AUTOMOTIVE DESIGN DRAWINGS COLLECTION

The Automotive Design Drawings collection consists of a variety of sketches, renderings and blueprints created in conjunction with the design of the external structure and internal components of various automotive products. Incorporated into the collection are drawings for a wide range of vehicles including concept automobiles, show automobiles, production models, trucks, military and mass transit vehicles.

The collection is arranged alphabetically by name of designer. When information was available, a brief biographical sketch of the designer is included, followed by an alphabetically arranged listing of his/her works.

When the drawing represents the co-operative work of a design staff, the phrase "studio of" is used. The year, following the slash (/) in the description, indicates the model year. When only the decade is known, the date is noted as 196X. The date listed in the far right column is the actual date the drawing was created.

Oversize (G and H) materials are found on Level C.

SIZE (F)

Acher, Jos.       Lincoln Continental Rear           7-20-1945

JON ALBERT was born in Danville, IL, March 29, 1953. He interned in the 1973 Chrysler Design Summer Program and received his BFA degree from the University of Illinois in 1975. Albert was a designer for Deschamp-Mills Associates before joining the General Motors Design Staff in 1976.

At General Motors he contributed to the interior designs of the 1982 through 1985 Camaro and Firebird. An assistant design manager of the Advanced Concepts Center since 1988, he is responsible for the softer European theme of the Pontiac Firebird interior from 1985 to 1988.

Albert, Jon       Pontiac Fiero Emblem                2-17-1982
Albert, Jon       Pontiac Fiero Indy Identification    ca. 1981
Albert, Jon       Pontiac Fiero Identification/Brown Horse ca. 1981
Albert, Jon       Pontiac Fiero Identification Concept  ca. 1981
Albert, Jon       Pontiac Fiero Identification Sketch  ca. 1981
Albert, Jon       Pontiac Fiero P-Car Emblem          ca. 1981
Albert, Jon       Pontiac Fiero Seat                  ca. 1981
Albert, Jon       Pontiac Fiero Seat                  ca. 1981
Albert, Jon       Pontiac Fiero Steering Wheel Proposal ca. 1981

ALDRICH, JAKE     Ford Motor Co. Headlamp Rendering    n.d.
Aldrich, Jake     Ford Motor Co. Headlamp Rendering    12-23-1947
Aldrich, Jake     Ford Motor Co. Taillamp Rendering    12-21-1947
Aldrich, Jake     Ford Motor Co. Taillamps Rendering   12-20-1947
Aldrich, Jake     Ford Motor Co. Theme Sketch         12-20-1947
Aldrich, Jake     Lincoln Convertible Front Quarter/195X 8-26-1949
Aldrich, Jake     Lincoln Face Lift/1950               12-30-n.d.
GEORGE BARBAZ, designer of the first Bronco-tilt cab, created rendering and tape drawing layout techniques used in the Advance Design studios of the Ford Motor Company.

After attending Henry Ford Community College, St. Mary’s College and Menzinger Art School, Barbaz joined the Ford Motor Company. His career spanned the years 1946 to 1981, and his work as a stylist in Advance Design was represented in the Ford displays at automobiles shows.

KIRK BENNION was born January 1, 1961 in Niagara Falls, NY. He received his B.F.A. degree at the Cleveland Institute of Art and then joined the General Motors Design Staff.

Bennion, Kirk Corvette Race Car Proposal ca. 1987

BIANCHI, FRANK
SIZE (F) continued

STEVEN N. BOLLINGER, a principle contributor to the 1975 Cordoba exterior, the 1981 Imperial Coupe exterior, and the 1986 LeBaron Coupe exterior, was born May 14, 1940 in Columbus, Ohio. After receiving his B.S. in Industrial Design from the University of Cincinnati, Bollinger gained experience designing for Chrysler Corporation, Sundberg Ferar Industrial Design, Ford Motor Co., and General Motors.

Bollinger, Steve Chrysler LeBaron Coupe J21/1987 4-1982


Boyer, Wm. P. Ford Front Hood Concept n.d.

BREITMAYER, VERN See SIZE (H)

GORDON BUEHRIG was born 18 Jun 1904 in Mason City, IL. His first automobile related job was with Gotfredson Body Co. in Wayne, MI in 1924. Gotfredson was one of the leading body builders of the time, supplying such companies as Jewett, Peerless and Wills Sainte Clair. From there he moved to Dietrich, Packard and eventually to General Motors under Harley Earl. In a short time, however, he moved on to Stutz Motor Car Co. and then to Duesenberg, Auburn, Studebaker and the Budd Co.. In 1949 he joined the staff at Ford Motor Company where he made an immediate impact as the body engineer for the Lincoln Continental Mark II. However, he was most known for the design of the 810 Cord in 1936.

Buehrig, Gordon See SIZE (G)

JOHN A. CAFARO, Jr. was born in Camden, New Jersey on February 27, 1955. He earned a BA in Industrial Design from Pratt Institute in 1977 and interned at Walter Dorwin Teague Associates from 1976-1977. After accepting a design position with General Motors in 1977, Cafaro moved rapidly through the design studios of Cadillac, Chevrolet and Pontiac. Among his significant design contributions were the front end of the 1982 Camaro Z-28 and the acrylic see-thru sail panels on the 1986 Fiero GT. The tilt nose, the integrated protective molding and the aerodynamic cast aluminum wheels on the 1984 Corvette were the work of John Cafaro. In 1986 Cafaro became chief designer of the Corvette/Camaro/Beretta Studio.

Cafaro, John Corvette Clam Shell Hood ca. 1979
Cafaro, John Corvette Proposal/1984 ca. 1979
Cafaro, John F-Car Proposal/1984 ca. 1979
Cafaro, John Pontiac Fiero Convertible Proposal ca. 1985
Cafaro, John Pontiac Fiero Fastback ca. 1983
Cafaro, John Pontiac Fiero GT Race Car Proposal ca. 1984
Cafaro, John Pontiac Fiero Indy Pace Car Front End ca. 1983
SIZE (F) continued

RICHARD D. CALEAL, born September 2, 1912 in Lansing, MI, was employed by Red Motor Co., Studebaker, Ford Motor Company and finally by Chrysler Motors as head of Truck & Passenger Car Styling, 1949-1974. The 1949 Ford was Caleal's most significant contribution to styling.

Caleal, R.D.       Ford Head Lamp                           n.d.
Caleal, R.D.       Ford Spotlight                           n.d.
Caleal, R.D. & Ash, L.D.       Ford Non-Glare Mirrors          11-5-1948

JULIAN W. CARTER, born May 12, 1949 in Newville, AL, received his BFA in Industrial Design from Cleveland Institute of Art. He joined the GM Design Staff in 1974, and became Assistant Chief Designer in the Cadillac Interior Studio in 1988. Interested in the effect of high technology on design, Carter implemented the finger-tip controls on the instrument panel of the 1982 Camaro, and designed the interior of the 1985 Corvette Indy.

Carter, Julian     Corvette Indy Show Car Interior Concept              ca. 1985

MAURICE P. CHANDLER, born November 15, 1941 in Hudson, NY, studied at the University of Colorado, Art Center College of Design in Los Angeles and Wayne State University. He joined the GM Design Staff in 1964 as a Stylist and was appointed Assistant Chief Designer in 1986. Chandler was a contributor in many studio team efforts from Cadillacs of the late 1960's to Chevrolet, Pontiac and Oldsmobile cars through the 1980's. His most recent work in the advanced design studios includes full-sized fiberglass design proposals.

Chandler, Maurice Cadillac Eldorado Front End           ca. 1980
Chandler, Maurice Pontiac F-Car Firebird Concept        ca. 1978
Chandler, Maurice Pontiac Proposal                      ca. 1976
Chandler, Maurice See also SIZE (H)

CHARLES Y. CHERIEZ (1909-1961) was born in Paris, France. After studying in France, he came to the United States and was employed as a designer by Hudson Motor Car Company (1939-1954) and later by General Motors Styling(1954-1961). Cheriez was interested in all forms of transportation but, particularly, the automobile.

Cheriez, Chas.       Hudson Dual Cowl Phaeton              12-15-1936
Cheriez, Chas.       Hudson 4 Dr. Sedan                     11-30-1935
Cheriez, Chas.       Hudson 63 Convertible Coach            11-18-1935
Cheriez, Chas.       Hudson 63 Convertible Coach            12-20-1936
Cheriez, Chas.       Hudson 2 Dr. Sedan                     12-20-1935
Cheriez, Chas.       Hudson 2 Dr. Sedan                     11-20-1935 1-20-1936
Cheriez, Chas.       Hudson 2 Dr. Sedan                      6-28-1938

CHRYSLER CORP.     Chrysler Tape Drawing, Full Size            ca. 1986 DESIGN STUDIO
SIZE (F) continued

DAVID IRVING CLARK, born 9 August 1938 in Holly, MI, studied at Mott Community College and Pratt Institute. Clark worked as a lab technician and illustrator for A.C. Spark Plug until 1964 when he received his Industrial Design degree. At that time he joined the General Motors Styling Staff.

Clark contributed to the 1967 introduction of the hidden windshield wiper— the development of electroluminescence as used in the coach lamps of the 1979 Buick Riviera, and the development of the central retention wheel disc.

Clark, David Cadillac Advanced Front End Concept ca. 1987
Clark, David Cadillac Seville Rear View Concept 3-17-1987

ROSS COUSINS, was born in Toronto March 25, 1916. His father was a commercial artist who came to Detroit because of opportunities related to the auto industry. After graduating from Cass Technical High School, Cousins acquired his first job with Evans, Winter & Hebb, printers of auto literature. Through some free-lance work he was later employed by Chrysler Export. After World War II, he returned to commercial art and to toy and model design. Cousins designed model space sets used in the movie "Star Wars"

Cousins, Ross Ford 4 Dr. Interior n.d.

WESLEY DAHLBERG was born 24 Sep 1917 in Muskegon, MI. After receiving a BFA from Carnegie Mellon University, he taught at Washington University before joining Ford Motor Company (1947-1973). Between 1958-1967 he organized the styling department of Ford Werke in Cologne, Germany. The Ford Taunus was an aerodynamic pace setter for both European and American cars. After a competitive in-house program, Dahlberg's design for the 1972 Lincoln Continental Mark IV was selected, engineered and fabricated with only minor revisions.

Dahlberg, Wesley Concept Car Design/Early 50's 6-13-1949

EARL, HARLEY Buick LeSabre Preview Car/ca. 1951 n.d.

FORD MOTOR CO. DESIGN STUDIO Ford Concept Car/ca. 1958 n.d.
Ford Motor Co. Design Studio Lincoln Centerline Print/ca. 1950 n.d.
Ford Motor Co. Design Studio Lincoln Continental Insignia n.d.
Ford Motor Co. Design Studio Lincoln Continental Insignia n.d.
Ford Motor Co. Design Studio Lincoln 4 Dr. Open Top Concept Car/ca. 1960 n.d.
Ford Motor Co. Design Studio Mercury Special Car Interior Proposal n.d.

Ford Motor Co. Design Studio See Also SIZE (G), SIZE (F) ROLLED DRAWINGS
SIZE (F) continued

THOMAS C. GALE was born in Flint, Michigan on June 18, 1943. His academic training was received at Michigan State University, where he earned a BA degree in 1966, a MA degree in 1967 and a MBA degree in 1978. Gale worked in the exterior and interior studios for both passenger cars and trucks at Chrysler Corporation before becoming Vice-President of Chrysler's Product Design Office. During his career, Gale was part of corporate advance and production design activities, and contributed to special niche studies which ultimately resulted in products such as minivans and convertibles that contributed significantly to the profitability of the Chrysler Corporation. He has also acted as a consultant to Mitsubishi, Maserati and Lamborghini as a part of corporate worldwide design activities.

Gale, Thomas See SIZE (G)

WALTER K. GIERSCHICK, born 10 Jun 1930 in Brooklyn, NY, received his B.A. from Pratt Institute. He was employed at General Motors (1954-1955), Chrysler Corp. (1956-1960) and Sundberg Ferar (1960-1961). In 1961, he rejoined General Motors as Assistant Chief Designer and was particularly known for his work on a passive safety belt system for pillarless vehicles and for the General Motors Delco Sound System and the Delco/Bose Sound System which he patented. Since retirement from G.M. in 1985, Gierschick has been Chief Product Designer for United Technologies Automotive Group.

Gierschick, W. GM Futuristic Console Gearshift Front n.d.
Gierschick, W. GM Futuristic Console Gearshift Left n.d.
Gierschick, W. GM Futuristic Console Gearshift Right n.d.
Gierschick, W GM Futuristic Dashboard n.d.
Gierschick, W. GM Futuristic Delco Radio Controls n.d.
Gierschick, W. GM Futuristic Digital Dashboard n.d.
Gierschick, W. GM Futuristic Digital Dashboard n.d.
Gierschick, W. GM Futuristic Digital Dashboard/Labeled n.d.
Gierschick, W. GM Futuristic Electronic Dashboard Readout n.d.
Gierschick, W. GM Futuristic Electronic Shift Selector n.d.
Gierschick, W. GM Futuristic Entry Concepts n.d.
Gierschick, W. GM Futuristic Infrared Wireless Headphones n.d.
Gierschick, W. GM Futuristic Interior Monorail or Bus n.d.
Gierschick, W. GM Futuristic Interior Multi-passenger Vehicle n.d.
Gierschick, W. GM Futuristic Interior Multi-passenger Vehicle/Passenger Seats n.d.
Gierschick, W. GM Futuristic Microtap Audio Systems 7-12-1982
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Controls n.d.
Gierschick, W. GM Futuristic Radio Instruments n.d.
Gierschick, W. GM Futuristic Select Panel and Clock n.d.
Gierschick, W. GM Futuristic Select Panel and Clock n.d.
Gierschick, W. GM Futuristic Steering Column Switcher n.d.
Gierschick, W. GM Futuristic Utility Interior Side Panels n.d.
SIZE (F) continued


Godshall contributed to the revamping of the Plymouth Volare into the Chrysler LeBaron for 1977, and to the proto-type of the experimental Chrysler & G.E. electric car in the late 1970's. As a senior designer in the Interior Design Studio at Chrysler, Godshall worked with the passive restraint system and the passive restraint instrument panels and interiors. In addition, Godshall has written and illustrated articles for automotive history periodicals.

Godshall, Jeff
Chrysler/195X n.d.
Godshall, Jeff
Dodge Dart Front/1972 4-24-1969
Godshall, Jeff
Dodge Dart Show Car 6-17-1968

HENRY HAGA (1931-1988) was born in Milwaukee, WI, attended the University of Wisconsin and graduated from the Art Center School of Design in Los Angeles. Haga joined General Motors and, after experience in all five division studios, was named Chief Designer for Chevrolet in 1963. His influence is especially noted in the Corvette, Monza, Camaro and the Chevy II as well as special show cars. In 1974 he was transferred to Opel in West Germany where he was Director of Design for all European passenger cars for the next six years. After returning to the United States in 1980, he became Assistant Executive chief Designer for the Chevrolet and Pontiac Studios and in 1984 was named Director of the General Motors Advanced Concepts Center in California.

Haga, Henry
Concept car, colored pencil, side view 1951
Haga, Henry
Concept car, side view 1951
Haga, Henry
Concept car, two door 1951
Haga, Henry
Concept car, pencil drawing, two door 1949
Haga, Henry
Concept car, left 3/4 front 1951
Haga, Henry
Concept car, watercolor, 3/4 front 1951
Haga, Henry
Concept car, coupe, side view, watercolor 1952
Haga, Henry
Futuristic race car, pastel pencil 1951
Haga, Henry
Futuristic car, front view/195X pencil sketch n.d.
Haga, Henry
Blueprint, competition sport car, experimental XC-440 11-1-1952
Haga, Henry
Futuristic sport/race car, large fins ca.1955
Haga, Henry
Cadillac fender fin & tail light ca.1955
Haga, Henry
Cadillac rear fin & exhaust port ca.1955
Haga, Henry
Cadillac, rear deck, rear light design n.d.
Haga, Henry
Futuristic racer, rear deck, exhaust port ca.1955
Haga, Henry
Futuristic sport car 1950
Haga, Henry
Mercury two door sedan 1951
Haga, Henry
Concept drawings, twelve racers & sport cars 1952
Haga, Henry
Montage, thirteen sport cars & detailing sketches 1952
Haga, Henry
Cadillac coupe, side view 1954
SIZE (F) continued

JOHN HERLITZ was born 30 Dec 1942. He graduated from Pratt Institute and has been associated with Chrysler's Design Studios since 1964. Herlitz contributed to the original design themes of the 1967 and 1970 Plymouth Barracuda, and the 1971 Plymouth Sebring/Road Runner in his capacity as Advance Design Manager, Chief Designer and Director of Interior and Exterior Design.

Herlitz, John       Plymouth Roadrunner GTX/1971          1-1968
Herlitz, John       See also Box 31

HORENKAMP, FRANK Student's Truck Line Drawing              n.d.


Hughet, Roger       Pontiac Firebird Proposal/1982          10-1976

HUZZARD, R.W.       Mustang I Drawing                     4-17-1968

JACQUET, ED         Ford Concept Car/ca. 1960          7-9-1954
Jaquet, Ed          Ford Concept Car/ca. 1960            7-14-1954

ROBERT BOYD JONES was born 3 March 1919 in North Wilkesboro, North Carolina. He was educated at Detroit's Meinziner Art School, Detroit Institute of Automobile Styling and the University of Michigan in Design, Art & Color and Industrial Sculpturing. In 1946, Jones joined Briggs Manufacturing Company as an apprentice designer, and then Ford Motor Company and Packard Motor Car Company. In 1952 he returned to Ford Motor Company, progressing from senior stylist to design manager prior to his retirement in 1979. Jones is best known for initiating the trend of contour styling while designing the 1951 Packard hood.

JONES, ROBERT       See Bianchi, Frank

WAYNE KADY, born 27 Feb 1938 in Reedley, CA, received his B.S. in Industrial Design Transportation in 1961 and became a member of the design staff of General Motors the following year. Kady has contributed to the exterior design and theme of the 1965-1970 Cadillac, and has been responsible for the exterior designs of the 1975-1976 Buicks, 1977-1989 Cadillacs.

Kady, Wayne         Cadillac Eldorado Proposal/1964        l-7-1964

KING SEELEY STUDIO   Lincoln Continental Instrument Panel/n.d.
SIZE (F) continued

DAVID W. LAITURI, born in Conneaut, OH, 3 Jan 1962, received his B.S. in Industrial Design from Ohio State University in 1984. Following post-graduate work at the State Academy of Fine Arts in Stuttgart, West Germany, he returned to the United States and joined General Motors Design in 1985. In 1987 he received the Industrial Design Achievement Award for the design of the 1987 Chevrolet Beretta engine compartment. After a year of teaching at the Center for Creative Studies, Detroit, Laituri returned to Ohio and joined the design firm of Richardson Smith.

Laituri, David  Pontiac Fiero 3.4. Liter Dual  ca. 1987  Cam Engine Concept/1988

CHESTER E. LIMBAUGH was born 9 Mar 1933 in Tullahoma, TN. Limbaugh started his 30 year association with Chrysler Corporation in 1958, shortly after graduating from the Art Center College of Design in Los Angeles. At Chrysler he contributed to the design of the 1974 Imperial grille theme, the 1979 Dodge Magnum front end grille theme and introduced the use of plastic foam as a modeling medium. He was also involved in the introduction and use of computer-aided model development.

Limbaugh, Chester Plymouth Product/1963-64  6-1960

DON LOGERQUIST was born in Sister Bay, WI, 20 Jan 1931. He won design awards as a teenager in 1948, 1949 and in 1950 he was Wisconsin's winner in the Fisher Body Craftsman Guild Design Contest. After receiving his B.F.A. in Industrial Design from Art Center School in Los Angeles in 1957, he joined the General Motors Design Staff and contributed to the design themes of the first Oldsmobile Toronado, the Cadillac Eldorado and the Cadillac Seville.

Logerquist, Don Pontiac Grand Prix Front Concept  11-26-1965
Logerquist, Don See Also SIZE (F) ROLLED DRAWINGS

MALACHOWSKI, Ford Front Grille Rendering/  9-5-1947  ca. 1950

JOHN MANOOGIAN II, born 23 Jul 1947 in Detroit, received his B.A. in Transportation Design (Art Center College of Design, Los Angeles) and his M.B.A. from Oakland University, Rochester, MI. Joining the General Motors Design Staff in 1976, his experience has been with Oldsmobile, Cadillac, Pontiac and Saturn products.

Manoogian, John See SIZE (H)

McCULLOUGH, J.M. Ford Convertible Concept Car  10-20-1954  ca. 1960
McCullough, J.M. Ford Customline 2 Dr. Side View  n.d.  ca. 1960

ART MILLER, retired Ford Motor Company stylist, was born in Detroit and educated in the Fine Arts School at Wayne State University.

Miller, Art Red Auto Interior/n.d.  7-28-1952

MILLS, JACK Ford Convertible Concept Car/ca. 1950  n.d.
WILLIAM L. MITCHELL (1912-1988) attended Carnegie Institute of Technology in Pittsburgh, PA. After one year, he attended the Art Student's League in New York City while working for the Barron Collier Advertising Agency. The Collier family encouraged him to sketch and design automobiles, especially racers. In 1935, Mitchell was hired by General Motors as a designer. In 1959, when Harley Earl retired, Mitchell was named head of the Styling Section. He is best known for the 1938 Cadillac Sixty Special, the 1963 Buick Riviera, the 1967 Cadillac Eldorado and the 1977 Chevrolet Impala. After retiring from General Motors in 1977, Mitchell organized his own design company.

Mitchell, Wm. L. LaSalle integral bumper design proposal 1940
Mitchell, Wm. L. Cadillac 400 bumper grill proposal ca.1940
Mitchell, Wm. L. General Motors hiring portfolio 9-10-1935
Mitchell, Wm. L. 1937 LaSalle V-8 roadster 1937
Mitchell, Wm. L. Cadillac carwalk cooling proposal 1-20-1938
Mitchell, Wm. L. 1938 Cadillac Sixty Special 8-20-1937

GEORGE MOON, born 14 Apr 1930 in Plainsfield, NJ, was educated in Rhode Island and at the University of Michigan in Architectural and Industrial Design. Moon joined the General Motors Design Staff (1954-1986) where his experience covered Buick, Opal and Cadillac styling and design. Among the achievements of his 35 years are the upgrading of interior design, the expansion of textile use, the implementation of electronics in the car's interior and the early development of molded seating.

Moon, George See SIZE (G)

MORRISON, JERRY Ford Advanced Concept Car ca. 1970
Morrison, Jerry Comet Caliente Convertible/ca. 1960-65 n.d.
Morrison, Jerry Lincoln Convertible Concept Car/1961 n.d.
Morrison, Jerry Mercury Machete Design Presentation 4-1968
Morrison, Jerry Mercury Machete 3/4 Front View/1971 4-1968

JOHN NAJJAR, born 11 Nov 1918 in Omaha, NE, attended Meinzinger Art School, Wayne State University and Cranbrook Academy. In 1936, one year before he enrolled in Meinzinger's, he began his 44 year career with the Ford Motor Company. As he studied, he worked in various Ford Studios as a designer, design specialist and design manager. Najjar was made Chief Stylist in the Lincoln and Lincoln Continental studio(1955-1957), Executive Director of various Ford studios (1957-1969), directorship of industrial design and graphics (1969-1974), and finally, Assistant Director of special assignments, including the design of trucks and tractors.

Najjar conceived the design theme of the Mustang I Show Car and the production 1964 1/2-1965 Mustang which won awards and set production and sales records. The pony-pak engine located midship, the Mustang logo and even the name itself were his proposals.

Najjar, John Construction of a Wood Dummy for a Clay Model Blueprint/1939 2-2-1939
Najjar, John Construction of a Wood Dummy for a Clay Model Blueprint/1939 2-2-1939
Najjar, John Dole Valve Primer Assembly/n.d. n.d.
Najjar, John Ford Accessory Bumper Guard/1948-49 n.d.
Najjar, John Ford Accessory Information/1946 10-1-1946
Najjar, John       Ford Accessory Visor Vise/ca. 1950        10-21-1949
Najjar, John       Ford Changes Blueprint/1940        5-31-1939
SIZE (F) continued

Najjar, John       Ford Convertible Coupe Line Drawing/ca. 1947            n.d.
Najjar, John       Ford Deluxe Changes Blueprint/1941        6-21-1939
Najjar, John       Ford Deluxe Convertible Coupe Line Drawing/ca. 1939    n.d.
Najjar, John       Ford Exterior Specification Information/1945        4-20-1945
Najjar, John       Ford Instrument Panel Information/1945        3-27-1946
Najjar, John       Ford Interior Information/1945        5-10-1945
Najjar, John       Ford Jeep/ca. 1947                                       5-25-1944
Najjar, John       Ford Jeep Sketch/ca. 1945                                5-24-1944
Najjar, John       Ford Steering Wheel, Gear Shift and Ignition/n.d.      n.d.
Najjar, John       Ford 3/4 Rear View Line Drawing/ca. 1941                n.d.
Najjar, John       Ford Truck Exterior Information/1946           3-5-1946
Najjar, John       Ford Truck Product Information Blueprint/1940       9-15-1939
Najjar, John       Ford Truck Product Information Blueprint/1940       9-15-1939
Najjar, John       Lincoln Accessory Steering Wheel/ca. 1951            8-17-1949
Najjar, John       Lincoln and Mercury Accessory Gear Shifts/ca. 1951   7-9-1949
Najjar, John       Lincoln Cabriolet/1939                                   n.d.
Najjar, John       Lincoln Continental Front View Line Drawing/ca. 1951   n.d.
Najjar, John       Lincoln Continental Rear View Line Drawing/ca. 1951   1950
Najjar, John       Lincoln Continental Rear View Line drawing              n.d.
Najjar, John       Lincoln Continental Steering Wheel and Instrument Panel/1949  1946
Najjar, John       Lincoln Custom All Weather Brougham Blueprint/ca. 1940  9-21-1939
Najjar, John       Lincoln Custom Convertible Sedan and Limousine Blueprint/ca. 1940  9-25-1939
Najjar, John       Lincoln Five Passenger Sedan Blueprint/ca. 1940        9-28-1939
Najjar, John       Lincoln Fordor Line Drawing/ca. 1950                    1950
Najjar, John       Lincoln Instrument Panels                               n.d.
Najjar, John       Lincoln Seven Passenger Limousine Blueprint/ca. 1941    9-28-1939
Najjar, John       Lincoln Seven Passenger Sedan Blueprint/ca. 1940        9-28-1939
Najjar, John       Lincoln SLC 102                                        9-2-1948
Najjar, John       Lincoln SLC 103 Bumper Guard and Headlamp/n.d.         9-1-1948
Najjar, John       Lincoln SLC 104 Rear Bumper and Taillamp/n.d.         9-1-1948
Najjar, John       Lincoln SLC 114 License Plate and Guard/n.d.          10-7-1948
Najjar, John       Lincoln SLC 119 Front License Guard/n.d.               10-11-1948
Najjar, John       Lincoln SLC 120 Rear License Guard/ca. 1950            10-11-1948
Najjar, John       Lincoln SLC 127 Front Bumper Guard/ca. 1950            10-13-1948
Najjar, John       Lincoln SLC 189 Hood Break and Cowl Scoop              1-19-1949
Najjar, John       Lincoln SLC 195 3/4 Front View/ca. 1950                1-25-1949
Najjar, John       Lincoln SLC 214 Front View/ ca. 1951                    2-3-1949
Najjar, John       Lincoln Steering Wheel and Gear Shift                   n.d.
Najjar, John       Lincoln Steering Wheel Trim Plate/1948                  n.d.
Najjar, John  Lincoln Zephyr Club Coupe Blueprint/ca. 1940          5-16-1939
SIZE (F) continued
Najjar, John  Lincoln Zephyr Coupe Blueprint/ca. 1940          5-15-1939
Najjar, John  Lincoln Zephyr Fordor Blueprint/ca. 1940          n.d.
Najjar, John  Lincoln Zephyr Fordor Sedan/ca. 1940          5-12-1939
Najjar, John  Lincoln Zephyr Fordor Sedan Blueprint/ca. 1940          5-12-1935
Najjar, John  Lincoln Zephyr Interior          n.d.
Najjar, John  Lincoln Zephyr Limousine Blueprint/ca. 1946          8-14-1939
Najjar, John  Lincoln Zephyr Special Speedster Product Information Blueprint/ca. 1940          n.d.
Najjar, John  Mercury Changes Blueprint/1940          5-31-1939
Najjar, John  Mercury Exterior Information/1946          4-7-1946
Najjar, John  Mercury 4 Door Sedan/ca. 1942          1942
Najjar, John  Mercury Instrument Panel Information/1946          ca. 1945
Najjar, John  Mercury Interior Information/1945          ca. 1945
Najjar, John  Mercury Steering Wheel, Gear Shift and Ignition/n.d.          n.d.
Najjar, John  Military Vehicle Bomb Selector Valve/ca. 1942          12-19-1941
Najjar, John  Military Vehicle Heater Study Sketches/ca. 1942          1942
Najjar, John  Military Vehicle Heater Study Sketches/ca. 1942          1942
Najjar, John  Military Vehicle Heater Study Sketches/ca. 1942          1942
Najjar, John  Military Vehicle Method of Lubricating Camshaft and Gear Sketches/ca. 1942          1942
Najjar, John  Military Vehicle Tarp. M4A3 Air Intake Cover/ca. 1942          1942
Najjar, John  Military Vehicle Turret Cover Assembly/ca. 1942          n.d.
Najjar, John  Military Vehicle Turret Cover Assembly/ca. 1942          1942
Najjar, John  Mustang II          4-21-1963
Najjar, John  Mustang II 3/4 Front View          4-21-1963
Najjar, John  Mustang II 3/4 Rear View          4-21-1963
Najjar, John  Mustang II Seating          4-21-1963
Najjar, John  Police Jeep Sketch          n.d.
Najjar, John  Tank M4A3 GAA Engine Phantom View/ca. 1942          n.d.
Najjar, John  See Also SIZE (H)
NISSEN, K.F.  Ford 2 Dr. Hardtop Side View/ca. 1960          9-8-1954
ORTIZ, RALPH  Ford Convertible 3/4 Front View/ca. 1960          1-5-1955
PACKARD MOTOR CAR CO. DESIGN STUDIO  Packard Predictor Show Car          n.d.

TED PIETSCH was born 23 Sep 1912 in Baltimore, MD. Educated at the Maryland Institute of Art, Baltimore, in design and mechanical drawing, Pietsch joined the Chrysler Corporation in 1934 as a designer. During the years of 1934-1940, while employed at Chrysler, he won the Automotive Free Lance Industrial Design Award each year. From 1940-1952, Pietsch designed for Hudson Motor Car Company, Briggs Manufacturing Company and Ford Motor Company. In 1952 he joined Raymond Loewy Associates as a senior designer on the Studebaker account. Pietsch became the manager of the Studebaker Packard Exterior Studio (1955-1962). In 1962, he returned to Chrysler Corporation, remaining as a senior stylist in Advanced Interiors until his retirement in 1970.

Pletsch, Ted       Auto Gear Shift/n.d.                                                10-5-1949
Pletsch, Ted       Ford Front View/ca. 1950                                          n.d.
Pletsch, Ted       Ford V8 2 Dr. Front View/ca. 1950                             3-9-1948

POWERS, JAMES      Race Car Concept/1959                                    1-2-1959

ARTHUR L. QUERFELD, retired design executive of Ford Motor Company, was responsible for many Ford and Lincoln/Mercury exteriors, interiors and instrument panels during the 1953-1983 era. Querfeld joined Ford following his graduation from Pratt Institute in 1941, and contributed to Ford's World War II designs. From 1945-1947, he served with the European industrial branch of the United States military government assisting in Russian reparations and the re-establishment of Mercedes' and Bosch's production. Querfeld contributed, with Lee Iacocca, to the design work of the original Mark III and the 1955 Thunderbird interior.

Querfeld, Arthur Armored Wheeled Military Vehicle/ca. 1943-45  8-23-1942
Querfeld, Arthur Armored Wheeled Military Vehicle/ca. 1943-45  12-14-1941
Querfeld, Arthur Armored Wheeled Military Vehicle/ca. 1943-45  12-14-1941
Querfeld, Arthur T17 Military Vehicle/ca. 1943-45              12-27-1942

JAMES L. QUINLAN, born 11 Mar 1929, received his education at Henry Ford Community College, Pratt Institute and Wayne State University. Before joining the Ford Motor Company, Quinlan was an architectural display designer at New York's American Museum of Natural History. At Ford, he designed the interiors of the 1956-58, 1961, and 1964 Thunderbirds and the 1964 1/2 Mustang. In 1969 Quinlan designed the exterior of the full sized Ford. As Design Executive (since 1981), he selects all colors and materials for Ford cars and trucks.

Quinlan, James      Ford Concept Car/ca. 1960                                8-30-1954

DAVID D. RIEDEN, born 29 Jan 1941 in Pittsburgh, PA, studied architecture at the University of Detroit. He received his B. S. in Product Design at Art Center College of Design and his M.F.A. in Design from Cranbrook Institute. Between 1964-1967, he

RIEDEN, DAVID See SIZE (F) ROLLED DRAWINGS

SIZE (F) continued

DAVID G. ROSS, born Aug 1959 in Apollo, PA, received his B.F.A. from Cleveland Institute of Art. Ross has been employed by the General Motors Design Staff since 1984.

Ross, David G. Pontiac Pursuit Concept/n.d. ca. 1986

ELIA RUSSINOFF, born 27 Aug 1930 in Detroit, MI, received his B.S. in Industrial Design in 1954 from Pratt Institute. In 1949, before entering Pratt, he was awarded first place and regional winner in the Fisher Body Craftsman's Guild Contest. Rusinoff joined the General Motors Design Staff in 1955. During the energy crunch of 1982, he contributed to the design of an experimental passenger commuter vehicle, the TPC. The TPC achieved 95 mpg on the highway and in now on display in Los Angeles. In 1986, as Studio Assistant, Advance 4 Studios, Russinoff developed the design theme for the 1989 Chevrolet Sprint called the Metro.

Russinoff, Elia Cadillac Contemporary Sketch/1959 ca. 1985
Russinoff, Elia Cadillac Eldorado Concept ca. 1979
Russinoff, Elia Chevrolet Monte Carlo Proposal ca. 1978
Russinoff, Elia Chevrolet Monte Carlo Proposal ca. 1978
Russinoff, Elia Oldsmobile Proposal ca. 1978
Russinoff, Elia Pontiac A-body Rear View ca. 1976
Russinoff, Elia Pontiac F-car Concept/Firebird ca. 1978
Russinoff, Elia Pontiac F-car Concept/Firebird ca. 1978
Russinoff, Elia Pontiac F-car Concept/Firebird ca. 1978
Russinoff, Elia Pontiac F-car Concept/Firebird ca. 1978
Russinoff, Elia Pontiac F-car Proposal ca. 1978
Russinoff, Elia Pontiac Grand Prix ca. 1976
Russinoff, Elia Pontiac Grand Prix ca. 1976
Russinoff, Elia Pontiac Grand Prix ca. 1976
Russinoff, Elia Pontiac Grand Prix ca. 1976
Russinoff, Elia Pontiac Grand Prix Proposal ca. 1976
Russinoff, Elia Pontiac Grand Prix Proposal ca. 1976
Russinoff, Elia Show Car Proposal ca. 1978

BEN E. SALVADOR was born 13 Jun 1954 in Baesa, Phillipines. Educated in Los Angeles and Detroit, he received a Computer Technology degree from Los Angeles City College and a B.S. in Industrial Design from the Art Center College of Design. Salvador joined the General Motors Design Staff in 1980 and in 1987 became Assistant Chief Designer in the Saturn Studio, developing details and themes for automobiles scheduled to appear in the early 1990's.

Salvador, Ben Pontiac Firebird/Camaro Concept ca. 1981
Salvador, Ben Pontiac Firebird/Camaro Concept ca. 1981
Salvador, Ben Pontiac Firebird/Camaro Concept ca. 1981
ROBERT J. SCHEELK, born 5 Feb 1925 in Chicago, IL, began his design career in 1947 when he enrolled in Harley Earl's Auto Design Correspondence Course and was hired by General Motors as a junior detailer. In his 34 years at General Motors, Scheelk gained experience in the Pontiac, Olds and Cadillac Studios. He inspired the front end theme and the "fenderless" approach to the rear quarter of the 1955, 1957 and 1958 Eldorado Motorama Show Cars as well as the seat trim scheme and embroidered motif on all 1965 Cadillacs.

Scheelk, Robt. J. Cadillac Eldorado 3/4 Rear View/1957 6-8-1955
Scheelk, Robt. J. Cadillac 4 Dr. Hardtop Side View/ca. 1955 4-20-1953
Scheelk, Robt. J. Cadillac 4 Dr. Sedan/ca. 1960 1-20-1954
Scheelk, Robt. J. Cadillac 4 Dr. Sedan/ca. 19604-23-1953
Scheelk, Robt. J. Cadillac Front End/ca. 1960 3-2-1956
Scheelk, Robt. J. Cadillac Hardtop Side View/ca. 19601-11-1954
Scheelk, Robt. J. Cadillac Rear Fender Rendering n.d.
Scheelk, Robt. J. Cadillac Rear Fender Side View Rendering/ca. 1960 4-26-1955
Scheelk, Robt. J. Cadillac Rear Fin and Bumper n.d.
Scheelk, Robt. J. Cadillac Roof Concept/ca. 1960 4-16-1954
Scheelk, Robt. J. Cadillac Tail Fin/ca. 1960 2-4-1956
Scheelk, Robt. J. Cadillac 3/4 Rear View/ca. 1955 4-20-1953
Scheelk, Robt. J. Cadillac 2 Dr. Hardtop Side View/ca. 1960 n.d.
Scheelk, Robt. J. Cadillac 2 Dr. Side View n.d.
Scheelk, Robt. J. Cadillac Wheel Discs n.d.
Scheelk, Robt. J. Head Lamp Rendering 1-23-1956
Scheelk, Robt. J. Head Lamp Rendering 1-25-1956
Scheelk, Robt. J. Hood Grille Rendering/ca. 1960 5-17-1955
Scheelk, Robt. J. Roof Concept 11-30-1954
Scheelk, Robt. J. Roof Concept 11-30-1954

WILLIAM M. SCHMIDT started working for Ford Motor Company, Lincoln-Mercury Division, in 1940 and became Chief Designer. In 1955 he became the Vice-President of Design for Packard Motor Company. In 1959, after a brief period at Chrysler Corporation, he formed his own company. William Schmidt Associates has done design work for people such as King Saud of Arabia and for companies such as Allis Chalmers, Fruehauf, Vlasic, Uniroyal and Ford Motor Company.

Schmidt, Wm. Lincoln Capri Concept Car n.d.
Schmidt, Wm.       Lincoln Continental Convertible/ca. 1950             2-22-1945
Schmidt, Wm.       Lincoln Continental 2 Dr. Hardtop/ca. 1950       1-1948
Schmidt, Wm.       Lincoln Convertible Limousine/ ca. 1968           n.d.
Schmidt, Wm.       Lincoln Custom Sports Coupe/ca. 1954             n.d.
Schmidt, Wm.       Lincoln Customized Limousine/King of Saudi Arabia/ca. 1967    n.d.
Schmidt, Wm.       Lincoln Futura Show Car Concept 9-1952
Schmidt, Wm.       Mercury 4 Dr. Sedan/1950                          3-1948
SIZE (F) continued
SELNES, NORMAN      Advanced Concept/n.d.                             ca. 1979
Selnes, Norman      Cadillac Proposal/n.d.                             ca. 1979
Selnes, Norman      Chevrolet Concept/n.d.                             ca. 1979
Selnes, Norman      Chevrolet Proposal/n.d.                            ca. 1979
Selnes, Norman      Ford Rear Engine Concept                         ca. 1978
SHEELEY,            GM Futuristic Dashboard and Steering Wheel       n.d.
Sheeley,            GM Futuristic Dashboard Louvers                   5-5-1983
Sheeley,            GM Futuristic Engine Compartment                  n.d.
Sheeley,            GM Futuristic Engine Components                   10-l-1982
Sheeley,            GM Futuristic 4 Way Speaker 83                    5-4-1983
Sheeley,            GM Futuristic MF1-6 "J" Chevrolet                 n.d.
Sheeley,            GM Futuristic Offset Aggressive Louvers           n.d.
Sheeley,            GM Futuristic Speaker System                      4-8-1983
Shenk, Wm.          Capri Door Construction Rendering/ca. 1972          5-11-1972
Shenk, Wm.          Capri Door Construction Rendering/ca. 1972          5-11-1972
Shenk, Wm.  Electric Commuter 2 Passenger Vehicle Proposal  2-1979
Shenk, Wm.  Ford Delta Family Sedan Proposal/ca. 1973  1973
Shenk, Wm.  Ford Escort Sport Door and Seat/ca. 1981  7-11-1979
Shenk, Wm.  Ford LTD Proposal/1977  1-1975
Shenk, Wm.  Ford Pinto Input/1977-78  2-1974
Shenk, Wm.  Ford Pinto Input/1977-78  2-1974
Shenk, Wm.  Maverick Quick Silver Proposal  n.d.
Shenk, Wm.  Maverick 2 Dr. Grab-her Proposal  n.d.
Shenk, Wm.  Maverick 2 Dr. Yellow Jacket Proposal  n.d.
SIZE (F) continued

Shenk, Wm.  Mustang Decor Trim Components/1985 6-23-1982

Shenk, Wm.  Mustang 2 Dr. Top View with Hood Detail/1967-68  7-1966
Shenk, Wm.  People Mover Assist Bars/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.
Shenk, Wm.  People Mover Car/1971  n.d.

Shenk, Wm.       People Mover Car/1971                n.d.
Shenk, Wm.       People Mover Car/1971                n.d.
Shenk, Wm.       People Mover Car/1971                n.d.
Shenk, Wm.       People Mover Car/1971                n.d.
Shenk, Wm.       People Mover Car/1971                n.d.
Shenk, Wm.       People Mover Car and Station/1971    n.d.
Shenk, Wm.       People Mover Car Rear View/1971      n.d.
Shenk, Wm.       People Mover Car Rear View/1971      n.d.
Shenk, Wm.       People Mover Car Rear View/1971      n.d.
SIZE (F) continued
Shenk, Wm.       People Mover Concept/1971            n.d.
Shenk, Wm.       People Mover Concept/1971            n.d.
Shenk, Wm.       People Mover Concept/1971            n.d.
Shenk, Wm.       People Mover Concept/1971            n.d.
Shenk, Wm.       People Mover Exteriors/1971          n.d.
Shenk, Wm.       People Mover Glass/Frame Location/1971 n.d.
Shenk, Wm.       People Mover Glass/Frame Location/1971 n.d.
Shenk, Wm.       People Mover Glass/Frame Location/1971 n.d.
Shenk, Wm.       People Mover Glass/Frame Location/1971 4-6-1971
Shenk, Wm.       People Mover Glass/Frame Location/1971 3-25-1971
Shenk, Wm.       People Mover Glass/Frame Location/1971 4-6-1971
Shenk, Wm.       People Mover Hand Hold Rail/1971     n.d.
Shenk, Wm.       People Mover Ideas/1971              n.d.
Shenk, Wm.       People Mover Ideas/1971              n.d.
Shenk, Wm.       People Mover Ideas/1971              n.d.
Shenk, Wm.       People Mover Insignia/1971           n.d.
Shenk, Wm.       People Mover Interior/1971          n.d.
Shenk, Wm.       People Mover Interior/1971          n.d.
Shenk, Wm.       People Mover Interior Concept/1971   n.d.
Shenk, Wm.       People Mover Interior Drawing/1971   n.d.
Shenk, Wm.       People Mover Interior Drawing/1971   n.d.
Shenk, Wm.       People Mover Rail and Road Bed Driving/1971  n.d.
Shenk, Wm.       People Mover Seating/1971            n.d.
Shenk, Wm.       People Mover Seating/1971            n.d.
Shenk, Wm.       People Mover Seating/1971            n.d.
Shenk, Wm.        People Mover Steel Grab Bar/1971 n.d.
Shenk, Wm.        People Mover Time Block 1st Clay Interior/1971 n.d.
Shenk, Wm.        People Mover Time Block Space Buck/1971 n.d.
Shenk, Wm.        People Mover Time Block Z Section/1971 n.d.
Shenk, Wm.        People Mover Terminal Car/1971 n.d.
Shenk, Wm.        People Mover Tower Car/1971 n.d.
Shenk, Wm.        Thunderbird Front View/1967 n.d.
Shenk, Wm.        Thunderbird Interior Proposal/1981 7-25-1979
Shenk, Wm.        Thunderbird Initial Proposal/1977 1-1973
Shenk, Wm.        Thunderbird Interior Proposal/1981 7-25-1979
Shenk, Wm.        Thunderbird Interior Proposal/1981 7-14-1979
Shenk, Wm.        Thunderbird Interior Proposal/1981 7-23-1979
Shenk, Wm.        Thunderbird Rear View n.d.
Shenk, Wm.        Thunderbird with LTD Body Reworked/1977 n.d.
Shenk, Wm.        Torino Fender Workout/1970 6-1967
Shenk, Wm.        Torino Phase II/1970 1968
Shenk, Wm.        Torino Phase II/1970 1968
Shenk, Wm.        Torino Phase II/1970 1968
Shenk, Wm.        Torino Phase II/1970 1968
Shenk, Wm.        Torino Pre-program Style/1968 n.d.
Shenk, Wm.        Torino Pre-program Style/1968 n.d.
Shenk, Wm.        Torino Pre-program Style/1968 n.d.
Shenk, Wm.        Torino Pre-program Style/1968 n.d.
Shenk, Wm.        Torino Pre-program Style/1968 n.d.
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<tr>
<th>Name</th>
<th>Project Description</th>
<th>Year(s)</th>
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<tbody>
<tr>
<td>Shenk, Wm.</td>
<td>Torino 2 Dr./1970</td>
<td>6-1967</td>
</tr>
<tr>
<td>GILBERT SPEAR, born in 1915 and raised in New York, began his career in industrial design with Bernard McFadden Publications. After working for designer Norman Bel Geddes, he switched to Cadillac, then Chrysler and finally Ford Motor Company after World War II. As Chief Designer, he helped establish Ford of Europe. Spear retired in 1974.</td>
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<tr>
<td>Spear, Gil</td>
<td>Continental Rear Light/n.d.</td>
<td>9-2-1948</td>
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<td>Spear, Gil</td>
<td>Continental SLC 221 Front View/n.d.</td>
<td>2-7-1949</td>
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<td>Spear, Gil</td>
<td>Ford Front Bumper Concept/ca. 1951</td>
<td>n.d.</td>
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<td>Spear, Gil</td>
<td>Ford Front Bumper Concept/ca. 1950</td>
<td>n.d.</td>
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<td>Spear, Gil</td>
<td>Ford Front End Facelift/ca. 1950</td>
<td>10-24-1947</td>
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<td>TEAGUE, WALTER DORWIN, STUDIO OF</td>
<td>Willys Concept Front View</td>
<td>9-12-1944</td>
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<td>Teague, Walter Dorwin, Studio of</td>
<td>Willys Concept Front View</td>
<td>11-13-1944</td>
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<td>TEMPLE, ROBERT</td>
<td>Ford F-1 Pick-up Truck 3/4 Front View/ca. 1950</td>
<td>10-9-1919</td>
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<td>Temple, Robert</td>
<td>Ford Truck Cab/ca. 1950</td>
<td>6-2-1949</td>
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<tr>
<td>TODD, ROBERT</td>
<td>See Box 33</td>
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<tr>
<td>ALEX SARANTOS TREMULIS, born 23 Jan 1914 in Chicago, IL, graduated from Roosevelt High School in 1933 and three years later became Chief Stylist for the Auburn-Cord-Duesenberg Company. He later was a design consultant for American Bantam Car and the Briggs-LeBaron Studio where he worked on the Chrysler Thunderbolt. From 1947-1949 Tremulis designed the controversial Tucker automobile. Following the failure of the Tucker, he moved onto Kaiser-Fraser. In 1952 Tremulis joined Ford Motor Co. as Chief Stylist of the Advanced Styling Center. Leaving Ford in 1963, he created the world's fastest two wheeler, the Gyronaut X-1, and eventually became the Director of Design for the Gyro Transport System in 1966. During the energy crunch of the 1970's, Tremulis designed a Subaru three wheeled single passenger energy car capable of 100mpg. Author of many articles appearing in Automotive Quarterly, he was elected to the Automotive Hall of Fame, Midland, MI in 1982.</td>
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<td>Tremulis, Alex</td>
<td>Cougar Concept Car 3/4 Front View 8-30-1951</td>
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<td>Tremulis, Alex</td>
<td>Concept Car Side View</td>
<td>11-10-1949</td>
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<td>Tremulis, Alex</td>
<td>Monte Carlo Concept Car</td>
<td>3-30-1946</td>
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<td>Tremulis, Alex</td>
<td>LaTosca Concept Car Side View</td>
<td>1948</td>
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<td>Tremulis, Alex</td>
<td>Concept Car Side View</td>
<td>1950</td>
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<td>VOLT,</td>
<td>Ford Civilian Jeep Sketch/ca. 1945</td>
<td>5-2-1944</td>
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VOLT, Lincoln Logo/1944  8-19-1944


Walling, Neil  Chrysler/MPV Vehicle Study  1-1970
Walling, Neil  Chrysler Sports Car/MPV Vehicle Study  1-1970
Walling, Neil  Chrysler/Transit Vehicle Proposal  1-1970

RANDALL WITTINE was born 15 Nov 1942 in Brooklyn, NY and educated at Pratt Institute in New York. His early design career was in the Oldsmobile and Buick Studios of General Motors. Since 1967, Wittine's design work has been concentrated on Chevrolets.

Wittine, Randall  Oldsmobile Cutlass 1972 Proposal  ca. 1969
Wittine, Randall  See Also SIZE (F) ROLLED DRAWINGS

OVERSIZE MATERIALS (stored in file drawer unit "K" on BFRC3--collections storage level C)

BUEHRIG, GORDON  Ford Victoria Customized Model A/1930  11-21-1968

BREITMAYER, VERN  Lincoln Maharajah Show Car Interior/1952  n.d.

CHANDLER, MAURICE  Cadillac Proposal  ca. 1979
Chandler, Maurice  Cadillac Seville Proposal  ca. 1982
Chandler, Maurice  Pontiac Proposal/ca. 1975  n.d.

FORD MOTOR CO. DESIGN STUDIO  Ford and Thunderbird Package Drawings/1957  n.d.

GALE, TOM  Chrysler Monaco C Body/1967  5-6-1964

HERLITZ, JOHN  Plymouth Roadrunner Proposal/1971  1-1968

MANOOGIAN, JOHN  Cadillac Theme Car/1984  n.d.

MOON, GEORGE  Cadillac El Dorado Instrument Panel/1966  12-4-1964
Moon, George  Cadillac Instrument Panel/1969  ca. 1967

NAJJAR, JOHN  Tank M4A3 Front Side Elevation/ca. 1942  10-8-1942
Najjar, John  Tank M4A3 Left Side Elevation/ca. 1942  10-8-1942
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<tr>
<th>Name</th>
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<tr>
<td>Najjar, John</td>
<td>Tank M4A3 Plan/ca. 1942</td>
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<td>Najjar, John</td>
<td>Tank M4A3 Rear Side Elevation/ca. 1942</td>
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<td>Tank M4A3 Right Side Elevation/ca. 1942</td>
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<td>Najjar, John</td>
<td>Tank M4A3 Sectional Elevation/ca. 1942</td>
<td>10-8-1942</td>
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<td>Schmidt, WM.</td>
<td>Lincoln Futura Show Car Rendering</td>
<td>9-1952</td>
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<td>Wright, Don</td>
<td>Chrysler Proposal/ca. 1962</td>
<td>n.d.</td>
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