

Tail Lights

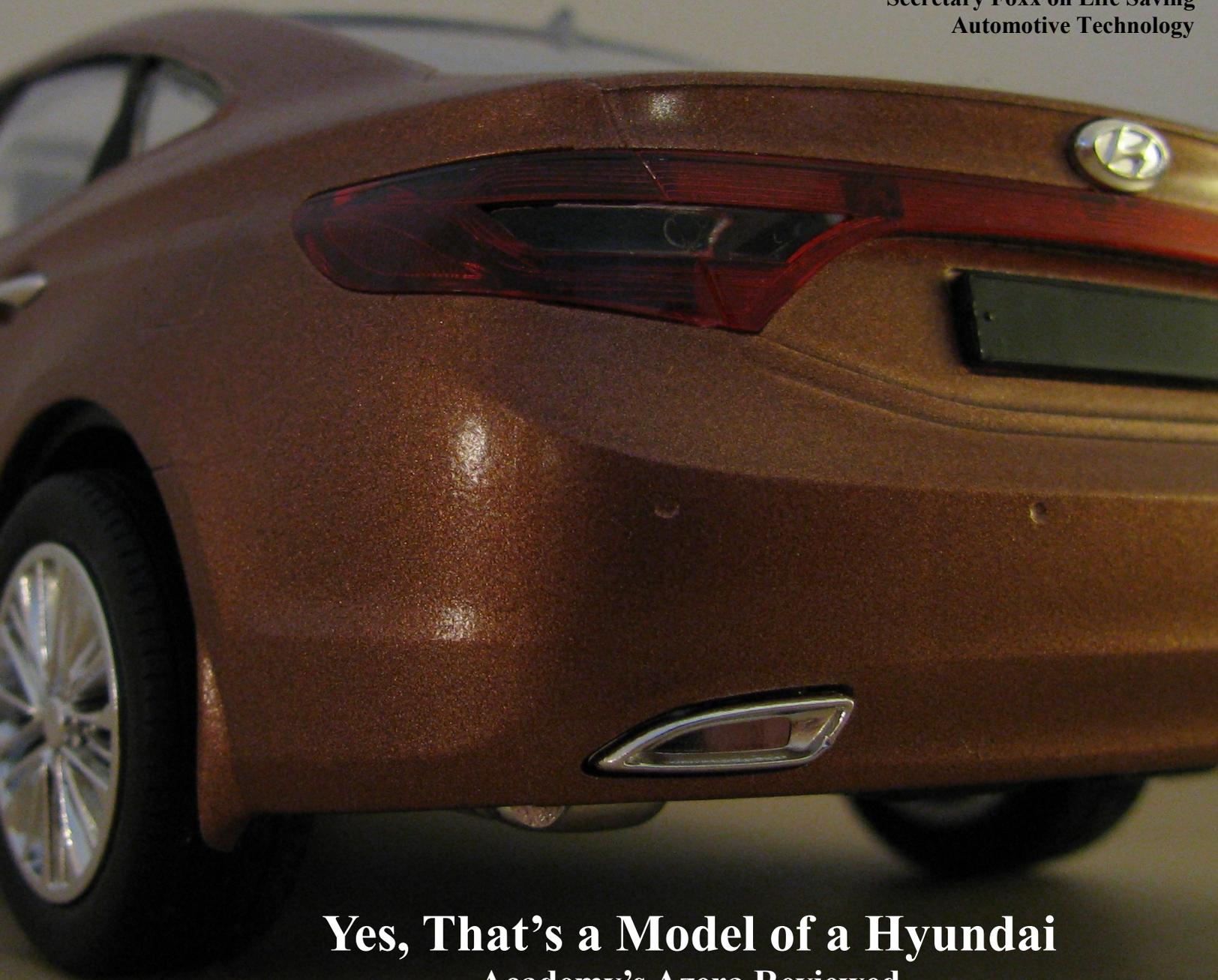
Automotive History from a Different Perspective

February 2015

DriveWrite Automotive:
Land Rover Re-Creates its
1948 Assembly Line

Books & Documents at
The Crittenden
Automotive Library

U.S. Transportation
Secretary Foxx on Life Saving
Automotive Technology



**Yes, That's a Model of a Hyundai
Academy's Azera Reviewed**



The Crittenden Automotive Library
@ CarsAndRacingStuff.com

Tail Lights

Automotive History from a Different Perspective

February 2015

The Newsletter of The Crittenden Automotive Library @ CarsAndRacingStuff.com

The Crittenden Automotive Library @ CarsAndRacingStuff.com is a large collection of information relating to not only cars, trucks, and motorcycles, but also the roads they drive on, the races they compete in, cultural works based on them, government regulation of them, and the people who design, build, and drive them. We are dedicated to the preservation and free distribution of information relating to all types of cars and road-going vehicles for those seeking the greater understanding of these very important elements of modern society, how automobiles have affected how people live around the world, or for the general study of automotive history and anthropology. In addition to the historical knowledge, we preserve current events for future generations.

Owner Bill Crittenden can be reached at Admin@CarsAndRacingStuff.com

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Tail Lights

Bill Crittenden

It's back!

After two years in a simplified newsletter-style format, Tail Lights has returned to its intended magazine-style PDF format.

It's been an eventful couple of years, spent streamlining processes and combining sections to make the processing and addition of information faster and easier. Which means more stuff gets online for you faster!

But I had to make a return to the magazine style Tail Lights, because putting our best foot forward is an important aspect of trying to find a sponsor. I want to do so much more than I'm capable of right now. My ability to add to the C.A. Library is limited by the time I have available, and I would have much more time to write and search archives and scan old books and upload articles if I didn't have to go to an actual job five days a week.

Just imagine, if I built all of this in my "spare time," what could be accomplished if I worked full time on it! And what this Library could possibly be if I could afford to hire a data entry person or two!

Operating Note

January was an eventful month for vintage magazines, with the addition of the following major items:

[Cycle & Automobile Trade Journal, 5K+ pages 1903-1909](#)

[Motorcycle Illustrated, 14K+ pages from 1908-1922](#)

[Chilton Automobile Directory, 10K+ pages from 1913-1920](#)

[Motor Record, 9K+ pages from 1917-1922](#)

Scanned by The Crittenden Automotive Library:

[1936 Oldsmobile Flat Rate Manual](#)

This brings our total volume of documentation and books to over 580,000 pages worth.

If you've looked through them you'll notice that most of this month's additions came from Google Books, but there's still a valuable service to readers and researchers by adding them to The Crittenden Automotive Library as well, and that's the subject of this month's Operating Note. For lack of a better name, that's what I'll call the monthly section on how the Library operates, the services it performs, how it's different from any other automobile research resource, and why it's deserving of your support.

So you might ask that if this information was already online, what was the point of putting it on another website?

First off, Google Books isn't the easiest thing to use. First it starts with a search. Then you've got to filter out the results to show only the ebooks you're allowed to download free of charge. Then it will only show one edition of a book or one volume of a particular collection in the search results. There's a link to more editions of an entry, but then that link is only on the search page and not on the description page. Once you finally find what you're looking for you have to enter a captcha if you want to download the item, which can be a tremendous pain in the butt for some people (my own success rate on these is about 90%).

The Crittenden Automotive Library's content is organized in a simple browsable form, so you can easily look up all versions of a title, or bring up a year and bounce from title to title, something not offered at Google Books. Visited links turn from green to sepia to show where you've already looked as you browse around.

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The advertisement is framed with a red and black checkered border. At the top, it reads "\$1.00 per Copy—QUARTERLY" on the left, "JANUARY, 1914" in the center, and "\$2.00 per Year" on the right. Below this, the title "CHILTON AUTOMOBILE DIRECTORY" is written in large, bold, red letters with a black outline. Underneath the title, the text "BURKE TIRE VALVES" is also in large, bold, red letters. The central part of the ad features a detailed technical drawing of a tire valve assembly. Labels with arrows point to various parts: VALVE CAP, VALVE CAP WASHER, SPRING, RUBBER VALVE SEAT, TAPER NUT, PLUNGER, 1/2" DIAM., RING NUT, LEATHER RING, LEATHER RING WASHER, HEAVY RING NUT, and RING WASHER. To the right of the drawing, there is a vertical photograph of the assembled valve. Text to the right of the drawing reads: "Proven serviceability is the manufacturer's safest equipment guide. BURKE VALVES are standard—a fact that offers sufficient proof of mechanical correctness and all-round satisfaction." Below this, it says: "Tire users, tire makers and automobile manufacturers recognize alike that this is the one dependable valve that makes inflation both quick and easy." At the bottom of the ad, it says "THE BURKE VALVE CO." in large red letters, followed by "5213 Windsor Avenue, Cleveland, Ohio" in smaller black letters. At the very bottom, it reads "Published Quarterly in PHILADELPHIA by CHILTON COMPANY" and "Publishers of the AUTOMOBILE TRADE JOURNAL".

But then what we find on Google Books is also just a fraction of the overall collection. That copy of the 1936 Oldsmobile Flat Rate Manual is my own copy, and the 1938 edition will be joining it soon, adding to a growing collection of out-of-copyright brochures and magazines I've already scanned (and I've yet to see anywhere else online). This past month I also added several service bulletins and manuals for military trucks from a source that specializes in Army technical manuals, last fall we began a collection of vintage comic books (itself pulled together from multiple vintage comic book websites), and this is all in addition to the thousands of documents and publications from NHTSA and other U.S. government agencies that were already in the Library.

Then there are the patents. Our patent collection is just getting started but will be growing again soon as time allows. I spent some time a last month documenting in the last "newsletter version" of Tail Lights the myriad problems encountered in searching for automobile patents and picking them out of the giant jumble of stuff that is the weekly Patent Gazette.

[Tail Lights: Patent Motor Wagens](#)

Of course the services provided by Google and my other sources are incredibly valuable. Without them I wouldn't have anything to put in this Library. They publish or digitize tremendous amounts of useful information and put it online.

Then I pick through multiple sources for the parts that are related to cars and organize it in one grand compilation of automotive information.

That's the value of The Crittenden Automotive Library's Publications Collection: a collection of documents and books from dozens of often hard-to-search sources in one easy to browse place.

And that's just the books and documents. To supplement the traditional role of a library as a collection of books, the Library also includes collections of photographs, articles, audio, video, and computer software, broadening the overall base of sources in this one place well into the hundreds.

History Beyond the Fenders

The Crittenden Automotive Library covers all aspects of automobile, truck, and motorcycle transportation and related sports, including "peripheral" topics such as hobbies, car culture, politics, music, film, and art. Each month's History Beyond the Fenders entry refers to a new part of the overall collection that isn't about a car. Or in this case, it's not about a real-life car.

In the following pages you'll see a review on something I've been waiting to be able to buy for well over a decade. It's my review of Academy's Hyundai Azera model kit.

I've been a fan of Hyundai for far longer than any sane person seems to have been, so this car meant a lot to me. I was so excited about this model, it was the first one I've finished since 2006! You might also recognize it as this month's cover car.

In addition to a handful of kit reviews we have hundreds of photographs from model car contests and club meetings, years of back issues of the GTR Auto Modelers Newsletter, and the beginnings of a collection of vintage box art.

629.2

The old Tail Lights newsletter had a section called "Dead Trees" in which I let folks know about new additions to my offline (paper) collection of resources. 629.2 refers to the Dewey Decimal System location for automotive books, and is more serious name for the section.

Part of my offline collection is a series of binders in which I'm assembling thousands of articles and advertisements clipped from non-automotive sources and bundled together into organized resources in their own right.

This is generally the part of the collection that gets me called a "hoarder," but as I've always said the difference between a hoarder and a collector is organization.

This past month I've worked my way through the rest of the clippings from old video game magazines from 1998-2004, nearly completely filling two 3" D-ring binders full of reviews, screen shots, and ads.

Once they're nearly complete I'll be able to go through them page by page and pick out the older, out-of-copyright ads and scan them for sharing online, as well as enter general information from the rest onto various cars' Topic Pages.

It's from this collection that the popular Dodge Challenger from Japan ad was scanned, and that's just the tip of the paper iceberg.

Content Notes

The Crittenden Automotive Library currently includes the following:

Over 16,500 high resolution photographs (500KB and above)
581,544 pages in 8,013 documents
24,200 articles
1 week and 6:33:43 of video
2 weeks, 5 days, and of 9:42:54 audio

As spring comes around, look for the count of high-resolution photography to make solid advances as I'll be out and about at local car shows and cruise nights again this year after taking most of last year off.

Kit Review

Academy

Hyundai Azera

Bill Crittenden

I'll start this off by saying that I've been waiting since about 2003 for someone to make a Hyundai model kit. Naysayers said it would never happen, but I knew someday it would even if I had to enter the business and make the damned thing myself.

Thankfully, Academy did it for me. And what a job they did! The Azera is a molded-in-color (as long as you wanted plain black on black) snap kit that was made with such precision that it was impossible not to finish my first complete model since 2006.

I wasn't interested in a plain black car, so I went with what I had on hand that seemed to fit the style, in this case Dodge's 1969-1971 era Dark Bronze Metallic (Testor's Model Master Lacquer). On a muscle car, it added a touch of class to something most commonly seen in wild bright candy colors or a bad ass black, but it also works well in the modern era where shades of bronze and brown are making a bit of a comeback on luxury cars.

First off, the trees! Finding parts on the tree is simplified by a handy parts location guide included with the instructions. Pulling them off requires little effort and leaves almost no excess plastic from the spot where the tree meets the part. It's annoying as heck to have to hack pieces off of a roughly made tree and then grind off the excess plastic, and even more annoying when it's on a chrome part that can't be



easily re-chromed.

Academy really did a precision job on these that made building the car far less annoying and more enjoyable.

As for assembly, instructions were clear, logical, and the model fit together with just a few minor issues. One, if you've got fat fingers like me, you're going to need needlenose pliers for the shift lever. Two, DO NOT put the mirrors on the body before installing the windows!

The lights have clear lenses over chrome inserts to better mimic the style of the Azera's actual headlights. You have to pay attention to how the clear headlight lenses are installed, there's a part that wraps over the body before the rest goes inside the body, and it takes a bit of finger gymnastics to make it work. If you don't notice the part that goes outside of body in the instructions they'll never install correctly.

The black plastic does just fine for the almost-black dark grey interior on the real car, but if you want to get fancy on the interior you can paint it to match the two-tone interior. There are chrome inserts for the door handles as well as stickers and decals for the window switches.

Yes, stickers AND decals are included with this kit, so depending on the skill of the builder and the amount of effort you want to put into it, you have your options. Also optional is the type of roof: you can see the interior through the panoramic glass roof included with the kit or just install a plain metal roof, both are included.

Another unexpected option (if you don't know the car's history) is whether or not you want to label the car Azera (United States market) or Grandeur (Korean domestic market).

A little history note here: if you've seen this kit and wondered "why the Azera?" the current car is the fifth generation of Hyundai Grandeur, first produced for two generations in Korea as a rebadged Mitsubishi Debonair from 1986-1997.

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The third generation was Hyundai's first self-developed Grandeur, which began production for the 1998 model year and made its appearance in the American market in 2001 as the XG300. As of the fourth generation it shares platforms with the Sonata as basically a bigger and more luxurious version of that car. In this way its most similar competition, as far as I can tell, is the Toyota Avalon.

So while it's relatively new and obscure to us here in America, it's a fond old friend in Asia. Damned if I know what "Azera" means, though. I think they thought that "Grandeur" was a bit of an overreach for a car that was now going to share roads with big-ass Cadillac SUVs. If so, I wholeheartedly agree.

This kit is the type of model that doesn't include an opening engine or trunk, and the underside is pretty basic. I left my interior pretty basic so as not to get bogged down in the minutiae that always seems to keep me from finishing these models, but there are plenty of options for tricking out an interior for a show-quality build and the panoramic glass roof is perfect for showing them off. It seems the only omission from the kit for simplification that a skilled builder could really set themselves apart by adding is the chrome stripe that runs from under the headlight, across the fender, and under the side windows.

For a snap kit it's really tightly fit together without any rattles or loose parts. Which is pretty awesome, considering the kind and quality of car I was able to build without gluing my fingers together. It's not the kind of car someone

takes to a cruise night and pops the hood up on, so I'm not too sad about missing the kind of mechanical details that are glue-kit only.

Oh, and the car rolls on its wheels, in case that sort of thing is important to you.

Hyundai started to make an appearance in scale hobbies here with the introduction of a Hot Wheels concept car and Tiburon almost ten years ago. Overseas it looks like there are some more small scale die cast cars available, but nothing else yet in the way of 1:25 plastic models. As Hyundai and Kia build a loyal customer base the world over, and with a revived motorsports program including Thierry Neuville winning the German round of the WRC in a Hyundai i20, we'll start to see more from this manufacturer make inroads into all types of hobbies, including plastic models.

With the win Neuville's i20 seems the likely next candidate for a company like Tamiya to turn out, but Hyundai race cars also include Rhys Millen's Global Rallycross Veloster and Pikes Peak Genesis Coupé. As for a street vehicle with customization options for the modeler, the Genesis Coupé seems the most likely candidate to see production. The original Genesis Coupé came in a lime green that Hyundai actually had the chutzpah to call "Lime Rock Green." And I've got a can of metallic lime green paint that would be *perfect* for it.

Until then, I'd like to thank Academy for letting me check a box off of my car nerd bucket list (and thanks to John Walczak for buying the kit...Happy Birthday to me!), and for making doing so an easy and enjoyable process!





Reprinted from U.S. Department of Transportation's Fast Lane Blog at <http://www.dot.gov/fastlane>

Data crunch shows automotive technology is saving lives

Anthony Foxx, Secretary of Transportation

It's always good to hear confirmation that the data supports your case. And in the case of automotive technology and government oversight, the National Highway Traffic Safety Administration has completed a crunch of 52 years of data, from 1960 to 2012. The conclusion? Over the last half-century, the technologies that improve safety --and the regulatory standards that ensure those technologies are in our na-

tion's cars-- have saved 614,000 lives.

other car. Then, those systems automatically engage the brakes to avoid the crash or lessen the damage.

NHTSA's announcement covers two types of AEB systems in particular:

Crash Imminent Braking (CIB) applies the brakes in cases where a crash is imminent and the driver isn't taking action.

Dynamic Brake Support (DBS) kicks in if a driver isn't applying the brakes strongly enough to avoid a crash and supplements the driver's braking input.

Both of these systems will be included in our New Car Assessment Program, which you might know better as "NHTSA's 5-Star Safety Ratings." That program also includes a checklist of advanced safety features that allows new-car buyers to compare models based on safety features. This, in turn, encourages manufacturers to include those features. NHTSA's plan is to include AEB systems on the checklist.

I've said that DOT is going to remain aggressive on safety, and we will. But foresight matters just as much as oversight, so I'm grateful to automotive engineers for continuing to develop new safety features like AEB, and I look forward to the industry's next life-saving innovation.

Photos

Left: Secretary Foxx at Washington D.C. Auto Show

Below: Secretary Foxx w/NHTSA Administrator Mark Rosekind



tion's cars-- have saved 614,000 lives.

That's more than the entire population of Oklahoma City, and it proves that NHTSA's rules and oversight have helped make Americans safer on our nation's roads.

And today, we're taking another step to bring us closer to a future where crash deaths are a thing of the past, NHTSA's plan to add Automatic Emergency Braking (AEB) to its list of Recommended Advanced Technology Features under the New Car Assessment Program.

AEB is a catch-all term for systems that use cameras and radar to detect when one car is at risk of rear-ending an-



DriveWrite
Automotive

Landrover Go Back To Where It All Began

Geoff Maxted, [DriveWrite Automotive](#)

Land Rover has re-created history by building an authentic replica of the production line used to manufacture its first 4x4 in 1948. The 'Defender Celebration Line' re-creates in detail how the first Series I Land Rover was built at the Solihull manufacturing plant just after the Second World War.

The new visitor attraction, which opened to the public today, forms part of a new Defender tour and showcases replica models in various stages of production, each one meticulously built using identical parts and in precisely the same way as the original Series I.

The display gives an insight into life on a car production line in the late 1940's using original tools and a draftsman's drawing board where visitors are also asked to wear authentic overalls known as 'cow gowns.' The attraction boasts an area dedicated to telling the story of the creation of the original Series I by Land Rover founder Maurice Wilks using previously unseen video footage provided by his family.

The Celebration Line is located in the heart of the Defender production line which is housed inside one of the original production buildings at Jaguar Land Rover's Solihull factory. The opening of the attraction marks the start of a year of celebration as the Defender enters its final year of production in the UK.

Jaguar Land Rover Heritage Director, John Edwards, says the heritage line will take visitors back to the beginning of the world's most famous 4x4 manufacturer.

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He said: "Land Rover has a rich heritage based around the Series I and Defender models, and we wanted to create something extra special that would give visitors and enthusiasts a unique insight into how it all started back in 1948. It has been a huge task to recreate a production line from almost 70 years ago, from sourcing original parts for the Series I models, to authentically re-creating the working environment and uniform of employees who were here. The team involved has been meticulous in their research, planning and creation of what is a fitting tribute to the legendary heritage of Land Rover."

The company turned to one of the world's leading Land Rover enthusiasts and restorers and curator of the famous Dunsfold Collection of historic Land Rovers, Phil Basshall, to help create the vehicles for the production line. Phil built his first Series I Land Rover at the age of 13, but admitted he was shocked when Land Rover told him of plans to build a full replica 1948 production line. Phil admitted: "It's been a struggle at times, but a real labour of love to source all of the original parts needed for vehicles that stopped production so many years ago."

Phil had a large number of the 'nuts and bolts' he needed tucked away in his own 'Aladdin's Cave' of Land Rover parts – he has amassed over 8,000 original parts but it was still a long and painstaking search to find all the brakes, clutches, gaskets and pedals required for the exhibit. He enlisted the help of skilled craftsmen and the Land Rover Series I Club to build a replica chassis for the Series I models, along with some of the aluminium bodywork for the vehicles.

Once Phil had collected all of the parts over a period of months, it took him and his mechanic five weeks to build the five Series I models. His guiding light in the challenge and the man who coordinated the Celebration Line project is Roger Crathorne. Roger, known simply as 'Mr Land Rover', was born in Solihull and joined Land Rover as an apprentice in 1963. He retired last year having completed more than 50 years' service.

For Roger, seeing the completed exhibit line is a dream come true and the perfect illustration of what makes Land Rover unique in the world of motoring. He said:



"No other car maker in the world has anything as authentic and with such meticulous attention to detail as our heritage line. It has taken months of searching and dedication to put this project together, but it has been worth it."

The new Defender factory tour lasts approximately three hours. The tour begins at the beginning of the production process – the body shop. Here bodies are manufactured prior to being shipped to paint. The tour then continues in final assembly where visitors can see the engine and gearbox lowered onto the chassis and watch as the labour intensive process of assembling the painted body panels begins.

Today, the tour welcomed its very first visitors, the Writtle family from South Gloucestershire [pictured]. They said: "We are huge enthusiasts of this iconic vehicle and own 11 between us. It feels like we have won the lottery as we have secured one of the few Limited Edition Heritage vehicles from the recently announced Celebration Series. We were amazed how little the Defender manufacturing process has changed in the last six decades with individual craftsmanship still at the heart of each vehicle produced. We also witnessed Jaguar Land Rover's rigorous quality control processes, including testing in the monsoon chamber where vehicles are subjected to 343 high-pressure water jets for 14 minutes to ensure there are no water leaks."

Today, 450 people are employed on the Defender production line, including a family who has seen three generations dedicate themselves to the manufacture of these iconic vehicles. Tours cost £45 per person. To arrange a visit to the home of the Land Rover legend during its final year of UK production, visit <https://shop.landrover.co.uk/driving-experiences/find-a-centre/solihull> or call: +44 (0)121 700 4619.