isn’t just about finding what is hidden in the barn, it is the people, when and how the cars were driven, and the stories behind how they ended up where they were found. Cotter unearths it all, from the unanswered letters, the doors shut in his face, the disappointment and the friendly souls that longed to share their story. “I’ve met folks who have had lifelong passions for the *Batmobile*, the *Monkeemobile*, and the green Mustang fastback from the movie *Bullitt*.” Each story—some two pages, some ten—conveys excitement. You may find yourself motivated to dig in, grab your boots, your bug repellent and begin your own search.

If you want to read only one of his books (guaranteed that you won’t be able to stop there), *Best Barn-Find Collector Car Tales* is the one. No matter what stirs your passion—the sounds and smells of an engine, the lines of the body, the thrill of the chase, the passion for an engaging story—it can all be found here.

—D. Naumann

Never Stop Driving: A Better Life Behind the Wheel

by Larry Webster, Zach Bowman, Jack Baruth, Brett Berk

Motorbooks (2019)

QuartoKnows.com/ +1 978.282.9590

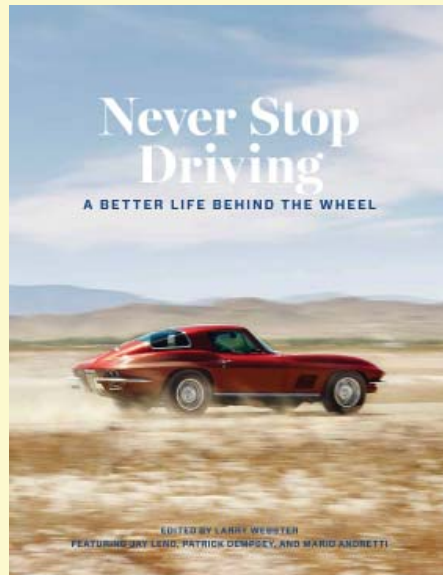
192 pages, 7¼" x 9¼" hardcover, dust jacket

1 b/w and 68 color images, no index

Price: \$28

ISBN-10: 0760363412

ISBN-13: 978-0760363416



Never Stop Driving is not full of significant information for the researcher or historian. It is an enjoyably easy read that can, and should, provoke or inspire the reader to some thoughtful consideration, especially when read in conjunction with an end-of-2019-published article, as explained further on.

Your commentator did not query the Quarto/MBI rep specifically, but all indications point to this book being, at least in part or possibly wholly, commissioned and/or sponsored by Hagerty Group LLC (the collector car insurance company) complete with lead author, Larry Webster, currently a vice-president of the company, and owner McKeel Hagerty who pens the Epilogue. Then too, these words appear on the masthead page, “Text © Hagerty Media Properties, LLC.”

The various contributors write about the myriad of ways automobilists exercise their interests. Some address the pleasures enjoyed deciding where to focus interest, finding that “dream vehicle” or repairing and then caring for it. Others introduce a reader to some interesting “practitioners” of the hobby including the respected and admired Peter Egan, accomplished Chevy Le

Mans-winning chief mechanic Dan Binks, or craftsman and restoration wizard Bruce Philip. The pleasures found at the track or shared with other family members are explored as well.

But it's the next to last chapter titled "The Social Network" that explores questions of changes to the car and the hobby influenced and practiced by various generations including that oft-heard lament regarding today's young people and what that means to the future of the hobby. In turn, your commentator encourages you to expand those considerations by including in your reading an article published in the December 2019 issue of *Road & Track*. It can be found on-line at roadandtrack.com/author/2560/sam-smith/

Worthwhile reads for any and all.

—Helen V Hutchings

Rolls-Royce and Bentley In the 80s and 90s

by Richard Vaughan

363 Insights LLC (2020)

lulu.com/shop

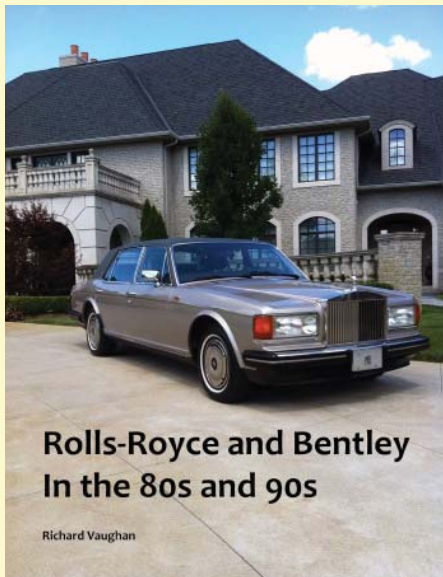
239 pages, 8.5" x 11" softcover

14 b/w, 432 color photos, and 47 illustrations

Price: \$98.50

ISBN-10: 1794866825

ISBN-13: 978-1794866829



At first glance the scope of the "80s and 90s" could seem rather arbitrary; however, that time period fits the Rolls-Royce Spirit and Silver Spur era very nicely (the "SZ" chassis era). This is not unusual; Rolls-Royce would often have long-lived runs with their models (e.g., the predecessor Silver Shadow and Bentley Ts—the "SY"

chassis—ran for about 15 years, and the early model—the 40/50 hp "Silver Ghost"—ran for nearly 20 years). Where the model runs had long lives, the engineering changes were plentiful. The "80s and 90s" also held a good number of variants—all that and more is covered in this book. Given the years now gone by, it is worth mentioning that Rolls-Royce acquired Bentley in 1931 and were "under one roof" until they split at the end of 2002.

Compared to the larger manufacturers, Rolls-Royce and Bentley are "boutique" marques, emphasizing bespoke and exclusive model runs; accordingly, the devil is really in the details to understand these cars—particularly when looking at them from an historical perspective, or as a potential buyer of these "modern classics." This book does well on both those levels, but is indispensable from that later perspective as a buyer's guide.

The author is a professional car designer by trade. He is also a (hopeless) Rolls-Royce and Bentley enthusiast (he has owned examples of this model range), and editor of *The Modern Car*, the publication of the Modern Car Society of the Rolls-Royce Owners' Club (RROC). Those three pillars triangulated to cause a motivated and passive flow of information and images to accumulate in his archives, along with sources coming from fellow enthusiasts. That is seen in this book (and his other books), because in order to bring some of the information and pictures of some of the few examples produced of various models, knowing those owners is really helpful.

There are certain marques where the enthusiast community embraces the use of chassis (VIN) numbers when identifying and discussing a car, and both these marques fall into that group. However, almost all the cars pictured are presented as icon illustrations of their model, or to focus on the feature being discussed, so chassis numbers are rarely used. When chassis numbers are used, they're not in the original 17-digit format (with few exceptions)—the book uses the RROC "shorthand" where the first three letters are the ones from the VIN that represent model, brand, and year (i.e., the 5th, 3rd, and 10th digits of the VIN), e.g., a car captioned as BB3-01874 is a Continental R (first B, which was used for Rs and Ss), a Bentley (second B), and a 2003 (3), with its sequence number (last 5 of the 17-digit format) of 01874 (a car pictured on page 85 of the book); and the hyphen is meant to note a chassis number that has been reformatted, as all other RROC



Above: the top half of page 200. While it looks like a Silver Cloud II from the early 1960s, it's actually a factory produced special for Prince Jeffri of Brunei in the 1990s on the SZ chassis. The project was named P240, and the car was called Cloudesque.

chassis number records for pre-1980 cars do not have a dash. This is a very efficient method to capture essential vehicle data, which works well for the RROC's policy and custom to track and identify cars by chassis number in all their publications, but it is not a method that's used in media outside of RROC publications. Unfortunately, this methodology is not explained in the book, but given this shorthand includes the sequence number (i.e., the last five digits of a 17-digit VIN number), readers and posterity will be able to identify the cars so captioned. Last lament: there are various cars that were singularly mentioned and described in detail, sans the chassis number.

This book was self-published—there are various methods to go about doing this; here lulu.com was the conduit. For those interested in the subject of self-publishing, the general print quality, binding and spine were of a good standard. The stars of the presentation are the content from someone you want to hear from, and the quantity of the interesting pictures (particularly of the Brunei cars) that appear.

The Rolls-Royce and Bentleys from the 80s and 90s have become remarkably affordable, however, as the book states: "Regardless of how cheap they get; you will always be maintaining the most expensive car in the world." As the book migrates from year-to-year and model to sub-model, the descriptions include the "inside baseball" and idiosyncratic aspects of these cars. There's even coverage of the cars commissioned by Sultan Hassanal Bolkiah and his brother, Prince Jeffri of Brunei. The buyers' guide checklist and details summary of all the production numbers completes a package for anyone even interested in buying one of these cars, and a must if one is set on finding one to purchase.

—R. Verdés

