

## 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.

Aldrich, Jake	Lincoln Front End/1947	12-21-1947
Aldrich, Jake	Lincoln 3/4 Side View/195X	n.d.

SIZE (F) continued

Aldrich, Jake	Mercury Front Theme Sketch	n.d.
Aldrich, Jake	Mercury Front View/195X	12-28-1949

ANDERSON,	GM Futuristic Interior Ergonomic Mock-Up	n.d.
Anderson	GM Futuristic Pulldown Armrest	n.d.
Anderson,	GM Futuristic Dashboard	n.d.
Anderson,	GM Futuristic Dashboard with Steering Wheel	n.d.
Anderson,	GM Futuristic Interior Rear Door Panel	n.d.
Anderson,	GM Futuristic Auto Interior	n.d.

ASH, L.D.	Ford Insignia	7-15-1949
Ash, L.D.	See also Caleal, R.D. & Ash, L.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.

Barbaz, George	Ford Truck 3/4 View	n.d.
Barbaz, George and John Najjar	Lincoln Continental Front Door Handle Proposal/Postwar	11-8-1948

BELL, CHAS.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car	n.d.
Bell, Chas.	Ford Concept Car/Sonic Series I	n.d.
Bell, Chas.	Ford Concept Car/Whirl-o-dart	n.d.

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
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BIANCHI, FRANK & Jones, Robt.	Ford 3/4 Front View	n.d.
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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

WILLIAM P. BOYER, JR. was born November 1, 1926 in Washington, D.C.. Graduating from Pratt Institute in 1950, Boyer joined the GM Styling Staff. After one year, he ~joined the Ford Motor Design Center, beginning a thirty-three year association as Design Manager, Design Executive and Lincoln Mercury Chief Designer, he concentrated on Thunderbirds, Marks and Lincolns. As Chief Designer at Ford Australia from 1973 to 1976, he designed the XD Falcon, the market leader in Australia in 1979. Returning to the United States in 1977 as Design Director of Advanced and Interior Design, Boyer developed the 1983 Aero Thunderbird and Cougar. Boyer retired in 1985. He is the author of Thunderbird: An Odyssey in Automotive Design, published in 1985.

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

Cafaro, John      Z-28 Theme Car/1982      ca. 1979

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  
Carter, Julian      G.M. Futuristic Heat, Light, Radio Controls      n.d.

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.
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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
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EARL, HARLEY	Buick LeSabre Preview Car/ca. 1951	n.d.
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FORD MOTOR CO. DESIGN STUDIO	Ford Concept Car/ca. 1958	n.d.
Ford Motor Co. Design Studio	Ford Convertible Concept Car/ca. 1960	n.d.
Ford Motor Co. Design Studio	Ford Front End/ca. 1950	n.d.
Ford Motor Co. Design Studio	Ford Hardtop 3/4 Front View	n.d.
Ford Motor Co. Design Studio	Ford Instrument Panel	n.d.
Ford Motor Co. Design Studio	Ford Retractable Roof Concept/ca. 1960	n.d.
Ford Motor Co. Design Studio	Ford 3/4 Front View/ca. 1960	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	Lincoln Front View/ca. 1960	n.d.
Ford Motor Co. Design Studio	Lincoln Side View/ca. 1950	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 Cadillac Instrument Panel/1982	n.d.
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/Driver Seat	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 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.

Gierschick, W. GM Futuristic Window, Seat and Radio Instruments

n.d.



SIZE (F) continued

JEFFREY I. GODSHALL, born January 1, 1941 in Pittsburgh, PA, joined the Chrysler Corporation in 1963 after graduation from Carnegie-Mellon University in 1962 with a BFA in Industrial Design. Working on a variety of assignments in the Dodge ~exterior Design Studio, Godshall contributed to the exteriors of t e 1965-1972 Dodge Muscle cars - the Dart, Charger and Challenger.

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	Plymouth Satellite Proposa1/1969	9-1966
Herlitz, John	See also Box 31	

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

ROGER HUGHET was born 9 Aug 1937 in Burns, OR. Educated at Art Center School of Design, Los Angeles, his career began in 1959 at General Motors Pontiac Studio. From 1959-1979, Hughet contributed to the designs of Pontiac's 1962 Grand Prix, 1965 Bonneville, 1978 Grand Prix and 1982 Trans Am. In 1979, Hughet moved into the Corvette/Camaro/Beretta Design Studio as Assistant Chief Designer, influencing the 1985-1988 Corvette.

Hughet, Roger	Pontiac Firebird Proposal/1982	10-1976
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HUZZARD, R.W.	Mustang I Drawing	4-17-1968
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JACQUET, ED	Ford Concept Car/ca. 1960	7-9-1954
Jaquet, Ed	Ford Concept Car/ca. 1960	7-13-1954
Jaquet, Ed	Ford Concept Car/ca. 1960	7-13-1954
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	1-7-1964
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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  
McCullough, J.M. Ford Fairlane Side View/ 10-5-1954 ca. 1960  
McCullough, J.M. Ford Hardtop Concept Car/ 10-19-1954 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.

SIZE (F) continued

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 1963 Chevrolet Corvette, 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, Opel 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
Morrison, Jerry Mercury Monterey Fastback/1963	n.d.

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 Convertible 3/4 Front View/ca. 1960 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/n.d. n.d.  
 Najjar, John Ford Instrument Panel/n.d. n.d.  
 Najjar, John Ford Instrument Panel Information/1945 4-27-1945  
 Najjar, John Ford Instrument Panel Information/1945 3-27-1946  
 Najjar, John Ford Instrument Panel Proposal/1945 n.d.  
 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 Stake Truck 3/4 Front Line Drawing/n.d. n.d.  
 Najjar, John Ford Steering Wheel, Gear Shift and Ignition/n.d. n.d.  
 Najjar, John Ford 3/4 Front Line Drawing/ca. 1947 n.d.  
 Najjar, John Ford 3/4 Rear View Line Drawing/ca. 1941 n.d.  
 Najjar, John Ford 3 Window Coupe 3/4 Front Line Drawing/ca. 1937 n.d.  
 Najjar, John Ford Touring Sedan 3/4 Front Line Drawing/ca. 1937 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 3/4 Front Line Drawing/ca. 1946	n.d.
Najjar, John	Lincoln 3/4 Rear View Line Drawing/ca. 1942	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 8 3/4 Front Line Drawing/ca. 1947	n.d.
Najjar, John	Mercury 8 3/4 Rear Line Drawing/ca. 1946	n.d.
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 M4 Tank/ca. 1943-1945	n.d.
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
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ORTIZ, RALPH	Ford Convertible 3/4 Front View/ca. 1960	1-5-1955
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PACKARD MOTOR CAR CO. DESIGN STUDIO	Packard Predictor Show Car	n.d.
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JOHN W. PERKINS was born 29 Dec 1940 in Lansing, MI. He received his B.S. in Mechanical Engineering from General Motors Institute. In 1964, he joined the Design Studios of Cadillac, Pontiac, Chevrolet, Buick and Oldsmobile. In 1988, Perkins became Chief Designer, Olds I Exterior Studio. Perkins made contributions to the design of the 1966 Toronado, 1967 Eldorado, 1969 GTO, 1970 1/2 Firebird, 1973 Riviera, 1976 Cutlass Supreme, 1981 Cutlass Supreme, 1982 Cutlass Ciera, 1987 Trofeo and the 1987 Touring SDN.

Perkins, John	Cadillac Proposal/1967	10-7-1965
Perkins, John	Chevrolet Chevelle Super Sport/1971	1-6-1969
Perkins, John	Pontiac A-body Proposal/n.d.	11-13-1967
Perkins, John	Pontiac GTO Facelift Proposal/1969	12-10-1967
Perkins, John	Pontiac GTO Front End Proposal/1970	1-17-1968
Perkins, John	Pontiac GTO Rear End Proposal/1970	10-3-1967

SIZE (F) continued

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.

Pietsch, Ted	Auto Gear Shift/n.d.	10-5-1949
Pietsch, Ted	Ford Convertible 3/4 Front View/ca. 1950	n.d.
Pietsch, Ted	Ford Front View/ca. 1950	n.d.
Pietsch, Ted	Ford V8 2 Dr. Front View/ca. 1950	3-9-1948

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

designed products for Sundberg-Ferar, Virgil Exner and Ford-Earle Associates. Reiden joined the General Motors Design Staff in 1967 in the automotive and product division. Reiden became Assistant Chief Designer of Olds Interior (1975), Assistant Chief Designer of Buick Interior (1982) and Assistant Chief Designer Chevy II Interior in 1987, working on the interiors of the Caprice wagon and the Camaro (1987).

RIEDEN, DAVID      See SIZE (F) ROLLED DRAWINGS

SIZE (F) continued

DAVID G. ROSS, born Aug 195n9 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 is 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.

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



Salvador, Ben	Pontiac Firebird/Camaro Concept	ca. 1981
Salvador, Ben	Pontiac Firebird/Camaro Concept	ca. 1981
Salvador, Ben	Pontiac Firebird/Camaro Concept	ca. 1981
Salvador, Ben	Pontiac P-car Fiero	ca. 1981
Salvador, Ben	Pontiac P-car Fiero	ca. 1981
Salvador, Ben	Pontiac P-car Fiero	ca. 1981
Salvador, Ben	Pontiac P-car Fiero	ca. 1981

SIZE (F) continued

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 Convertible 3/4 Rear View/ca. 1960	6-2-1955
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. 1960	4-23-1953
Scheelk, Robt. J.	Cadillac Front End/ca. 1960	3-2-1956
Scheelk, Robt. J.	Cadillac Front Grille/ca. 1960	n.d.
Scheelk, Robt. J.	Cadillac Hardtop Side View/ca. 1960	I-11-1954
Scheelk, Robt. J.	Cadillac Hood Ornament/1957	5-13-1955
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	2-2-1955
Scheelk, Robt. J.	Cadillac Tail Fin/ca. 1960	2-4-1956
Scheelk, Robt. J.	Cadillac Tail Lights and Bumper Rendering/ca. 1960	4-18-1955
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, Vlastic, Uniroyal and Ford Motor Company.

Schmidt, Wm.	Lincoln Capri Concept Car	n.d.
Schmidt, Wm.	Lincoln Continental Clear Glass Roof Design/1949	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.	Lincoln Mark IV Custom Design/ca. 1972-1976	n.d.	
Schmidt, Wm.	Lincoln Mark IV Custom Design/ca. 1972-1976	n.d.	
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	Cadillac Proposal/n.d.	ca. 1979	
Selnes, Norman	Chevrolet Concept/n.d.	ca. 1979	
Selnes, Norman	Chevrolet Proposal/n.d.	ca. 1979	
Selnes, Norman	Pontiac Rear Engine Concept	ca. 1978	

SHEELEY,	GM Futuristic Dashboard and	n.d.	Steering Wheel
Sheeley,	GM Futuristic Dashboard Louvers	5-5-1983	
Sheeley,	GM Futuristic Engine Compartment	n.d.	
Sheeley,	GM Futuristic Engine Compartment	n.d.	
Sheeley,	GM Futuristic Engine Components	10-1-1982	
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	
Sheeley,	GM Futuristic Speaker System	4-8-1983	

WILLIAM B. SHENK, born 10 Jul 1933 in Alexandria, VA, graduated with honors from Los Angeles' Art Center School in 1962 and joined the Ford Motor Company. Shortly after Lee Iacocca saw Shenk's exterior design for the 1970-1971 Torino, it was approved for production. Shenk designed the 1987 Mustang's facelift and the exterior of the 1987 Cougar XR7. Interested in mass transit, Shenk designed and patented the Ford-built mass transit vehicle used at Fairlane Town Center until 1987.

Shenk, Wm.	Capri Door Construction Rendering/ca. 1972	5-11-1972	
Shenk, Wm.	Capri Door Construction Rendering/ca. 1972	5-11-1972	
Shenk, Wm.	Cougar Basic Perspective/1971	n.d.	
Shenk, Wm.	Cougar Ideas/1971	n.d.	
Shenk, Wm.	Cougar "Organic" Theme/1971	n.d.	
Shenk, Wm.	Cougar Proposal/1971	n.d.	
Shenk, Wm.	Cougar Proposa1/1971	n.d.	
Shenk, Wm.	Cougar Proposal/1971	n.d.	
Shenk, Wm.	Cougar Proposal/1971	n.d.	
Shenk, Wm.	Cougar Proposal/1971	n.d.	
Shenk, Wm.	Cougar Proposa1/1971	n.d.	
Shenk, Wm.	Cougar Proposal/1971	n.d.	
Shenk, Wm.	Cougar Proposal Mustang Size/1971	n.d.	
Shenk, Wm.	Cougar Proposal Mustang Size/1971	n.d.	

Shenk, Wm. Cougar-Torino Exterior and Interior/1969 n.d.  
 Shenk, Wm. Cougar Windshield Proposal Mustang Size/1971 n.d.  
 Shenk, Wm. Cougar XR Proposal/1971 n.d.  
 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 Base Trim Components/1985 6-27-1982  
 Shenk, Wm. Mustang Cougar Proposal/1971 n.d.  
 Shenk, Wm. Mustang Decor Trim Components/1985 6-23-1982  
 Shenk, Wm. Mustang Fastback Concept/1967-68 n.d.  
 Shenk, Wm. Mustang Fastback Concept/1967-68 n.d.  
 Shenk, Wm. Mustang Fun Sport Ideas/1967-68 n.d.  
 Shenk, Wm. Mustang Fun Sport Ideas/1967-68 n.d.  
 Shenk, Wm. Mustang GTE Proposal/1967-68 8-1966  
 Shenk, Wm. Mustang Hidden Headlamp Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Hidden Headlamp Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Hidden Headlamp Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Proposal/1967-68 8-1966  
 Shenk, Wm. Mustang Proposal/1967-68 8-1966  
 Shenk, Wm. Mustang Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang Proposal/1967-68 8-1966  
 Shenk, Wm. Mustang 3/4 Rear View/ca. 1970 n.d.  
 Shenk, Wm. Mustang 2 Dr. B/Side and Roof Final Proposal/1967-68 n.d.  
 Shenk, Wm. Mustang 2 Dr. Roof Proposal/1967-68 n.d.

Shenk, Wm. Mustang 2 Dr. Roof Proposal/1967-68 n.d.  
 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/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.
Shenk, Wm.	People Mover Car 3/4 Rear View/1971	n.d.
Shenk, Wm.	People Mover Car 3/4 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 Exterior/1971	n.d.
Shenk, Wm.	People Mover Exterior 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 Grab Bar/1971	n.d.
Shenk, Wm.	People Mover Grab Bar/1971	n.d.
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 Interior Proposal/1971	n.d.
Shenk, Wm.	People Mover Interior Proposal/1971	n.d.
Shenk, Wm.	People Mover Interior Proposal/1971	n.d.
Shenk, Wm.	People Mover Interior Proposal/1971	n.d.
Shenk, Wm.	People Mover Passenger Information Panel/1971	n.d.
Shenk, Wm.	People Mover Nomenclature Panel/1971	n.d.
Shenk, Wm.	People Mover Rail and Road Bed Driving/1971	n.d.
Shenk, Wm.	People Mover Seat Proposal/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 Seating Drawing/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Seating Proposal/1971	n.d.
Shenk, Wm.	People Mover Standee Grab Bar/1971	n.d.
Shenk, Wm.	People Mover Steel Grab Bar/1971	n.d.
Shenk, Wm.	People Mover Time Block 1st Clay Exterior/1971	n.d.
Shenk, Wm.	People Mover Time Block 1st Clay Interior/1971	n.d.

SIZE (F) continued

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 Initial Proposal/1977	10-1973
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 Proposal Back View/1969	ca. 1967
Shenk, Wm.	Thunderbird Proposal Front View/1981	n.d.
Shenk, Wm.	Thunderbird Proposal Rear View/ca. 1981	n.d.
Shenk, Wm.	Thunderbird Proposal Rear View/1969	n.d.
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 4 Dr. Proposal/1970	n.d.
Shenk, Wm.	Torino Montego B/side and Roof Proposal/1970	n.d.
Shenk, Wm.	Torino Montego Final Body Side/1969	3-1967
Shenk, Wm.	Torino Montego Phase III Roof and Side View/1970	n.d.
Shenk, Wm.	Torino Montego Proposal/1970	n.d.
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.
Shenk, Wm.	Torino Proposal/1970	n.d.
Shenk, Wm.	Torino Proposal/1972	n.d.

Shenk, Wm.	Torino Proposal/1972	n.d.
Shenk, Wm.	Torino Proposal/1972	1970
Shenk, Wm.	Torino 190 Proposal/1970	3-2-1968
Shenk, Wm.	Torino Themes/1970	n.d.
Shenk, Wm.	Torino 2 Dr./1970	6-1967
Shenk, Wm.	Wheel Design Exterior/1971	n.d.
Shenk, Wm.	Wheel Design Exterior/1971	n.d.

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.

Spear, Gil	Continental Rear Light/n.d.	9-2-1948
Spear, Gil	Continental SLC 221 Front View/n.d.	2-7-1949
Spear, Gil	Ford Front Bumper Concept/ca. 1951	n.d.
Spear, Gil	Ford Front Bumper Concept/ca. 1950	n.d.
Spear, Gil	Ford Front End Facelift/ca. 1950	10-24-1947

SIZE (F) continued

Spear, Gil	Ford Spotlight/n.d.	8-20-1947
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TEAGUE, WALTER DORWIN, STUDIO OF	Willys Concept Front View	9-12-1944
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Teague, Walter Dorwin, Studio of	Willys Concept Front View	11-13-1944
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TEMPLE, ROBERT	Ford F-1 Pick-up Truck 3/4 Front View/ca. 1950	10-9-1919
Temple, Robert	Ford Truck Cab/ca. 1950	6-2-1949

TODD, ROBERT      See Box 33

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.

Tremulis, Alex	Cougar Concept Car 3/4 Front View	8-30-1951
Tremulis, Alex	Concept Car Side View	11-10-1949
Tremulis, Alex	Monte Carlo Concept Car	3-30-1946
Tremulis, Alex	LaTosca Concept Car Side View	1948
Tremulis, Alex	Concept Car Side View	1950

VOLT,	Ford Civilian Jeep Sketch/ca. 1945	5-2-1944
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Volt, Lincoln Logo/1944 8-19-1944

K. NEIL WALLING, born in Detroit 9 Jun 1944, graduated from Art Center School of Design. Walling joined Chrysler in 1966. Walling contributed to the design of the 1969 and 1972 Plymouth Fury. As Director of Advanced and International Design, Walling influenced the package concept of the Caravan/Voyager, the Plymouth Sundance, Dodge Shadow, Diamond Star, Plymouth Laser, Eagle and MMSAA Eclipse.

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  
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.  
Ford Motor Co. Design Studio Ford Auto Drawings/1956-19XX n.d.  
Ford Motor Co. Design Studio Ford Body Package/1947-1955 n.d.  
Ford Motor Co. Design Studio Ford Body Package/1949-1956 n.d.  
Ford Motor Co. Design Studio Ford Body Package/1955-1956 n.d.  
Ford Motor Co. Design Studio Ford Body Package/1956-1959 n.d.  
Ford Motor Co. Design Studio Ford Falcon and Comet Package Drawings/1960-1961 n.d.  
Ford Motor Co. Design Studio Ford Lincoln Package/1958 n.d.  
Ford Motor Co. Design Studio Ford Mustang Package/1970 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

Najjar, John	Tank M4A3 Plan/ca. 1942	10-8-1942	
Najjar, John	Tank M4A3 Rear Side Elevation/ca. 1942		10-8-1942
Najjar, John	Tank M4A3 Right Side Elevation/ca. 1942		10-8-1942
Najjar, John	Tank M4A3 Sectional Elevation/ca. 1942		10-8-1942
SCHMIDT, WM.	Lincoln Futura Show Car Rendering	9-1952	
SCHENK, WM.	Ford Granada Proposal/1981	n.d.	
Schenk, Wm.	Ford Granada Proposal/1981	n.d.	
WRIGHT, DON	Chrysler Proposal/ca. 1962	n.d.	