

Tail Lights



Automotive History from
a New Perspective

September-October 2011

Premiere Issue!

John North Willys on the Automobile
Pictures of Dick Brooks at Pocono 1983-1984
Level 5 Motorsports at Le Mans 2011

Tail Lights

A publication of The Crittenden Automotive Library, edited by Bill Crittenden. Tail Lights is and will always be free of charge for electronic copies. We are advertising supported. Potential advertisers are asked to e-mail admin@carsandracingstuff.com for rates.

Cover Car: 1960 Pontiac Catalina Post Coupe

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The Crittenden Automotive Library

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The Crittenden Automotive Library Update

By **Bill Crittenden**
Owner, The Crittenden Automotive Library

2011 has been quite a year so far for The Crittenden Automotive Library. The Library has its origins in a never-launched online store going back to December 12, 2005, but the Library as it is today came into being on September 5, 2006. So we've celebrated the 5 year anniversary of the Library recently by tagging the logo with "Since '06," something reminiscent of the "Since '68" Hot Wheels series. A few more months and I'll have spent 6 years building this resource.

In the beginning, I published a monthly article called The Crittenden Automotive Library Update. That was before I could keep people up-to-date on the Library's new material through Twitter or Facebook. This is a new way to share what's new and what's going on at the Library while being able to actually share some of that new material with readers. My part in this will be written in an informal, conversational style, and I'll pick some of the best and most interesting bits of the Library to share with you each month. This magazine is and will always be a free resource for all types of automotive information, just like the Library. We get our financial support through advertisement, so if you have a business you'd like to advertise, e-mail me at admin@carsandracingstuff.com. If your budget is limited, there are also methods of free advertising in the Library, just let me know what kind of business you have and I can suggest ways to get your business into the Library by submitting content.

Now, down to business. This summer has been a very quiet one at the Library. Aside from a handful of local events (Wisconsin's The Cars Time Forgot and Illinois' Indian Uprising) I've been spending my time and energy on updating the Library's organization. It is, as the rest of the Library, a work in progress. Now that the main Topic pages have been completed and there just remains some indexing and the articles, I've been getting back to new material. One of my favorite sources has been the U.S. Government, and I've added a bunch of congressional reports, hearings, and speeches to the site. Some are boring government documents on trade and safety requirements intended for serious historians researching those topics, but for the casual reader there are reports on topics such as the Toyota accelerator pedal recall, the Ford Explorer/Firestone tire recall, Congressional acknowledgement of this year's 100th Indianapolis 500 and Danica Patrick's historic performance in the 2004 running of that event, and in what is possibly the first testimony before the Senate by a NASCAR driver John Andretti's speech against desecration of the American flag.

In addition to that, we have recently added article #10,000 to the Library's Articles section! Counting the past issues of historic magazines American Motorist and Horseless Age as well as modern newsletters such as the GTR Newsletter, the Library has had 10,000 articles in it for a long time, but this marks the rollover of the odometer on the individual articles that are normally published separately. These include press releases from a huge variety of sources, and I'd like to take a moment to thank all of those who licensed their work through Creative Commons, published it on a "Free Reprint Articles" site, or gave me permission to include it in the Library. Some of the major contributors are, in the order I remember them, there's Chris Knight of Knight Motorsports Management, Anthony Fontanelle, Tom Geiger (one of the first), the folks at Wikinews in various languages, Woodstock's Gus



Philpott, and the various branches of the United States Government, in particular the Voice of America. I'd also like to acknowledge and thank the two new sources that helped put me over the top: Level 5 Motorsports (an ALMS team) and Stone Brothers Racing (a V8 Supercars Australia team).

As part of the Library's overall cleanup effort, I've been trying to catch up on some projects started earlier and never finished, so I completed the race-by-race driver histories for the 1976 NASCAR Winston Cup season and also added the 1977 season. I'll be spending most of the cold winter months catching up on that while the NASCAR teams are awaiting Daytona 2012.

I'll also be going through old newspapers and magazines for stats and information not already online. I've got a basement full of old material and to make things easier I moved my computer down to the basement and started organizing old magazines at the beginning of the month. I can't republish them but a lot of the road tests will make their way into the Library as stat sheets on each car's Topic page and the quarter mile and 0-60 tests will help fill out the Acceleration Tests page. I've also got a bunch of really old issues of Autoweek from back when it was in newspaper format and I'll be looking for racing results not already online on another major racing results website.

As always, if you're looking for something specific just e-mail me at admin@carsandracingstuff.com and I'll check my sources both online and offline and see if I can help find the information you're looking for and add it to the Library.

The Cars Time Forgot/Attack of the Plastic

http://www.carsandracingstuff.com/library/c/carstimeforgot_2011photos01.php
http://www.carsandracingstuff.com/library/a/attackoftheplastic_2011photos01.php

Indian Uprising

http://www.carsandracingstuff.com/library/i/indianuprising_2011photos01.php
http://www.carsandracingstuff.com/library/i/indianuprisingmodelcarshow_2010photos01.php

1976 & 1977 Stock Car Racing Seasons

<http://www.carsandracingstuff.com/library/subjects/stockcarracing1976season.php>
<http://www.carsandracingstuff.com/library/subjects/stockcarracing1977season.php>

Anthony Fontanelle

<http://www.carsandracingstuff.com/library/f/fontanelleanthony.php>

The Woodstock Advocate (Gus Philpott)

<http://woodstockadvocate.blogspot.com>

Knight Motorsports Management

<http://chrisknightpr.com/>

Level 5 Motorsports

<http://level5motorsports.com/>

Stone Brothers Racing

<http://www.stonebrothersracing.com.au>



The Automobile as a Civilizer

By John North Willys

Former President, Overland Automobile Co.

As published in *The New York Times*, June 6, 1909

There is probably nothing in the industrial world of this country that has surpassed in interest the wonderful growth of the automobile industry. From seventeen makers of motor cars in 1898 to approximately 300 in 1909, and the combined capitalization in 1898 of \$1,000,000 to nearly \$200,000,000 in 1909, is in brief, the history of this great industrial achievement. Ten years ago there were approximately 1,000 persons employed in the manufacture of motor cars, against 200,000 at the present time. The automobile industry has grown in ten years from nothing to a commanding place with an enormous annual output, a vast investment of capital, a huge salary payroll, and has pulled up with it a number of minor industries concerned in the manufacture of accessories, of which allied interest the manufacture of automobiles has more probably than any other single industry.

The question of who invented the gasoline motor and first thought of applying that principle to a self-propelling vehicle is of little relative importance. The fact is that it was in Europe that the automobile was developed into something with commercial possibilities, and it is there that the painstaking and laborious experiments that were necessary were carried on.

With the American tendency to specialize, and the habit of the American consumer to demand everything that is new, and to seize, once that stage is passed, upon everything that is useful and time saving, it was inevitable that the motor car industry here should almost from the start assume certain features positively startling to the originators of the industry abroad. It is true that for once America was caught napping—although we Americans dislike to recognize the fact—in the beginning of an industrial revolution.

That is the fact which explains America's delay in getting a comprehensive grasp of the situation. In Europe and in America were men who saw what was coming and who were working at the problems involved. Too much credit can never be given to such men as the pioneers Duryea, Haynes, and Selden. But something more than that was needed. Small bodies of enthusiasts had to work at the problem from every angle. It was not work for one man, and the experiments involved a use of money and a use of time by a large number of individuals, working separately, but along the same lines, with practically no tangible results to cheer them along from time to time.

There the American temperament enters into the situation. Americans, collectively, can work out definite problems with a thoroughness and a speed that can be approached by no competing nation.

The above mentioned pioneers can be likened to men like Fulton, Edison, and Bell, whose minds in reduced facsimile, and everywhere to be seen through the American industry, leaping like lightning to conclusions they know are there to be reached, bridging chasms of the unknown with brilliant theory that must be proved by the event.

Thus, after the first results had been accomplished, hundreds of brilliant Americans began to concentrate their thoughts and their work on the definite problems that separated them from the ultimate goal of success from perfection. These men have built up the industry in America, have put it in a class with the shoe, cotton, woolen, and steel industries. They have worked out superb selling organizations, developed the stock car race, and made the automobile a factor of National life. Some have built the small cheap car for the masses, while others are producing the medium and higher priced machine for the wealthier classes.

Through years of discouragement and effort they have worked out the problem, until to-day they have the perfected car, or one as near perfect as can possibly be made. The American automobile, as a rule, has become standardized, and it probably can never be bettered, except in minor details of finish and refinement of small parts.

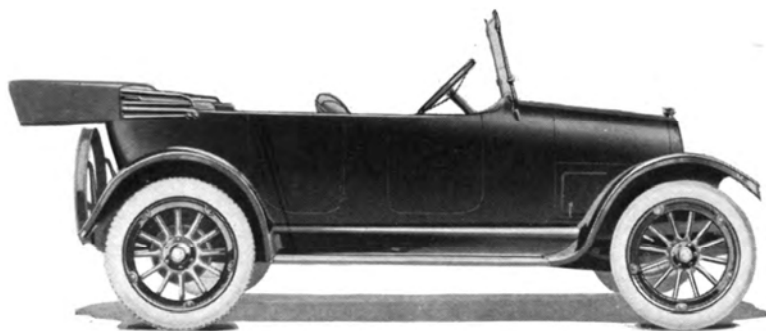
So the history of the American automobile industry has been largely one of development. It has been a function of the builders to broaden the usefulness of the car, to increase its field and scope, and to bring it into touch with every phase of national life. The American automobile industry is now firmly established and has passed through its period of infantile diseases and is now ready to take its proper place in the world and lead the way as an American industry should.

The ingenuity of the American motor car builder has been so thoroughly demonstrated upon the automobile world that it is the case to-day of the foreign maker closely watching the development of the American automobile industry, instead of, as a few years ago, the American maker watching the foreign field for new ideas.

Below: Overland from Hand Book of Automobiles, 1919 Edition

**WILLYS -
OVERLAND, INC.**
TOLEDO, OHIO

Price Upon Application



OVERLAND TOURING—90

COLOR	Body, Brewster green; wheels and fenders, black	BORE AND STROKE	3 3/4 x 5 inches
SEATING CAPACITY	Five	LUBRICATION	Splash with circulating pump
POSITION OF DRIVER	Left side	RADIATOR	Cellular
WHEELBASE	106 inches	COOLING	Thermo-syphon
GAUGE	56 inches	IGNITION	Storage battery
WHEELS	Wood	STARTING SYSTEM	Two unit
FRONT TIRES	31 x 4 inches	STARTER OPERATED	Gear to fly wheel
REAR TIRES	31 x 4 inches, anti-skid	LIGHTING SYSTEM	Electric
SERVICE BRAKE	Contracting on rear wheels	VOLTAGES	Six
EMERGENCY BRAKE	Expanding on rear wheels	WIRING SYSTEM	Single, lighting; double, starting
CYLINDERS	Four	GASOLINE SYSTEM	Vacuum
HOW ARRANGED	Vertically	CLUTCH	Cone
CAST	En bloc	TRANSMISSION	Selective sliding
HORSEPOWER	18.23 (N.A.C.C. Rating)	GEAR CHANGES	Three forward, one reverse
		DRIVE	Spiral bevel
		REAR AXLE	Three-quarters floating
		STEERING GEAR	Worm and gear

In addition to above specifications, price includes top, top hood, windshield, speedometer, ammeter, tire pump, electric horn and demountable rims.

Dick Brooks at Pocono 1983 & 1984

Photos by Mike Traverse
<http://www.flickr.com/people/55173627@N00/>

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Generic (CC BY-SA 2.0) License





ILLINOIS
167 640A
LAND OF LINCOLN



1970 Chevrolet Chevelle 307 Malibu

Photo by Bill Crittenden

From the Green Street Cruise Night

I decided to make an effort to show a little bit more of what people wanted this summer, and was appalled at how thin my Chevelle page was. So I spent quite a bit of time at this summer's shows searching for Chevy muscle. This 1970 is my favorite body style. I like the clean grille and rarity of this 307 Malibu, which is unusual for not being an SS or turned into an SS clone.

1978 Ford F-150 Custom Sam Walton's Truck

Photo by Heidi Walczak, Text by Bill Crittenden

From the Walmart Museum in Bentonville, Arkansas

This 1978 Ford F-150 is the ultimate symbol of American businessman Sam Walton's frugality. The multibillionaire founder of Walmart drove this humble Ford pickup until the year that he died. I really appreciate that Walmart chose to leave the Arkansas license plate with the 1994 sticker on the truck. The Walmart Visitors Center uses a replica of the truck, and it is sometimes seen parked outside the original Walton's Five and Dime. This is a very interesting historic vehicle, and I thank Walmart for preserving it.



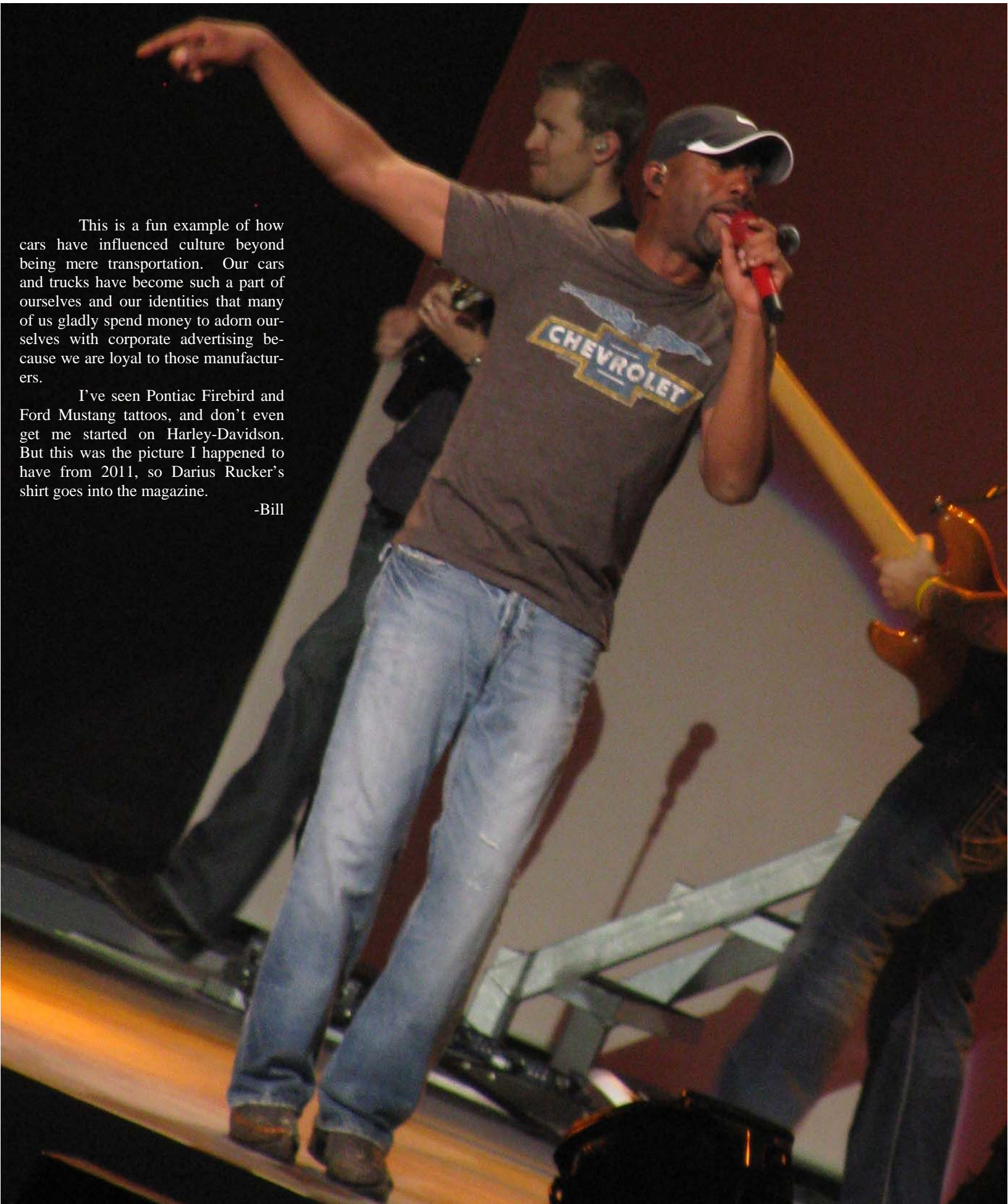
Darius Rucker...in a Chevrolet Shirt

Photo by Heidi Walczak at the 2011 Walmart Shareholders' Meeting

This is a fun example of how cars have influenced culture beyond being mere transportation. Our cars and trucks have become such a part of ourselves and our identities that many of us gladly spend money to adorn ourselves with corporate advertising because we are loyal to those manufacturers.

I've seen Pontiac Firebird and Ford Mustang tattoos, and don't even get me started on Harley-Davidson. But this was the picture I happened to have from 2011, so Darius Rucker's shirt goes into the magazine.

-Bill

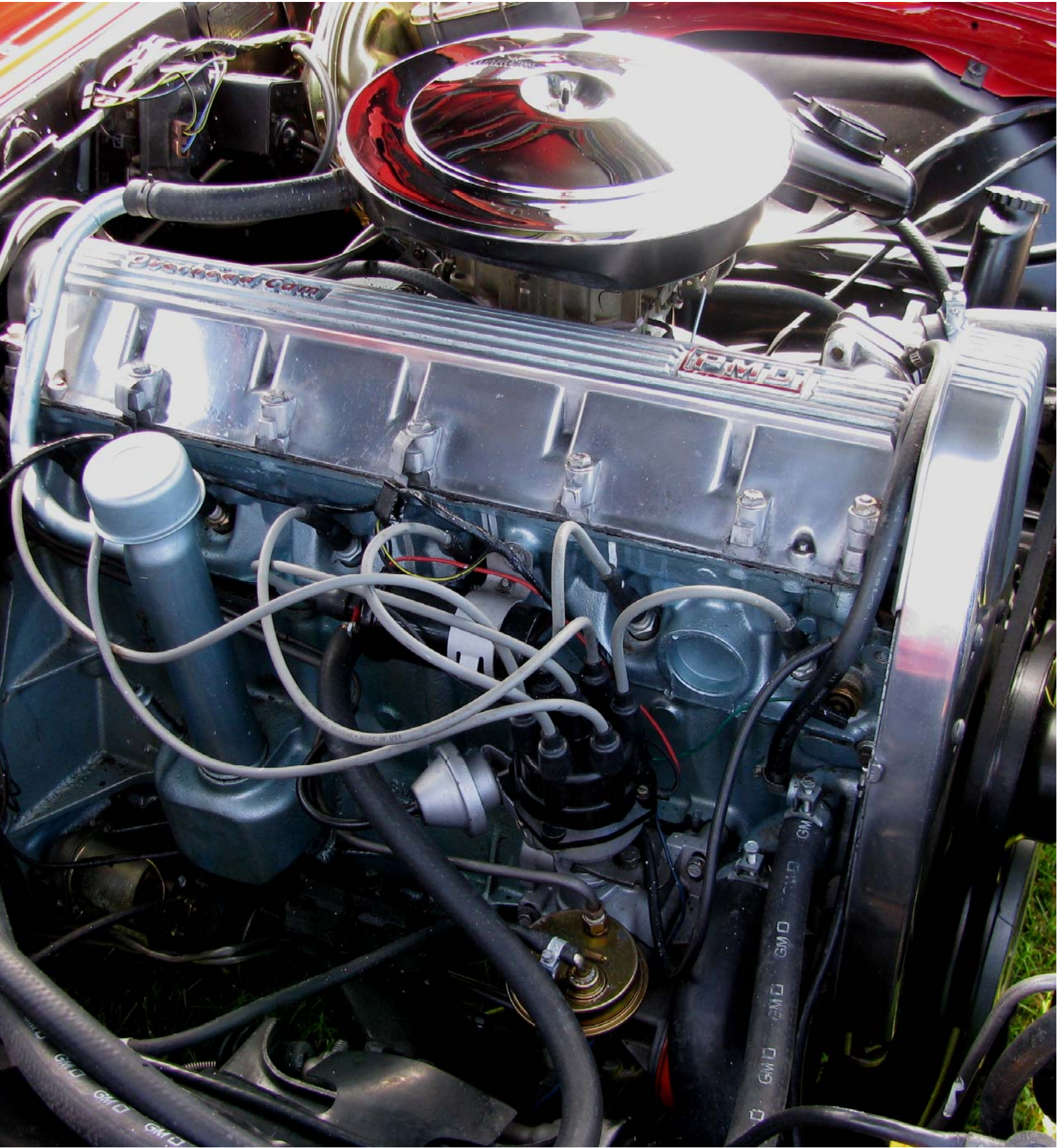


1968 Pontiac Firebird Sprint

Photo by Bill Crittenden

From the Indian Uprising All Pontiac Show

So I like unusual cars, and some of my favorites are versions of cars with smaller engines that had weren't as preserved as their optioned-out counterparts. Or had their engines swapped and made into "clones" of the top-of-the-line models. Among a huge field of Pontiacs seen over 2 years of going to Indian Uprising, including random Pontiacs seen at various other shows, this is just the second straight 6-cylinder engine "Sprint" model that I've seen. Even better, this engine was mounted in a 1968 Firebird convertible, one of my all-time favorite cars. Other than the red paint, this is one of my dream cars.



Dog 'n Suds Diorama

Photo by Bill Crittenden

From the Attack of the Plastic Model Car Show

This is a fantastic group diorama on display at the Attack of the Plastic Model Car show held in conjunction with The Cars Time Forgot car show in downtown Delavan, Wisconsin.

This year I went to a real Dog 'n Suds for a cruise night in Richmond, Illinois. Despite the cramped quarters since the cruise was kicked off the main sidestreet across town (and the adjoining municipal parking lot) the quality of the cheeseburger made up for it.

Scale model cars are a very important part of The Crittenden Automotive Library, as cars have become a part of life beyond transportation the hobby of building scale plastic cars is one of the most interesting subcultures of "car culture."

I learned how to build this magazine through trial and error as the occasional Newsletter Editor of IPMS/C.A.R.S. in Miniature, a model car club based in Crystal Lake, Illinois. I've also learned a lot about the hobby helping John Walczak get to and from model car shows over the years.

One of the things that impresses me is that taken in scale with much cheaper and more easily manipulated parts than real cars is just how creative modelers can be. There are no shortage of ideas from the scale model crowd, even if they have a shortage of money that prevents them from building the real thing. It is a fascinating aspect of car culture that I intend to continue exploring.



1969 Buick Electra

Photo by Bill Crittenden

From the Green Street Cruise Night

SELECTOR



REC
A/C
VENT
DEICE
HTR

WIPER

ON
OFF

A close-up photograph of the interior of a 1969 Buick, focusing on the steering column area. The steering column is wrapped in a light-colored, textured material, possibly vinyl or leatherette. The words "Fasten Seat Belts" are written in a decorative, cursive script across the top of the column. Below the text, a circular wiper control knob is visible, with a dark, possibly black, center. To the left of the wiper control, a portion of a rectangular control panel is visible, featuring a red indicator light and the letters "S H" and "F" in white. The overall lighting is dramatic, with strong highlights and deep shadows, emphasizing the textures and details of the car's interior.

Fasten Seat Belts

I really liked the “Fasten Seat Belts” script over the steering column on this ‘69 Buick. This was shortly after seat belts became mandatory, and while the script is more decorative than easily readable it harkens back to the era when cars had a very different style.

It’s also a great reminder of the days when intermittent wipers were new, and not installed on every car. Note the two positions of the Wiper control: On and Off.

These detail shots are an important component of The Crittenden Automotive Library, which seeks to show details about automobiles that aren’t shown on most other places online or offline.



Sports/Touring Car Racing

Scott Tucker, A Year In Review: 24 Hours Of Le Mans

By Shelley Baughman
As published September 25, 2011

Scott Tucker and his Level 5 Motorsports teammates recently began the final quarter of a racing year that has included numerous podium appearances, multiple car changes, incredible accomplishments and yet still room for improvement. Tucker, owner and driver for Level 5, has been a leader for the team despite the rookie status he maintained merely months ago. His tight, balanced driving has earned him top honors in the American Le Mans Series as Rookie of the Year and Champion Driver in 2010. His races often end with stints on the podium, and his career has only just begun.

As Tucker, his co-drivers Christophe Bouchut and Luis Diaz and team manager David Stone prepare to close the calendar year with the all-important Petit Le Mans and the Ferrari International Finals, the stakes are high—the team has woven itself a reputation of excellence that is best understood by looking back at what has made 2011 a stunning year for Level 5 Motorsports.

The Scott Tucker-owned Level 5 Motorsports team had undergone 24-hour races before, but the Intercontinental Le Mans Cup 24 Hours of Le Mans race brought the stiffest competition from around the world, completely changing the face of endurance competitions compared to what Level 5 was used to in the American Le Mans Series.

Level 5 made its 24 Hours of Le Mans debut much like it had appeared up to that point in the season: remarkably well. Even with the challenge of new cars or races they've never before encountered, the Level 5 team has made podium race after race in seemingly easy fashion.

Tucker, Christophe Bouchut and Joao Barbosa drove the No. 33 Microsoft-sponsored Lola Honda coupe in their new LMP2 category. A seamless race ended with a third place finish and 10th place overall. How does a relatively new team that has never competed in the 24 Hours of Le Mans stay cool in the face of the toughest competition in the world and manage to pull off podium? It's the trademark of Level 5 Motorsports—careful, skillful driving mixed with steely determination and an unrelenting focus on a wining finish.

The team, managed by David Stone, was the only American prototype in the 56-car field. Earlier in the week, the Level 5 team sacrificed track time due to a fuel leak. Despite small gains on the track during qualifying leading up to the race, the team started dead last in the LMP2 lineup. The consistency Level 5 is known for delivering worked to its benefit—after competitors faced trouble, the Lola Honda held strong and was cruising steadily at third place by morning, less than four laps behind the leader.

Not that Level 5 didn't have its own setbacks—but the tight teamwork and the drivers' ability to prevent any problems from disrupt-

ing their internal focus made the teams two hiccups seem minor in the grand scheme of things. Barbosa spun into the gravel trap about halfway through the race, and three hours from the finish, the car received a realignment and rear deck change.

A day after its debut in the 24 Hours of Le Mans, Level 5 Motorsports nabbed the checkered flag. The win was monumental for the team and for Tucker—he had now made podium in all four of the major sports car endurance races in the world, and in front of 250,000 spectators to boot.

"Any time additions we face were not the fault of the car or the engine," said Tucker. "This team worked hard, and we accomplished something great today."

Tucker and his Level 5 team hit the road in hopes of continuing their all but total domination of all three of its series. They would next face the Six Hours of Imola in the next round of the ILMC.

Shelley Baughman has been keeping a close eye on Scott Tucker, owner and driver, of Level 5 Motorsports throughout the past year to keep you posted about the success of the dream team. To get more information about Tucker, check out <http://www.planetlemons.com/?s=scott+tucker>



Accident Turns New Zealand Truck Driver into Human Balloon

By VOA Breaking News
May 25, 2011

A truck driver in New Zealand says he feels lucky to be alive after he was impaled by a pipe shooting compressed air and his body literally inflated like a balloon.

Steven McCormack was working on his truck Saturday when he slipped and broke the hose off a connection that feeds air into the truck's hydraulic brake system. The connection pierced McCormack's buttocks as he fell and fed compressed air into his body, which he says blew up "like a football."

His co-workers rushed to his aid after hearing his screams, turning off the compressed air and packing ice around his swollen neck.

Doctors at a nearby hospital drained fluid from one of McCormack's lungs. They told him the compressed air had separated fat from muscle, and were surprised his skin did not break from the pressure. McCormack says his skin felt "like a pork roast," hard and crackling on the outside but soft underneath.



Above: 1970 Dodge Coronet Convertible at a Dog 'n Suds Cruise

URGENT REGULATORY ALERT

Federal Government Proposes Mandatory Salt Replenishment Program for Bonneville Salt Flats

SEMA Action Network

The Bonneville Salt Flats is where racing began. From the early 20th century, legendary racers have sought to break land speed records or achieve a personal best. In addition to its professional racing programs, Bonneville remains at the heart of every racer's dreams. For decades, the Salt Flats have decreased in size, strength and thickness because salt has been removed by an adjoining potash mining operation and not adequately replaced.

Preservation of the Salt Flats is under the authority of the Bureau of Land Management (BLM). The BLM has issued an "Environmental Assessment" of the current mining operation that addresses future salt removal and replenishment. It provides three options, including a voluntary approach (Alternative A) and taking no action at all (Alternative C). The SAN is urging the BLM to adopt "Alternative B," which requires a mandatory salt replenishment program. Salt removed from Bonneville to obtain potash will be replaced in the same amount OR MORE. The current mine owner, Intrepid Potash - Wendover, LLC, has also recommended adoption of Alternative B.

We Urge You to Contact the BLM Immediately in Support of Alternative B

* The Bonneville Salt Flats (BSF) is a national treasure, a rare and unique resource. For motorsports enthusiasts, it is the place where hundreds of records have been set in a variety of automotive and motorcycle classes.

* BLM must adopt "Alternative B" from its proposed Environmental Assessment. Alternative B establishes a permanent salt replacement program to help protect the BSF.

* Alternative B is supported by the mine operator, Intrepid, and will require a minimum one-for-one replacement of salt that has been removed for potash mining.

* The BLM has had the responsibility to manage and preserve the BSF since 1946, when the racing area's salt depth was at least 5 feet. It is now only a few inches thick. BLM must live up to its obligation to institute its own supplement program to replenish the salt.

DON'T DELAY! Please contact the BLM immediately by e-mail or fax in support of Alternative B. Comments are due by November 7, 2011.

Please e-mail a copy of your comments to Stuart Gosswein at stuartg@sema.org.

Bureau of Land Management
Salt Lake Field Office
Attn: Cindy Ledbetter
E-mail: ut_slfo_comments@blm.gov
Fax: 801-977-4397



Women in Auto Race

The New York Times
August 5, 1906

Miss Emily Potter Wins at Long Beach-One Car Stuck in Sand.

Automobile races at Long Beach are synonymous with automobile submersions by the incoming tide, and both were in evidence on the stretch of beach there yesterday. The Long Beach Country Club, which had made two ineffectual attempts before to hold races on the narrow strip of fairly hard beach when the tide is low, succeeded in its third effort. Four events were held, one being a half-mile race for women. It was won by Miss Emily Potter, who drove Jack Rutherford's 40 horse power Peerless car, starting from scratch.

Two weeks before the same car was nearly submerged by the incoming tide. Rutherford occupied the seat beside Miss Potter, and as soon as the car had crossed the line, they made a skillful change of places and Rutherford brought the car to a stop before it ran down into a gully well up onto the beach, which the tide had filled with water two or three inches deep. Miss Dorothea Potter, who drove C. A. Hudson's Oldsmobile, got second place, but her car was not managed as skillfully in stopping as the winning machine. She ran it too far down, it struck hard in the soft sand in the attempt to turn around, and the Oldsmobile went through practically the same experience that the Peerless had done previously.

Miss Dorothea Potter, unlike her sister, did not try any athletic dodges of wading in the water and tugging at the wheels. This work was left to Rutherford, Hudson, and a dozen other young fellows, who by their frenzied and chiefly ineffectual antics, afforded great amusement to the crowd gathered along the beach. The tide was very close to the motor when the needful horse appeared. The young autoomibilists hailed its arrival with glee, for the more they worked at the car the more deeply imbedded in the sand it became. A stout rope, a good pull by the faithful horse, and a lot of shouting, combined to free the machine from its trouble, and when hauled up on the dry sand the car was quickly run down to the road fronting the hotel.

The best time of the day for one mile was made by Ralph Monjini, who is to drive the Matheson Vanderbilt Cup car. He drove a 40 horse power Matheson touring car in 1:29, very good time for the mediocre speed conditions. Rutherford was second with his Peerless in 1:34 1-5, and E. R. Strong was third in his Pierce car. C. A. Hudson won the event for cars costing less than \$2,500 with his Oldsmobile in 2:04 for the mile, and the single cylinder race was captured by Stanley Mott with an 8 horse power Oldsmobile.

