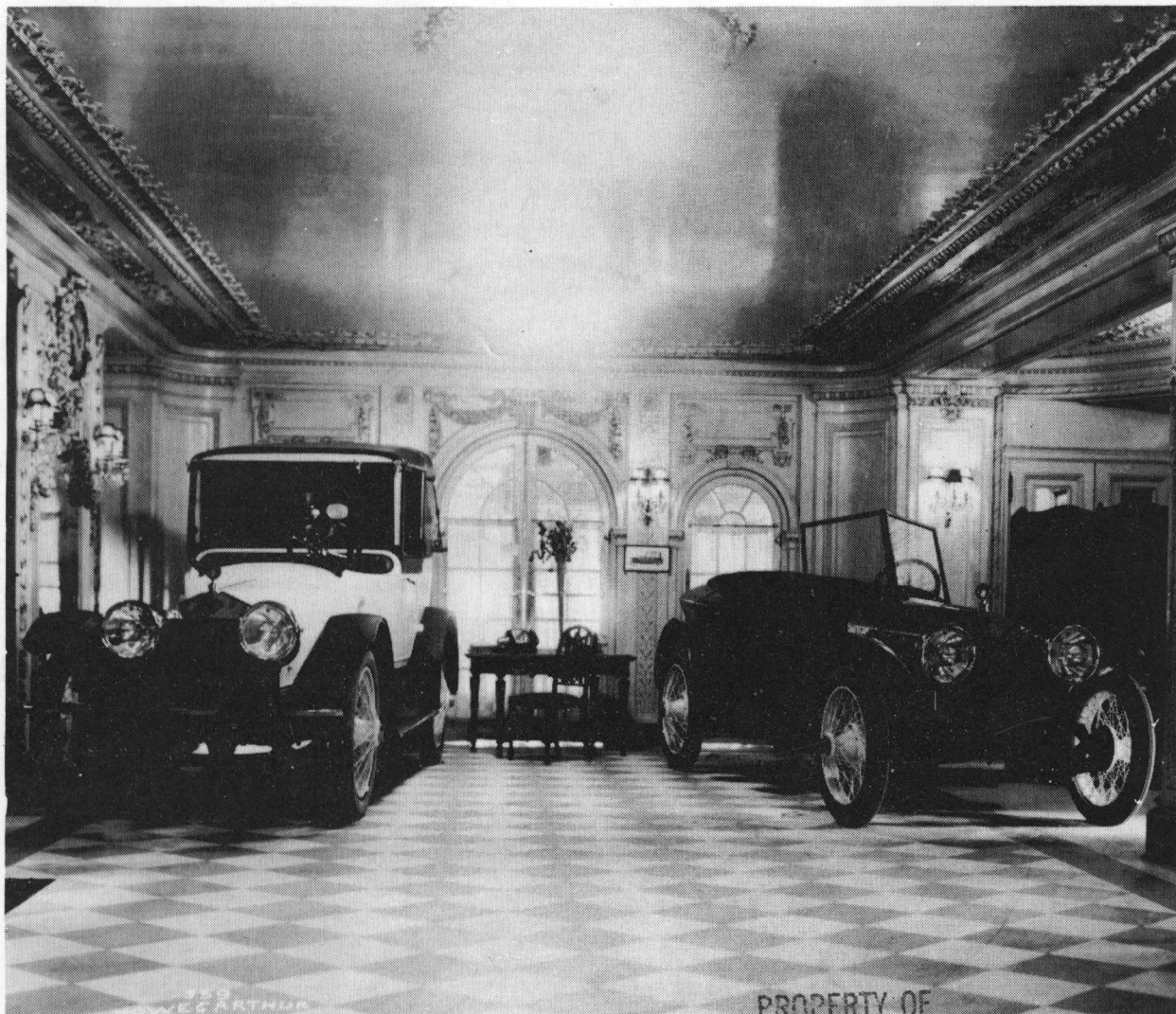


*The Society of
Automotive
Historians*

AUTOMOTIVE HISTORY REVIEW

SUMMER 1984 ISSUE NUMBER 16



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AUTOMOTIVE HISTORY REVIEW

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Two Roamers on Display

Two exceptional Roamers on display at the Blackstone Hotel in Chicago, January 1917. On the left is the catalogued "Salamanca" type; on the right is the "Cornina," a special design by Karl H. Martin. Photo from the Free Library of Philadelphia collection.

Front Cover

Rambler Assembly Line – 1908

This photo, contributed by Darwyn H. Lumley, of Placentia, California, shows the assembly room of the Thomas B. Jeffery Company, Kenosha, Wisconsin. Jeffery built the Rambler car from 1902 through 1913, when the name was changed to "Jeffery."

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Letters From Our Readers

A letter to this department is a letter to the whole membership, and you'll get replies from many of them. Write about anything you wish, but write! This can be the most interesting part of the magazine.

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James C. Petersen is the author of this story about the accomplishments of Charles H. Blomstrom, a prolific but little-known automotive designer in the early days of the automobile.

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Who made what, and where? These are questions asked by Fred Roe in his comments about several makes, maybe domestic, maybe foreign, or maybe a combination of both.

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Passenger Car Registrations—1921

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John A. Conde rescued from the scrap heap some fine factory photos discarded as "some of that old junk" by executives who should have known better. These Nash Quads were among those preserved.

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Further information about the Society of Automotive Historians, Inc., may be obtained by writing to the Society of Automotive Historians, Inc., c/o National Automotive History Collection, Detroit Public Library, 5201 Woodward Avenue, Detroit, Michigan 48202



Letters from our readers

From Michael Lamm, P.O. Box 7607, Stockton, CA 95207:

Dear Fred: As you know, considerable controversy surrounds the origin of the V-8 engine. Several conflicting theories have been put forth through the years. I want to discuss some of these, and then I'd like to add one of my own.

Personally, I put no credence at all in the belief that the modern V-8's earliest ancestors came from outer space. Spores for this engine configuration were not, in my opinion, delivered to earth by an asteroid.

I'm firmly convinced that the V-8 engine's ancestors arose from the sea, like other early life, and that their more primitive progenitors might have been simple single-cylinder engines. As they climbed out onto dry land, they took their water-cooling with them, and their physical structures were able to diversify into 2-, 3-, and 4-cylinder engines. A few even became air-cooled pancake 4's, as in the VW Beetle, while others evolved radially, like astroidea, and were used in aircraft.

Then by a remarkable genetic leap, the pancake 4-cylinder life form bent upward along its neutral crankcase and doubled to become the V-8. This eventually became America's dominant automobile engine, but not before giving rise to the short-lived but spectacular families of V-12's and V-16's.

The Stovebolt 6 and Straight 8, as you know, sprang from another branch of the 4-cylinder family, which evolved in an elongated fashion rather than flat or V-shaped. And as you're also aware, engineologists have found evidence in the antarctic of Straight 10's and Straight 12's frozen in the ice—evidence that these aberrant engine forms might have survived there for a few millennia. They eventually died out for reasons still not clearly understood.

However, the theory of the V-8 engine arriving from outer space via asteroid or, much less likely, as the motive power for some form of flying saucer, is ridiculous. Where, after all, would an extra-terrestrial find enough gasoline to get here from another galaxy in space craft powered by V-8 engines? I think you'll agree that the whole idea has no basis in the evidence.

From Fred Roe, 837 Winter Street, Holliston, MA 01746:

PAUL BUNYAN'S ROLLER SKATES

It has always been a mystery to me how fads begin and take hold. Equally mystifying, perhaps, is the motivation for the original prototype that sets things off. It is easy enough to realize how these inspirations are spread, especially now with our great mobility as well as the instant and universal reproduction that television provides.

Cars have had their share of fads, the cyclecar being possibly one of the first to appear that encompassed the whole vehicle. There have been uncountable numbers of faddy add-on accessories ranging from foxtails to bras, from the sets of American flags we had to have on our radiator caps in the thirties to the wide variety of styled wheels we have now.

But right now I am thinking of a series of mechanical alterations that have occupied the spare time of thousands of young mechanics since the end of World War II. Soon after that conflict ended and for a number of years thereafter, nothing would do for the young set except to have the rear end of the car lowered so that it almost dragged on the ground. Along with "chopping and channeling," this aberration seems to have found its inspiration in dry lakes drag racing and timing activities that originated in the Southwest.

A decade later nothing would do except cars of the opposite style, with the rear end jacked up until a following driver could almost see the engine oil drain plug. Overlapping these, and still going in some areas, are the "low riders" with mechanical means of depressing the car's height until it had no ground clearance. These examples are things that have been seen routinely on cars in general use on the road. Cult cars (hotrods, etc.) are not included in what I am considering as fads. They too are well established, with a whole sub-culture devoted to their construction and display, with frequent shows all over the country where the latest creations can be seen. Low rear ends and high rear ends have come and gone except for an occasional example, but there is always a new trick coming along to take its brief place in the sun.

I think the latest is the practice of perching a car or small truck on the largest possible set of oversize wheels and tires. Yes, I know that beach cars and swamp buggies are the inspirations for this practice, but until recently the examples seen daily were relatively conservative. Now, even in staid New England, it is not unusual to observe a Pinto of about twice its usual height, or a Toyota pickup that can be mounted only from a stepladder. These, I have decided, should be termed Paul Bunyan's roller skates; some of the larger vehicles so fitted might be meant for Babe, his ox.

I suppose such cars and trucks are being documented in one or more of the magazines devoted to what we still loosely call "hot rods," but we do not see these publications very often and neither do most of our members. These fads represent another thread in automotive history, and with the cooperation of you camera-ready observers, I would like to assemble a page of pictures of some of the more outrageous examples to include in a future issue. If you will send along your snapshots of these cars we will see if we can put together a brief look at this latest fad. Please note where the car was seen, and when.

From Bernard J. Weis, Editor, the Pierce-Arrow Society, 135 Edgerton Street, Rochester, New York 14607.

We are pleased to inform you that you will receive complimentary copies of all Pierce-Arrow Society publications during the coming year.

Pierce-Arrow Society literature has already begun to arrive at this office, and we are most grateful to Mr. Weis and his staff. Pierce-Arrow Society members and other P-A enthusiasts will probably be interested in an unusual sort of Pierce-Arrow article which we plan to include in the next issue of this magazine (Fall 1984). With a bit of help from the membership of SAH, we expect to have that issue in the mail well before the annual meeting and banquet at Hershey/Harrisburg, Pennsylvania, in October.

The Origins of the Roamer

by Frederick D. Roe

It was almost a universal practice of early car builders to name their products for persons or places. There were some exceptions, where made-up names prevailed, such as Locomobile, Autocar, and Speedwell. I know of one instance in which a car was named for a race-horse. The car was the Roamer. How this came about is best explained by quoting from a 1917-18 catalogue:

"Many people have inquired how the name 'Roamer' was selected. At the time, Roamer, the great race-horse, was a two-year-old, the automobile that bears the name was being built in preparation for export to European points. At a luncheon at the Savoy Hotel in New York City, at which Andrew Miller, owner of the horse, was present, the new car came up as a matter of discussion. No name had been selected for the car at this time. On the previous day, Roamer had won a stake-race at Sheepshead Bay, and this, too, was a natural topic of conversation. As the car was so distinctly a thoroughbred in appearance, the name 'Roamer' was suggested and applied, and it is a regret to the horse world that the little horse will not, through natural reasons, be able to remain in the eyes of the public as long as the car named after it."

We might expect that among the luncheon guests who accepted this suggestion were Albert C. Barley and Thomas Everts Evans, as this excerpt from *Motor Age* February 3, 1916, in its first description of the new car, makes clear:

"The car is the new Roamer which is being built by the Barley Manufacturing Company, Streator, Illinois, for the Thomas Everts Evans Company, importers of the Lancia car in New York. This company will be the selling agent for New York and Boston and will also handle all export business on the machine. The Barley company also manufactures the Halladay car, and outside of the territory to be handled by the importers of the Lancia, the Roamer car will carry the name 'Halladay Special.'"

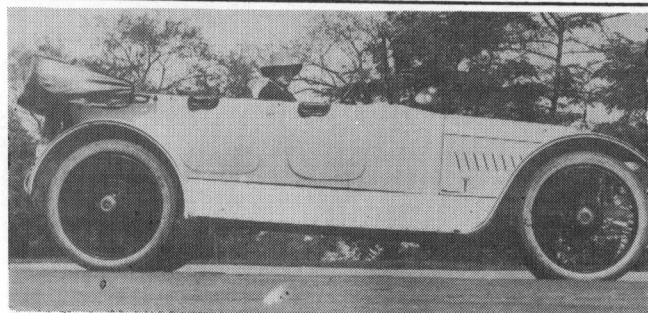
The Roamer name proved to be an inspired choice, and I can find nothing to indicate that the plan to limit its use was actually adopted. That such an idea was even considered, however, seems to provide an indication of how Albert Barley planned to make his cars more widely known in the country.

The Barley Manufacturing Company was the successor to the Streator Motor Car Company, which had built Halladay cars in Streator, Illinois, since 1905. Albert Barley had acquired the firm in 1913 when it encountered financial difficulties. Previously he had been secretary of the Rutenber Motor Company of Marion, Indiana, which had been supplying engines to Streator for Halladay cars. Rutenber was a sizable outfit with a capacity of 15,000 units per year. Previously named Western Motor Company, it had been in business since 1902, and claimed to be the producer of the "Oldest four-cylinder motor on the market," a design originated by Mr. Rutenber. Several members of the Barley family were associated with Rutenber, and presumably the same family was involved with the Harwood-Barley Manufacturing Company, of Marion, a firm dating back to before 1900, and which became a truck builder in 1911, introducing the Indiana truck—using Rutenber engines, of course. In acquiring the maker of the Halladay car, no doubt Albert Barley saw an opportunity to expand operations as well as to save a customer for Rutenber. Within a year he had put the company into a better financial position, and had also acquired another

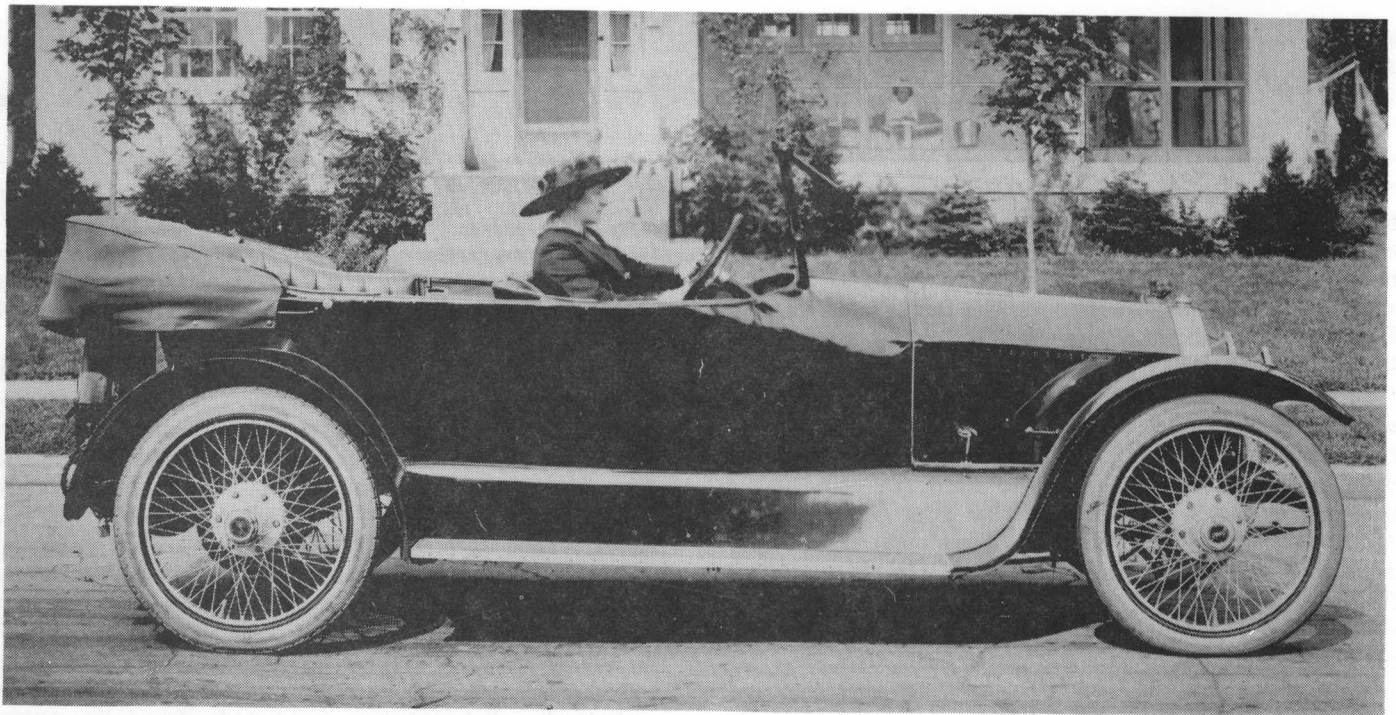
struggling Rutenber user, the Nyberg Automobile Works, of Anderson, Indiana. In 1915 he consolidated the Nyberg operations with those at Streator, and reorganized as the Barley Manufacturing Company. The Nyberg plant was sold to a new group which introduced the Madison car, again powered by Rutenber.

The Halladay cars of 1914 were little different from those of many other small regional manufacturers, and offered nothing exceptional to attract more agents and more customers. Barley modernized the car in 1915, switching the drive from right to left and making use of smoother body lines. While these were progressive changes, the car was still without much distinction. In this period a kind of utilitarian uniformity characterized the appearance of almost every maker's touring cars. Where in the past years there had been brass trim, now there were painted radiators and lamps. The smoothing out of body lines had made it easier to paint the whole vehicle uniformly, but painting was still a large bottleneck in the production process, and the few color choices usually offered were dark shades. The first modernized Halladay was the Model R, a medium-sized car of 122-inch wheelbase, using the 40 horsepower (3-inch bore, 5 inch stroke) Rutenber six. It sold for \$1385, and for most of 1915 was the company's main product. In the late fall a smaller car, the Model S, was introduced. It used the same engine in a 118-inch wheelbase chassis, but had a plainer body with bench-type front seat, and was priced at \$1085. Obviously, it was Barley's bid for business in a lower price category. The old Halladay line had included a model in this price class, as well as a larger and more costly model than either of these new ones, the Model O, which was continued. The Roamer became Barley's bid to take his company into the ranks of the nationally known automobile manufacturers.

The Roamer seems to have been inspired by a meeting in Chicago between Albert Barley and Cloyd Y. Kenworthy, who was the New York representative for Rauch and Lang electric cars. He was in the midwest to find a gasoline car to add to his line, and of course Barley was receptive to this chance to increase his business. I believe there are interesting and significant precedents for later development in the merchandising of makes and models to be found in the actions initiated by these men in creating the Roamer, although we are unable to attribute credit individually. Perhaps Kenworthy brought with him the concept that there was an unfilled slot in the market from



The rounded door outlines and hood louvers became part of the Roamer style in 1916. It is possible that the debonair gentleman at the wheel is Albert C. Barley himself, although the initials on the body, barely visible in this reproduction, were not clear enough in the original photo to distinguish for confirmation. *Photo from the author's collection.*



An example of the very earliest Roamer style of 1916. No hood louvers, no grab flaps on the doors characterize these first examples.

Photo from the collection of John A. Conde.

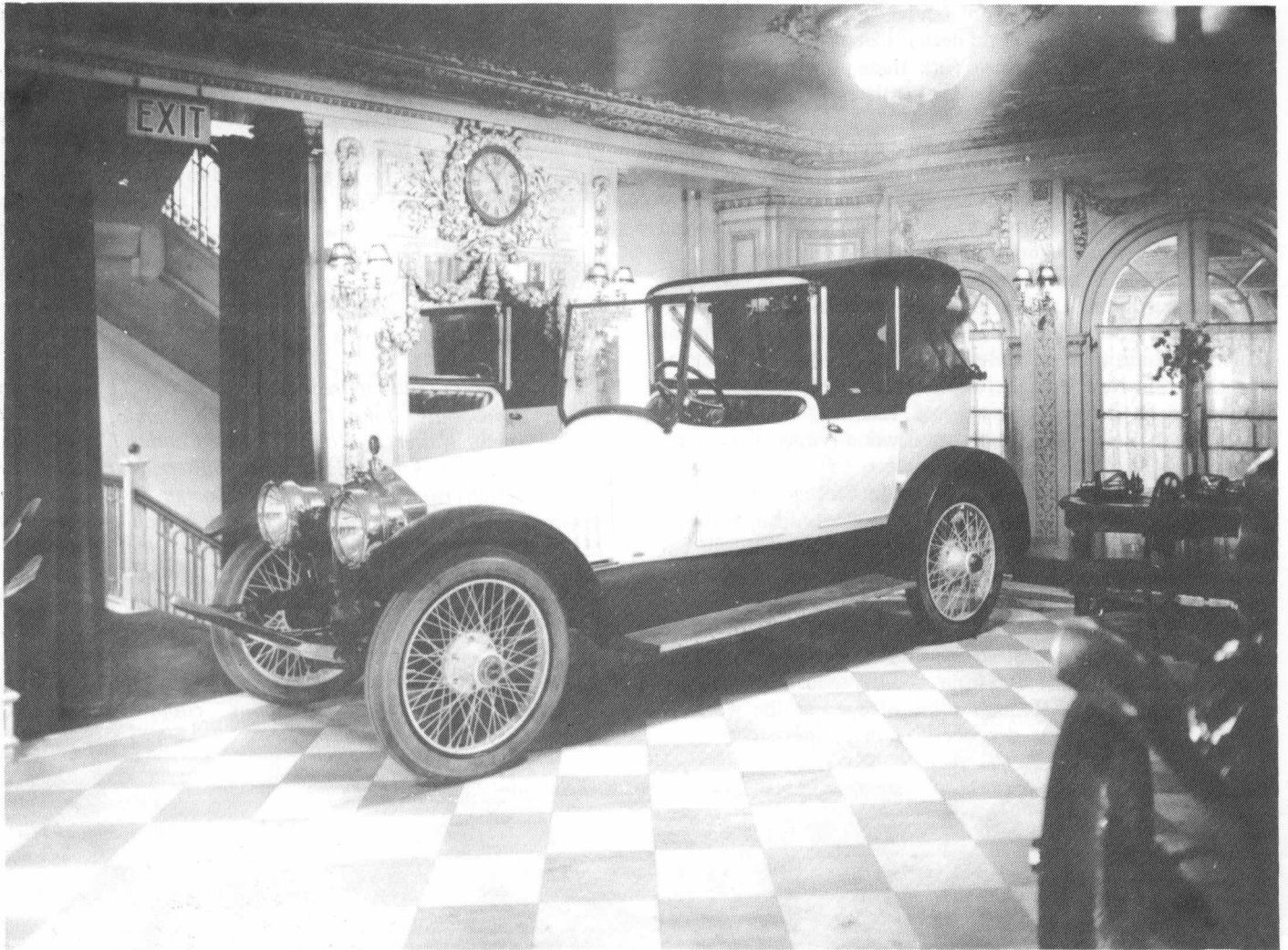
his observation of sales in the New York area. Perhaps the two men arrived at the idea jointly, but the fact remains that the Roamer was designed to fill a perceived demand that was not being served by any existing model. However arrived at, the idea of creating a volume production car for a specific market was then a new idea. Today we would call it market research, and generally consider that this sort of thing was originated in 1925 when Alfred P. Sloan spotted a niche unfilled by any General Motors car, and decreed the creation of the Pontiac.

The Roamer was to be a medium-priced car with custom features. Barley and Kenworthy observed that there were customers for medium-priced cars who wanted more individuality in appearance than the dull black models that were offered. There was a substantial industry in eastern cities, notably New York, in altering and customizing plain production cars to make them distinctive in appearance at a price within reach. Dealers did some of this in their own shops, but there were also a large number of independent garages and body-building shops which were also prepared to take on such work for less money than the established coach-builders, such as Healey and Brewster. The best known dealer to do this was Conover T. Silver, whose "Silver-Appersons," "Silver-Kissels" and several other specials were featured in trade magazines. Kenworthy knew a man, Karl Hamlen Martin, who was running a small business in New York producing custom bodies, and recommended him to Barley as a designer with the ability to create the appearance of the car they had in mind. Martin was hired to do the job at 50 dollars a day plus expenses. Here again were not Barley and Kenworthy ahead of their time? In 1915 only the builders of custom bodies for high-priced cars (and not all of them) used designers. I believe the Roamer was the earliest medium-priced car to have been consciously "styled." In the beginning, the Roamer was offered only as a four-passenger touring, and, to add to its custom image, the customer could choose any color of paint he desired, with upholstery and top fabrics to match, at no extra cost. This was a simple and effective way of adding a distinctive touch to the appearance, and may also have been a first among medium-priced cars.

Mechanically the first Roamer was mounted on a chassis which I believe to have been substantially identical to the Model R Halladay. They shared the same wheelbase, 122 inches, and had three-quarter elliptic rear springs. For 1916 the Rutenber engine was listed at 46 horsepower as a result of a one-eighth inch increase in the bore, and this unit was common to both models. One difference was the use of a Bosch magneto on the Roamer while the Halladays had coil-and-battery ignition. There probably were several other differences of this kind, but Albert Barley basically produced his new car by clothing a slightly modified version of an existing chassis in a new dress. This practice of upgrading became common years later when annual model changes were brought about in the same way. In addition, Barley understood that he could charge more for this car than the improvements cost so that both he and his dealers could share a greater margin of profit. The original price quoted for the Roamer was \$1800, compared to the \$1385 figure for the Halladay.

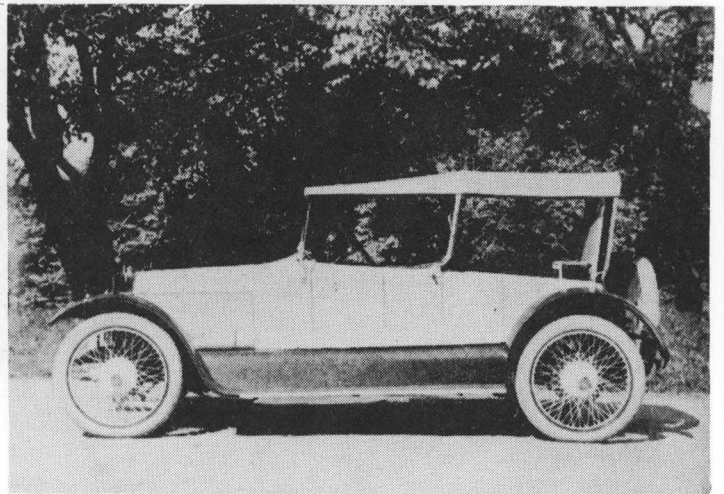
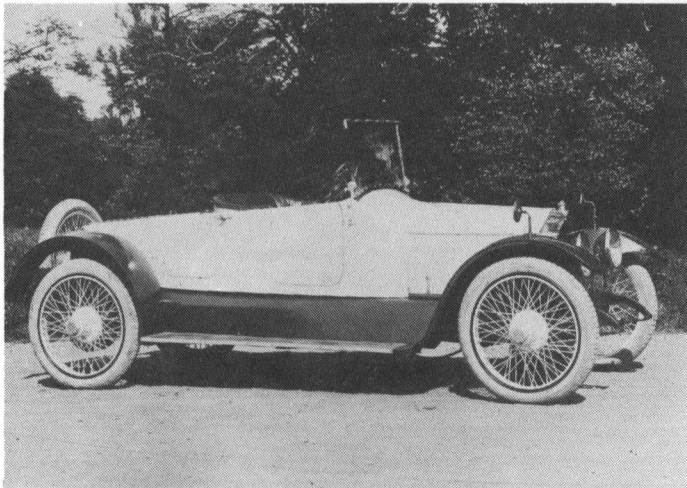
The first Roamer was not finished in time for the opening of the 1916 Chicago Automobile Show in January, but was brought in several days later. Instantly it created a great deal of interest, for it did stand out. Karl Martin had endowed it with a radiator of German silver that was very closely patterned after that of the Rolls-Royce, a low hood that merged into a rather narrow and low four-seater touring body of smoothly rounded lines, separate front seats with an aisle between, a windshield slanted at 15 degrees, and wire wheels. It was painted a light color and appeared substantially planted on wide fenders and running boards. The car met with equally good receptions at other shows, including Boston in March, and the Streater factory was kept busy producing this popular new model. While exact production figures are not available, it is evident that in 1916 and 1917 the numbers approached 2,000 per year, far surpassing the best Halladay ever did, and proof that Barley, Kenworthy, and Martin planned well.

Barley planned to enhance the Roamer's custom image with an extensive line of body styles, and by the fall of 1916 some of these had been shown. First to appear was a four-passenger roadster with doors to the rumble seat and rear-view



The "Salamanca" style of town car body is said to have been originated by Count Carlos de Salamanca of Spain who was the agent in that country for the Rolls-Royce. Its distinctive feature was that it could be converted into a completely open car. Not content with imitating the Rolls-Royce radiator design, the Roamer designers appropriated this body style, name and all, and showed it in their catalogue. This example, shown at the Blackstone Hotel, Chicago, in January 1917, carries a custom body builder's plate and appears to have elaborate imported headlights. Another example was one of the rare early Roamers equipped with wood wheels.

Photo from the Automotive Reference Collection, Free Library of Philadelphia.



This roadster body was included in the Roamer line by the summer of 1916, when the photos were used in magazine descriptions. Several very expensive makes adopted bodies of this design with doors to a rumble seat, but few, if any, followed the Roamer initiative in making the rear door on the left side serve as a fifth seat. It was hinged at the bottom and dropped outward to give its occupant an exposed position with his feet on the running board. The fender-mounted rear-view mirrors were an original touch for the times.

Photos from John A. Conde collection (used in Motor World, August 9, 1916), and from Vanity Fair magazine.

mirrors mounted on each front fender. *Motor World* reported in August that a New York dealer had ordered 25 special enclosed bodies for the New York trade. Before the end of the year, more than one town car had been shown, as well as several sedans.

For the New York show in January 1917 at the Grand Central Palace, two cars were shown: "A standard Roamer touring car done in Roamer blue and fitted with Victoria top and *individual tonneau windshields* mounted behind the divided front seats," and "a Roamer roadster with polished aluminum body, fenders, springs and other parts nickel, without running boards and fitted with a special eyeglass windshield." Unfortunately, I have not yet found photographs of either of these unusual styles. Another flamboyant roadster was shown in New York before the show. This car had right-hand-drive, a taller than normal radiator, its headlights mounted at the cowl, and dual oval wood-framed "eyeglass" windshields.

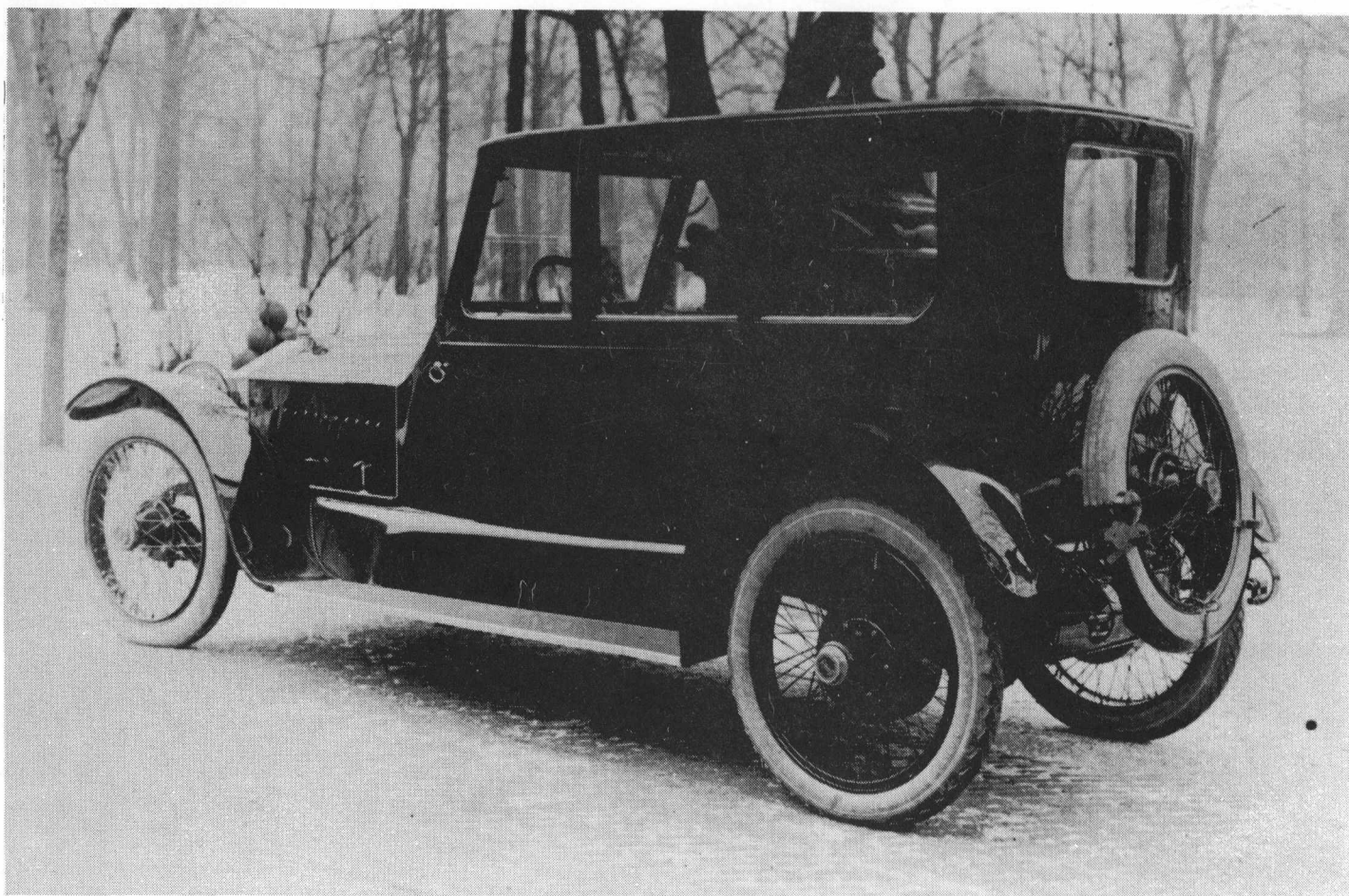
For its first anniversary showing in Chicago, the Barley Motor Car Company arranged both a display at the Automobile Show and a special exhibit in the Art Hall of the Blackstone Hotel. We are fortunate to have a photo that I believe was taken at the Blackstone location, and is reproduced on our cover. The two cars are the Salamanca-type convertible town car and another custom roadster. Both of these designs appear in 1917 Roamer literature, and the roadster is the only Roamer body which Roamer acknowledged as the work of Karl H. Martin. It was described as the "Sportsman Type

'Cornina,' a road model of new design with flare fenders. The top when down is entirely concealed."

In a year's time the Roamer had taken its place as a nationally-known make, advertised in fine magazines, and available from coast to coast. I believe the story of its origin has no parallel in American automotive annals. Albert Barley's Roamer was almost a year ahead of Edward Jordan's new car which was conceived and promoted to appeal to the same market segment. Jordan's advertising copy is as well remembered as his car, but the Roamer ad appearing in this issue shows that Mr. Barley's copy possessed a certain flair as well.

The story of Roamer's later years is worth telling, and we will make it the subject of a future article.

Our thanks and appreciation to Walter O. MacIvain, Ralph Dunwoodie, John Conde, Keith Marvin, Stan Yost, Tom Bonsall, Walter F. Robinson, Jr., Charles L. Betts, Jr., Robert B. Myers, Kim Miller, Harold Gilbert, Mary M. Cattie, Louis G. Helverson, James Bradley, George Risley, for their assistance in gathering the material on which this article is based. We consulted the files of the National Automotive History Collection, Detroit Public Library; Automotive Reference Collection, Free Library of Philadelphia; Research Library, Antique Automobile Club of America; Library, Crawford Collection, Western Reserve Historical Society; Boston Public Library, and our own collection of Roamer literature, advertising, photographs, clippings and trade magazines in preparing the story.



Closed bodies in sedan and town car form were in the Roamer line before the end of 1916. This sedan, with a single door on each side, was priced at \$2,550 and was shown in the catalogue. There may not have been a standardized design, as several variations were illustrated in trade magazine photos.

Photo from AACA Library.

"Now Entertain Conjecture of a Time"

Mr. Duryea and the Eaton Manufacturing Company

by Keith Marvin

In every field of endeavor, whether business or pleasure, there is ever the chance of the unexpected which can defy all commonplace logic and otherwise delight those to whom such good fortune befalls. We have all heard of the person who discovered a folio of Shakespeare among a collection of otherwise worthless papers, or the lad who found an unused strip of Britain's 1840 penny black postage stamps deep in the drawer of his family's Chippendale desk. The same, of course, applies to automotive history as may be illustrated in the experience of George B. P. Ward, Jr., of Baltimore, Maryland, two or three years ago.

It all started simply enough with the purchase of a book from a dealer in automotive material. This was *A Chronicle of the Automotive Industry in America*, published in 1936 by the Eaton Manufacturing Company of Cleveland, Ohio. This book, which recorded automotive history year by year from the earliest days of the industry, is even today a relatively well-known work, as is its augmented and updated edition published a decade later. What makes it significant is the fact that, when published, it was the most up-to-date and complete work on a then obscure subject, publications surrounding cars and motor-ing history being all but nonexistent.

There were even then, however, certain aspects of the subject which were general knowledge to any intelligent schoolboy, such as the story of Henry Ford or the saga of the Stanley Steamer. It was generally conceded, too, that the Duryea motor wagon which first appeared on the streets of Springfield, Massachusetts, in 1893 was the first successful horseless carriage in the United States as well as the first which was subsequently marketed to the general public.

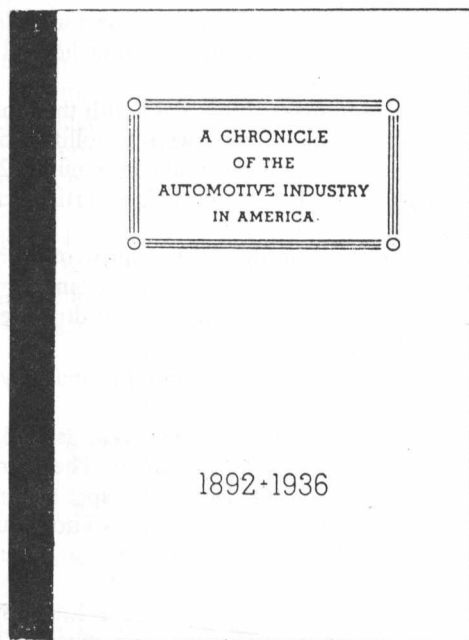
The names of the Duryea brothers—Charles and Frank—were also fairly well known by anyone even remotely interested in American automotive history.

When George Ward bought his copy of *A Chronicle of the Automotive Industry in America*, he didn't immediately notice the few sheets of paper inside. Returning home, he opened the volume and could scarcely believe what had inadvertently been left there—an exchange of letters between the Eaton Manufacturing Company and Charles Duryea, the Duryea correspondence in the form of signed carbon copies. Although the book itself was not signed, it is obvious that the copy was Duryea's personal gift from the Eaton Company and sent to the pioneer at the time of publication.

Charles Duryea's side of the correspondence is intrinsically interesting as it gives insight into his subjective recollections of the earliest days of motoring and manufacturing, and because the exchange of letters between Cleveland and Philadelphia took place only a few months before his death, it further illustrates Duryea's views at the twilight of his long and colorful career. In addition, the carbons emphasize Duryea's predilection for phonetic spelling, which like Esperanto, was a fad of the time.

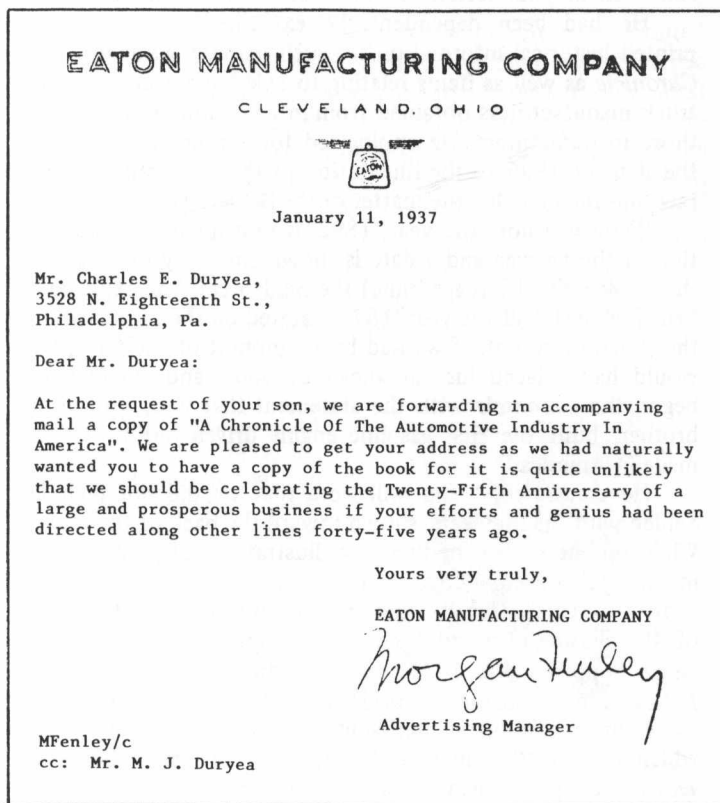
This interchange was the result of the complimentary copy of the book which the Eaton company had sent Duryea at the request of Charles' son, the late Merle J. "Jerry" Duryea, who would later become a guiding light in the Antique Automobile Club of America and one of the most active persons connected with the revival of antique automobile interest.

In a letter accompanying the book and dated January 11th, 1937, Eaton's advertising manager, Morgan Finley, concluded that "It is quite unlikely that we [Eaton] should be celebrat-



Above: The book in question. George Ward's copy of the 1936 Eaton *Chronicle* in which these letters were found.

Right: A reproduction of the original letter from Eaton's advertising manager that set off the exchange.



ing the Twenty-Fifth Anniversary of a large and prosperous business if your efforts and genius had been directed along other lines forty-five years ago."

Mail traveled faster (and much cheaper) in those days, and the pioneer had Finley's letter before him within 48 hours. He was quick to respond, thanking the writer for his courtesy and gift which he felt was "a FINE idea" and conceding that it contained "a LOT of worthwhile information. BUT . . ."—and the Eaton-Duryea honeymoon abruptly hit the skids.

What had happened, as it turned out, according to Mr. Duryea, was that the compilers of the *Chronicle* had not been discerning in separating fact from fiction as it applied to the dawn of the industry and particularly to Duryea, whose memory of virtually everything which went on back then was as sharp as a steel trap. He took umbrage at anything and everything which he felt wasn't absolutely factual, and apparently a good deal of the material on the first pages just wasn't.

"I am both *surprized* and *pained*," wrote he, deploring the lack of historic truth.

"If I was not certain you included the wrongs without malicic (sic) intent," he went on, "I would feel that I ought to take action to collect damages. If your regular product contains so many wrongs as this one, I am sure you would correct as promptly as possible; else your customers would vanish." The lengthy two-pager then listed those inaccuracies which he brought to light, and one of these pages is reproduced here for the enlightenment of the reader.

"I beg you not to think I am criticizing merely to be a critic and I beg you to correct these worst errors by mailing to all who have the mostly VERY FINE book, a page or two that can be substituted," he concluded. Whether this suggestion was followed I doubt, but I am certain that Mr. Finley rued the day he sent that complimentary copy off to Mr. Duryea in Philadelphia.

Finley responded immediately, taking full blame for any of the alleged inaccuracies. "My reaction can best be explained," he wrote in a letter of January 18th, "in the words you used in your letter. 'I am both surprised and pained.'"

He had been dependent, he explained, upon existing printed historical information for such material going into the *Chronicle* as well as items relating to existing automobile and truck manufacturers obtained from information received from those manufacturers. He apologized for the error in affixing the date of 1896 to the illustration of the Narragansett Park race and then tackled the matter of the Selden patent.

"You will note the year '1892' is shown with the illustration of the Duryea and a date is shown for every other car in the book EXCEPT (caps mine) the Selden car," he explained. "He [Selden] had the year '1877' painted on the car shown in the illustration and, if we had been ignorant of the facts, we would have placed his car ahead of yours and would have begun the *Chronicle* with the statement that you, with your brother, built the first gasoline engine driven motor vehicle made in America."

He continued, "You will note that we did not include Selden with the 'pioneers' shown toward the back of the book. While on the subject of these six illustrations of pioneers, let me apologize for the error in naming you as the driver of one of these vehicles. This information was obtained from the back of the photograph and I checked it against an illustration which appeared in a 1924 edition of *Automotive* (sic) *Trade Journal* and felt safe in accepting the information supplied.

"In criticizing the omission of certain interesting items which you mention in your letter, you must remember that very few are priviledged (sic) to have the first-hand information which is in your possession.

Eaton Mfg Co 1/13

1895. A bare statement that Duryea won at 7 1/2 m p h, is most unjust. How is the reader to know that all forms of transportation was paralyzed the day before and that all the other contestants had to be pushed, if you do not tell them. Further that only one other got thru and it was pushed many miles?

Why the Selden patent which showed nothing any one ever used for more than a short time, when near 5 months earlier a Duryea patent was issued, that had been exhibited to thousands before Selden's patent June 11th 1895, and showed a real vehicle as proved by the Race Oct? Duryea, not Selden, taught the world how to build, in 1895.

The Electrobat did not go far. Maybe from Jackson Park to mid-city. Sturge in the I-M race got up into Lincoln Park, 12 miles on a 80 mile charge. This was a real measure of the 5 times difficult road. But please remember the Duryea was started first. Altho did not have earliest number. Ask "Why" the starter replied "Most likely to get thru." Behind the leader went a cavalcade of teams, horsebackers and pedestrians. They made the way far easier for the later starters. The only one other to get thru started about 1 1/2 hrs later. Tell the truth. Why omit Geo E Whitney? He drove a steamer all over the N Y-Boston section before the Stanleys. & Stephen Roper was still earlier.

1896. Why omit the Cosmopolitan Race? It went over the Hudson hills. Dr Boot of Youngstown Ohio, was the only American entrant, except the Duryeas. Good weather! good roads.

1897. The Studebaker start was an electric "Worthy of the Studebaker name" Evan so did Pope. But what did Sturges do? King had a 4-wyl that ran four years before.

1898. Why mention Finley's 1898 sales? Duryea owners had rigs at Providence race before Finley ran his first rig. They were not given away. Haynes believed one of his rigs was delivered in 1897.

My 1894 memo book shows purchase of aluminum for the vehicle being made in 1895.

1899. I am sure the I M motor buggy was much later. Have data. May find. I question the flash boiler invention. Did not read use tubes before 1900, and Serpillet in France, financed by an American have a flash boiler before 1900? Or 1899?

1900. Why Bree? Why not Al Riker a youth some years before? I question the Mack omnibus date.

I will not continue further. By this time the foolish public -- that knew more than the mechanics -- had gotten their fill of electric and steamers and the gasoline vehicle began to come to its own. The old toboggan from under the turn of the tide. In the mass of makers by that time a few errors do not count.

I suggest you send a copy to Chas E King, 1 Beach Ave, Larchmont, N Y I am sure he will much appreciate and he KNOWS Ford's work. He too modest and too honest to make any claim he cannot absolutely prove but I am confident he ran that 4 cyl job before Haynes-Anderson ran their first. (I hav Haynes sworn testimony, given in 1906. That first rig was not satisfactory. It was positively dangerous.) It was rebuilt after 1899. They saw real rigs at Chicago in late 1895 -- the Duryea for example.

Finally, I beg you not to think I am criticizing merely to be a critic and I beg you to correct these worst errors by mailing to all who have the mostly VE RY FINE book, a page or two that can be substituted.

For historic truth

Chas E Duryea

A reproduction of one of the carbon copies that Mr. Duryea kept of his letters to Mr. Finley. This is the most reproducible sheet of his letters and is the second page of his January 13th reply, dated and signed in pencil.

"You are the only one who has taken the time to criticize the data contained in the *Chronicle*," he concluded, "and I want you to know that we appreciate your helpful interest very much."

Finley had tried to make things right with the pioneer but it was to no avail. Charles Duryea wasn't mollified by either Finley's explanation or apologies and, on January 21st, the 76-year-old Duryea wrote back to Eaton's advertising manager, misspelling his name to "Fenley."

"Glad to get yours of the 18th," he wrote. "Sorry to report that I am not 'surprized' for its contents are of the usual sort. I am pained that your explanations do not explain."

The letter followed thus:

"You have done not only me but the industry a great injustice.

"That you set no date on Selden's car is dodging the matter. He set that date and lied to do it. The world never heard of Selden prior to late 1895. His application to the patent office—good or bad—was secret. It had no influence on the coming industry. He did not make that car or any other until mid-winter of 1905-06.

"His one influence was—backed by a lower N Y Cy bunch—to blackmail the new industry of between \$2 and \$3 millions. That came from higher priced cars and therefore harder to sell ones. It delayd (sic) the business. If you knew the Court declared his patent invalid for the invention it disclosed but no one used that. It was N. G. It showed the world how not to do it. But told them otherwise. Lied as ever.

“Yu did not show him as one of the 6 pioneers. But look who you did show. Ford’s quadracycle, copied from Pennington’s fakes. See *Am Machinist* Nov 1895 and Jan 1896. Pennington has a fake but it ran some. Selden did not hav even that. Why omit Pennington? He showed Ford how. Who followed Selden. Certainly Ford did not. & the Appersons. Not in a pioneer car. It has tubes with copper flanges on them. Theywer with Haynes. His 2 first rigs wer ‘Built and owned by Mr Apperson and myself (Haynes).’ 1902 sworn testimony. Why give Winton credit for carburetor, governor & elect ig. We had abandoned governed engines for hand throttled ones before Wintons car ran. The Olds car you show was begun in 1894 and completed in late 1895 or early 6. The 1897 Co was to build a later and lighter one. The Packard car pioneer was a single cylinder copy of the Winton. the date was about 1899. Rather late for a pioneer. I do not recognize the one shown. (Note: Charles Duryea’s spelling and grammar are printed as written.)

“But most of these are minor things and of little consequence. But putting Selden with his 1877 (date) which you knew was a lie, up next to my fully established product, showing cars which were not Duryeas in a race where there were no other gasoline starters and labeling a probably foreign rattle trap by putting me at the tiller, are the things I consider damaging.

“Many of your readers know they are wrong. But a great many more do not know and wrongs have a nasty way of spreading. You will gain the confidence of those you have favored with copies, if you show an attempt to right these wholly needless wrongs. & I will gladly help all I can.

“I think you will find the Providence Race start in *Scientific American*, Sept. 26th, 1896, page 253.

“King took from his first car some parts which he gave to Ford for use in his quadracycle. Please note that cycle construction failed and had to be replaced by carriage construction. Ford and Haynes both used cycle wheel sizes, likely rims and tires. Haynes rebuilt ‘after 1895’. Winton seems to have abandoned his first as Haynes Apperson did their 2nd.

“Surely I ought not need to say any more to convince you. the right thing to do is to prepare a new 1892-98 page and new opposite page and mail them to be pasted in that place. If I may suggest it would be the Chicago Winner in place of Selden. That race and Barnum’s circus wh you omit totally, advertised the coming business more than any one else ever did in that decade.”

The letter was signed, “Best wishes and for historic truth, Chas. E. Duryea.”

It may be assumed that in the absence of any reply from Morgan Finley, the advertising manager considered the incident closed.

Charles Duryea, however, did not and after waiting a month for a reply, wrote again on February 22nd.

“Just a line to say that I have had no word from you since mine of Jan 21st. A full month gone.

“May I have an expression?”

“If you knew how hard I had to fight and at what disadvantage because I was not selling goods most of the time, to protect my hard earned standing against those who claimed honor that belonged to me and did it knowing they were not telling the truth, you would appreciate my feeling in this matter.”

And that was the gist of it. At least that was the end of the interchange between Duryea and Morgan Finley as we know it.

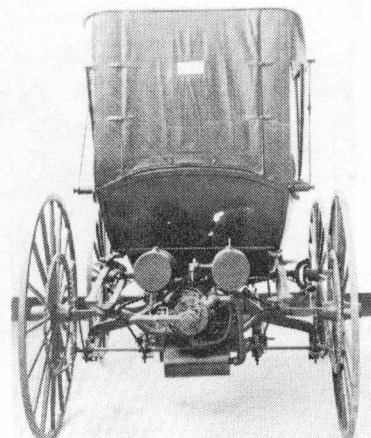
How, if at all, did the interchange affect automotive history? Very much indeed. In the revised edition of *A Chronicle of the Automotive Industry in America*, published in 1946, its foreword admitted to “many errors as to dates, captions, and photographs.” Moreover, it was pointed out that “valuable data has been gathered from the several car pioneers whose early work started the growth of the gigantic automotive industry of today.” And if Charles Duryea wasn’t mentioned here, you can bet his input a decade before had strong bearing in this regard. The pity is that he wasn’t around to see it.

There were changes. The first Duryea’s emergence date was changed from 1892 to 1893, the Selden picture showing Selden in his so-called “fore-carriage” with the ‘1877’ date was advanced from the 1890’s to 1902 and the picture purported to have been taken at the Narragansett Race in 1896—which it wasn’t—was deleted. The year 1896 was noted as the year when Duryea produced its third car, followed by some thirteen others, the first sale being to George H. Morrill, Jr., of Norwood, Massachusetts. The 1936 edition of *A Chronicle* might have been a breakthrough in automotive literature when it appeared. Its revised edition may be counted on for much more accuracy.

I am not in a position to praise or refute the printed material in the initial edition any more than I would argue with any of Mr. Duryea’s statements. I present only what turned up in George Ward’s book. It may not be wholly valuable historically, omitting as it does any mention of the 1891 gasoline car of John Lambert as well as the part played by Charles’ brother J. Frank Duryea, but it most certainly is significant. It is the cry of one who was in on the ground floor of the automobile industry, pleading for the truth as he saw it. And we are the better collectively for this interchange discovered by chance in a later day.



This is the first Duryea motor vehicle, designed by Charles E. Duryea in 1891 and 1892, and built by his brother, Frank Duryea, in 1892 and 1893. It was road-tested in September, 1893. Power to the rear wheels was supplied by a one-cylinder two-cycle engine through a friction transmission. Neither the engine nor the transmission performed to Frank Duryea’s satisfaction, and the car was rebuilt with a three speed and reverse spur gear transmission and a one-cylinder four-cycle water-cooled engine. This rebuilt car, shown here as it presently appears in the Smithsonian Collection of Automobiles and Motorcycles, was donated to the museum in 1920 and restored in 1958.



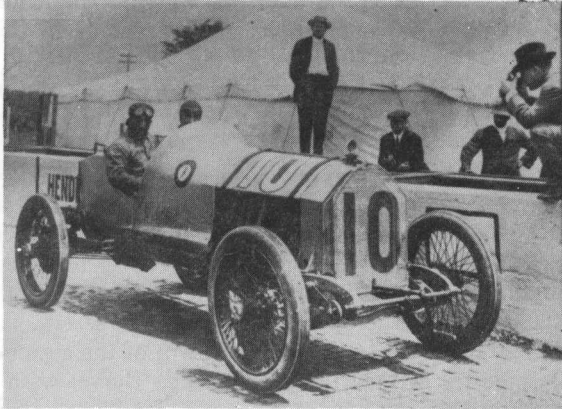
AUTOMOTIVE DECEPTION AT INDIANAPOLIS

BY JERRY GEBBY

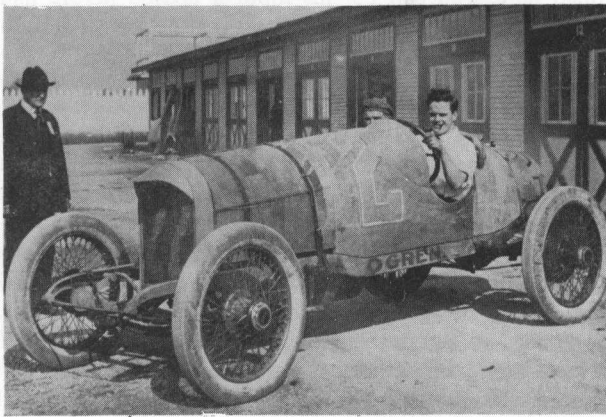
All photos courtesy of Jerry Gebby and the Indianapolis Motor Speedway

Success always creates envy in the minds of those who are less fortunate, and steps to turn this condition around are sometimes less than ethical. Nowhere is this more evident than in the automobile industry, where racing victories translate immediately into increased activity in dealers' salesrooms. Advertising stretched the truth as far as it would go, and finally pure deception took over. This became obvious soon after the big brick track at Indianapolis established the policy of one five-hundred mile race per year.

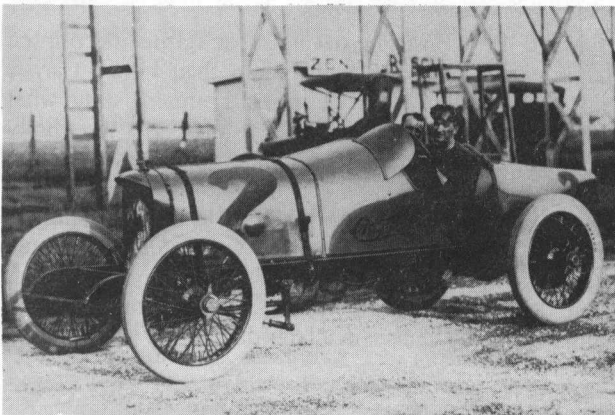
Here is a selection of photographs representing just a small sampling of the cars which ran there under assumed names, in the hope of gathering glory and publicity for the sponsor. We will leave it to the reader's judgment whether such deception really produced any benefits.



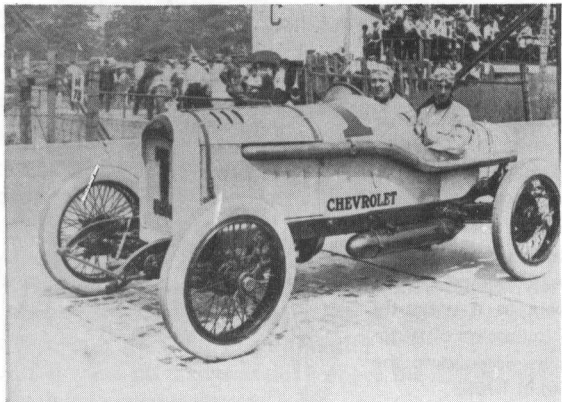
Although there had been some engine-swapping earlier, the Henderson company of 1913 was one of the first makers to purchase an outright racing engine from another source for use in an Indianapolis entry. This car carried a Duesenberg engine, probably the first sold for big-time racing use. Racing success for the Henderson name eluded driver Billy Knipper, who went out with a slipping clutch, and commercial success for the Henderson passenger car fared little better, as the make expired with the 1913 calendar.



The Ogren company had been building passenger cars in Chicago for only a year when they bought this older complete Duesenberg racing car to rename as an Ogren for the 1916 Indianapolis race. The ever-cheerful Tom Alley, shown here, did not win any money for his eleventh place finish, but the Ogren company was encouraged enough by the experiment to purchase two more Duesenberg racing cars and run them as Ogrens in various events until they ceased production of passenger cars in 1922. Let's hope that a little more attention was paid to paint and appearance in events run after this picture was taken.

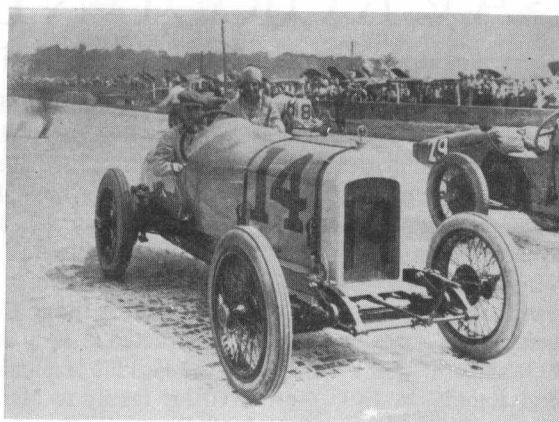


Crawford cars were built in small quantities in Hagerstown, Maryland, from early in the century, but the three racing cars that carried the name at Indianapolis in 1916 were built largely of Duesenberg components and were piloted by former Duesenberg drivers. This one, driven by Dave Lewis, left the race with gas tank problems after 71 laps. The others were reasonably successful, Art Johnson finishing eighth and Billy Chandler ninth, only forty-eight seconds apart. The Crawford cars were campaigned excessively in the next two years to keep the name before the car-buying public.

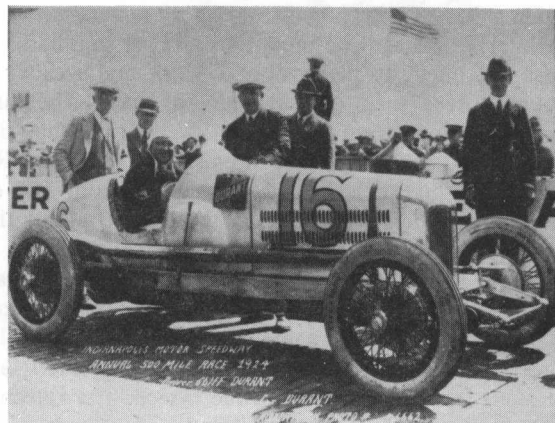


Larger companies began to play the deception game in 1919. The only Chevrolet part of this car is the emblem on the radiator shell; that car itself was one of the four-car 1915 Stutz team, three of which were purchased by Cliff Durant when Stutz stopped racing at the close of that season. Cliff Durant, driver of this car, was the son of William C. Durant, founder of General Motors. At this time he was running the Chevrolet plant in Oakland, California, and the name was connected with his job. Chevrolet benefitted little from this race, as a broken steering gear put Durant out of the race on lap fifty-four.

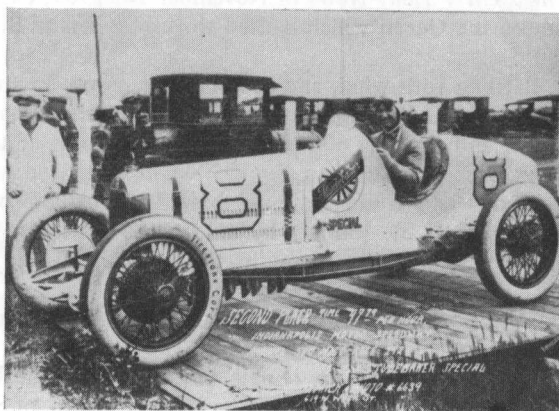
A second entry by Cliff Durant in the 1919 race was another Stutz. Eddie Hearne, with Harry Hartz riding as mechanic, drove this car into second place, gaining valuable publicity for the Durant name, as the car was called the Durant Special. But the Durant car itself was still more than a year in the future after William C. Durant's departure from General Motors.



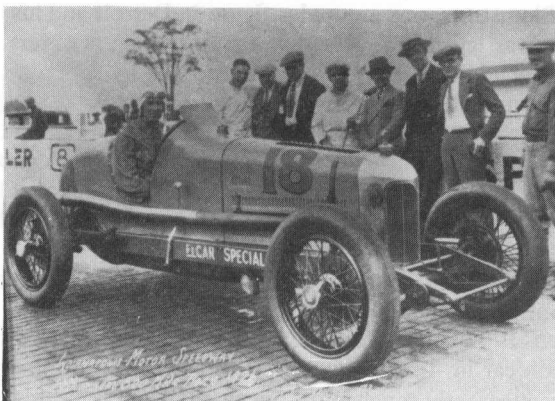
Cliff Durant was a persistent competitor at Indianapolis. Here he is on the apron in 1924, ready to do his bit in promoting sales of the Durant cars then on the market, again in a car bearing his name, but in reality a Miller. Other Millers entered as Durants finished fourth and seventh, but Cliff ran out of gas on the 199th lap. William C. Durant hoped to develop an organization larger than General Motors with cars in all classes from Star to Locomobile, but it did not work out that way. Two years later, two cars were entered under the name of Locomobile Junior Eight, but between them ran less than half the race.



Studebaker tried to buy the road to racing glory in 1924 with this new Miller car and veteran Earl Cooper as pilot. Most Miller purchasers did not bother with any attempt to disguise the origin of the car, as most race fans of the time were able to recognize a Miller anyway, but Studebaker added a special radiator shell and the Studebaker emblem to theirs. Cooper did his best but still finished second to the Duesenberg of Slim Corum and Joe Boyer. This was enough for Studebaker until the stock car modifications of the thirties.



Although this Miller was not entered by the manufacturers of the Elcar passenger car in 1926, they probably contributed financially to the expense of running it in return for the privilege of having it known as the Elcar Special. Englishman John Duff brought the car home in ninth place but the car had been wrecked in practice and it is doubtful that the \$1500 prize money was enough to pay the repair bill. In later years, multiple sponsorships made car recognition more confusing, while easing the financial hazards of racing.



BACKGROUND ON BLOMSTROM

JAMES C. PETERSEN

Mr. Charles H. Blomstrom's name came up regarding his designing of the Frontmobile car (*Automotive History Review*, issues 5 and 6). While nothing more has been learned about his connection with other front-drive cars, *The Grand Rapids Press* did publish an article in its issue of May 12, 1968, about this early automotive inventor and manufacturer:

"Mr. Blomstrom was born the son of a blacksmith in the now vanished town of Lisbon, near Sparta, in Kent County, Michigan. His first automobile was constructed as early as 1892 or 1893, while he was a foreman at the Perkins Machine Shop in Grand Rapids. In 1898, he moved his family to Marquette and went to work for the Lakeshore Engine Works, where he designed marine engines, including the first gasoline engine to be used in a Coast Guard launch.

"While he was at it he built a second car in a barn, selling his horse and buggy to make room to work, and because he felt he wouldn't need them once the car was ready. The auto was the family transportation for the rest of the time they lived in Marquette. His son, Lowell C. Blomstrom, of Grand Rapids, has proof of this vehicle. The elder Blomstrom put on his Sunday suit and derby hat, and seated himself at the tiller so that a photographer could take his picture.

"By late 1901 the family was in Detroit, where he started a boat-building business. He developed a 15½ foot boat powered by his own ¾-horsepower engine. He sold thousands of them at \$100 each. But the gas buggy was his main interest, and by 1904 he was building a car called the Queen. The Queen was a substantial automobile, remembered as handsome and speedy.¹

"*The Denver Daily News* of November 10, 1904, expressed its pride in the Queen which it used to rush papers to Boulder, Colorado:

"Battling with wind, and covered with snow, an automobile driven by E. Linn Mathewson, the most daring chauffeur in Denver, and carrying 600 pounds of the morning edition of the *News*, forced its way to Boulder where it arrived with its load an hour and fifteen minutes before the earliest of rival papers completed the journey by rail," said a news story. "The car that Mr. Mathewson drove in this wonderful trip was a Queen."

"Mathewson was the Denver dealer and Colorado generally was hot country for Queen sales.

"At least seven Queens remain in existence in the United States. One has been restored by Charles Blomstrom, of Sparta, son of Blomstrom's cousin, who drives it in antique auto events. His is a 1904, two-cylinder model.

"Blomstrom was a popular figure in Detroit and his inventiveness was legendary. Where other auto manufacturers assembled vehicles from components turned out by specialty shops, Blomstrom built his own, including the engines.

"He sold more than 1,500 Queens between 1902 and 1907; then came out with a four-cylinder, 30 horsepower model he called the Blomstrom. On the same chassis you could get a five-passenger touring or a three-passenger runabout, each costing \$2,250.

"In this same period, Blomstrom's plant was turning out a second, smaller auto, the Gyroscope. The Blomstrom lasted through 1907 and 1908; then Blomstrom designed and built the Lion car in Adrian from 1909 to 1912, discontinuing when a fire, apparently touched off by sparks from a passing freight train, destroyed the factory.

"The Lion was considered the fastest car on the road in its day. A stock model could do 65 miles an hour, and Blomstrom made a special racer which hit 93 miles an hour in a three-year racing career in which it was never beaten.

"Later, Blomstrom produced a compact (cyclecar), the Rex,² at a plant near Wyandotte.

"Just before World War I broke out in Europe, Blomstrom dissolved his Michigan business ties and organized a plant near Camden, New Jersey, to produce a new design, a front-wheel drive auto called the Frontmobile. When this vehicle won acclaim at the New York autoshow, it seemed he had a winner. But shortage of materials in World War I killed off the Frontmobile enterprise and Blomstrom wasn't able to again crack the auto manufacturing field. He designed and built accessories for other makers, however, including a steering gear lock for Ford's Model T. He died in 1923.

"Blomstrom's son, who worked for his father on some of his later designs (and who, incidentally, has been driving cars since 1902) is a retired engineer-executive for the Federal Mogul Corporation.

"He thinks he knows his father's problem.

"He wasn't interested in the business part," he said. "Dad was an inventor and engineer. He should have hired some bright young man with business training to take care of the paperwork.

"But then," Blomstrom's son said thoughtfully, "those types usually end up owning the business, and they do the hiring."

Any other information on Blomstrom's connection with front drive, or on the little-known Gyroscope and Rex cars would be interesting.

FOOTNOTES

1. Floyd Clymer, in his *Motor Scrapbook No. 8*, page 50, recalls that Mr. Mathewson, the Queen distributor, sold two Queens in his home town. About the only thing he could remember about them was that they both gave plenty of trouble.
2. The Rex small car was described briefly in an item in *SAH Journal* number 89, with a photo of the car and an illustration of its unusual drive mechanism which supplied power to just one of the front wheels.

“The Blomstrom Thirty”

THE MOST FOR THE MONEY EVER OFFERED

**1908 Models
Now Ready**



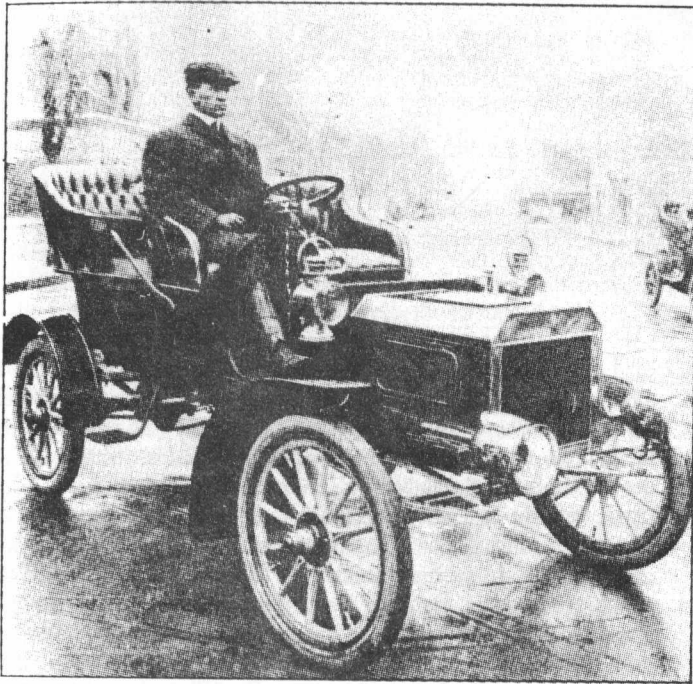
4-cylinder
Vertical
30 H.P.
Price, \$2,250
Write for Catalogue

Representatives
Wanted for
Unoccupied
Territory
Immediate Delivery

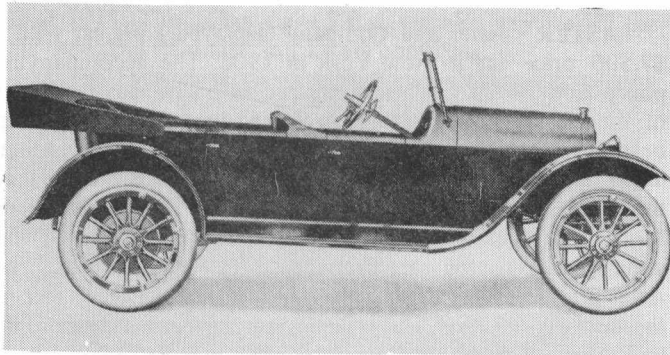
The Blomstrom Manufacturing Company
DETROIT, MICHIGAN, U. S. A.

Blomstrom advertisement, from *The Automobile*, September 5, 1907

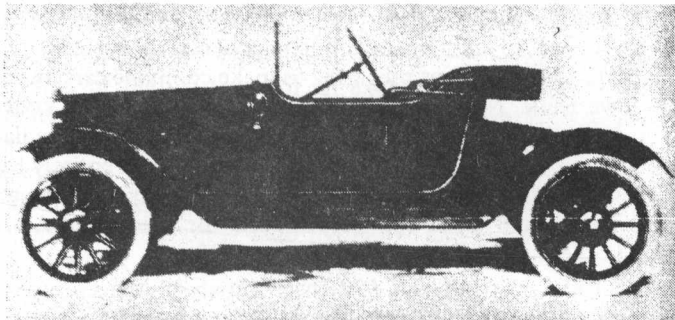
A GROUP OF BLOMSTROM-DESIGNED CARS



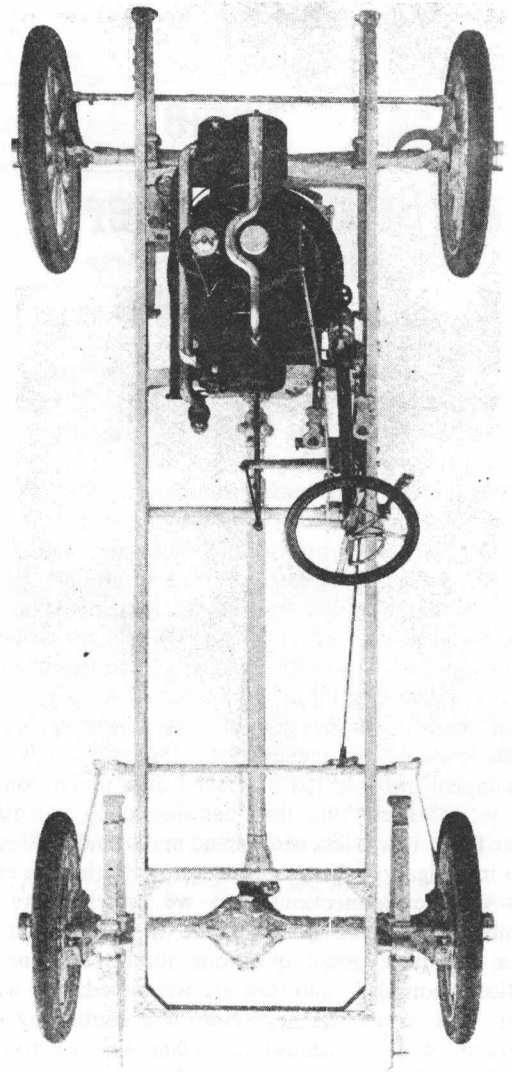
E. Linn Mathewson in a 1905 Queen designed by Blomstrom. Photo from Denver Daily News.



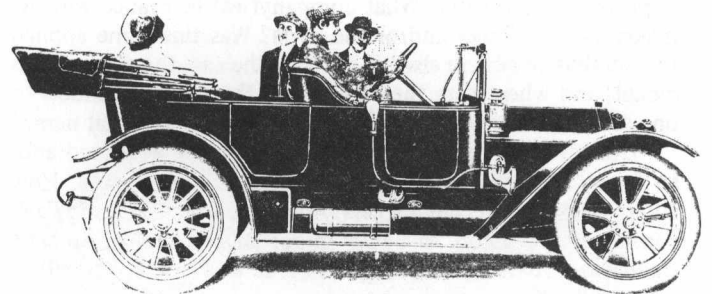
This Frontmobile touring car, designed by Charles H. Blomstrom and built by the Camden Motors Corporation, Camden, New Jersey, was exhibited at the New York Auto Show in January 1918. Only a few Frontmobiles were built, one of which still exists in the Harrah Automobile Collection in Reno, Nevada.



The Rex light car, designed by Blomstrom and made by the Rex Motor Car Company, Wyandotte, Michigan. This was a front-wheel drive machine, with power applied to the left front wheel only.



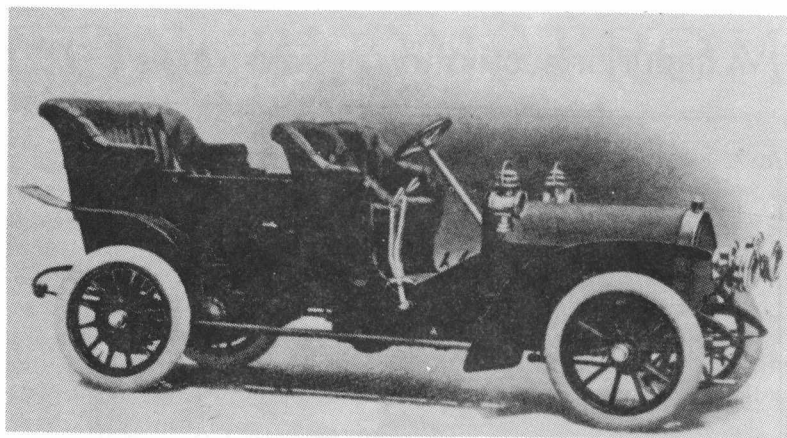
Chassis of the Blomstrom "Gyroscope" as pictured in *Horseless Age*, March 18, 1908. The crankshaft of the two-cylinder opposed engine was positioned vertically, so that the large flywheel was horizontally mounted between the frame rails, where it served as the driving member of the friction transmission. The driven disc was attached directly to the drive shaft, and the speed ratio was controlled by raising or lowering this disc, drive shaft and all.



Lion "40", Model K, of 1912, priced at \$1600. This car was designed by C. H. Blomstrom and built by the Lion Motor Car Company, of Adrian, Michigan, beginning in 1909. A disastrous fire destroyed the factory and ended production of the Lion.

Some Still-unanswered Questions

by Fred Roe



DE LEON 1906 as shown in the *ALAM Handbook*

Strange complications ensue for the historian when the cars of one country are offered for sale in another. There are problems with names of both makes and models; with the spread of automobile manufacturing to all parts of the world under the direction of a few truly international companies, the same model name may be used on completely different cars in different parts of the world. There are problems with components; assembly plants in various countries may put together similar models but use major parts that were built and imported from different countries. Most any combination that can happen probably has happened or is under consideration. This is not something that has developed recently, but in earlier times it was less widespread and in most cases there was some investigation. Not so, however, with the five entries with trans-Atlantic connections that we present here. We have assembled what we know about these early international makes and have posed questions about each one. Answers, additions, complete solutions are welcomed, and will be published. This is just the beginning of a continuing job for all historians; with Mercedes-Benz advertising its trucks in the *Wall Street Journal* as "American" (with qualifying information in about two-point type) a career could be made of sorting these things out.

DE LEON — "A French Car at an American Price"—advertised Archer and Company in New York in 1906 when presenting a car of this name. The De Leon was displayed at a New York show and it gained the status of a listing in the *ALAM Handbook*, the source of our photo and specifications. *MoToR* likewise gave it space in its 1906 compilation, but in another year it was gone. It seems probable that the car was assembled in New York from imported parts in order to save the very large duties imposed on complete cars, but nevertheless, the questions still to be answered are numerous: Was a complete chassis imported, or was it built from separately imported components? What company(ies) in France was the maker of the chassis and/or the parts? Was this name applied to cars sold anywhere else? If so, were the cars the same as this model, and when were they sold? Was this chassis identical to one sold in France under another name, and if so, what name?

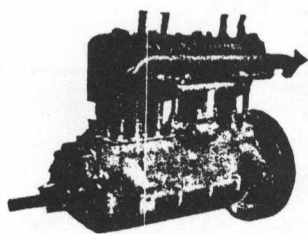
John Pollitt struggled with this one thirty years ago and, so far as I know, was unable to discover any answers. How about our more recent diggers? The importers, and *MoToR*, considered De Leon to be an imported car, but by today's standards this is open to question. It deserves investigation and clarification.

VIQUEOT—This make was also displayed at a New York show in the winter of 1905-06 and was listed by *MoToR* in 1906 as a foreign car. Its sponsor was the Viqueot Company,

of Long Island City, incorporated by Hector H. Havemeyer and others. Mr. Havemeyer was also involved with the Vehicle Equipment Company, maker of electric cars and trucks in the same area. In this case we have references that indicate that the entire chassis was built in Puteaux, France, and the body "attached" in the United States, and that the make was to be sold only in this country. It appears that this was another effort to try to cash in on the prestige that French cars possessed at the time. Puteaux was the home of De Dion-Bouton as well as some smaller makes. The basic question on this make is to identify the source of the chassis, and to determine, as in the case of the De Leon, if it was a special model, or identical to that sold in France and elsewhere under another name or names. The make was short-lived, and the Vehicle Equipment Company failed in 1906 and with it went the Viqueot Company.

ASTER - Aster and Company displayed a big car with a \$7,500 price tag in New York in 1906. The accompanying photo from *MoToR*, when compared with a photo of an Aries of the same era that appears in *The Complete Encyclopedia*, bears out Michael Sedgwick's conclusion (in the same volume, under Aster) that the Asters displayed in Great Britain at that time were indeed "Aster-engined Aries." The similarity of the cars in these photos makes it virtually certain that the same applies to the cars brought to the United States. The Aster and Aries factories were only a short distance apart in the environs of Paris, and worked closely together, according to Professor James M. Laux. The question here: why change the name of the Aries for export to Great Britain and the United States, can be partially explained, I think, by the recognized standing that Aster had in both countries as a supplier of engines to native builders. The name was known. Aster engines had been advertised in the United States in 1904, perhaps even earlier. Michael Sedgwick cites a couple of other complete chassis exhibited by Aster, but concludes that these were shown to exhibit Aster's components, rather than to indicate that Aster was preparing to make complete cars under its own name. Nevertheless, there are questions. We do know for certain that these US and GB "Asters" with Aries radiators were "Aster-engined Aries" and not cars built entirely by Aster for Aries to distribute in France under its own name? Did Aster build other complete models for Aries? Did Aries build other models sold elsewhere as Asters?

S.P.O.— You will not find these initials in your *Complete Encyclopedia*, nor in any edition of *Doyle* except the very last, where S.P.O. rates an "also" listing with neither date nor data. But thousands of visitors to Harrah's, the former Rockefeller Museum of Automobiles in Arkansas, and previously



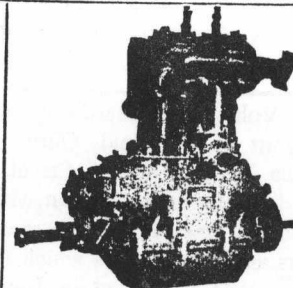
ASTER MOTORS IN U.S.

We have taken the exclusive agency for the Aster Motors made by the celebrated French firm L'Aster. We will keep in stock all sizes from 2½ h.p. to 60 h.p.

See Our Exhibit at the St. Louis Exposition

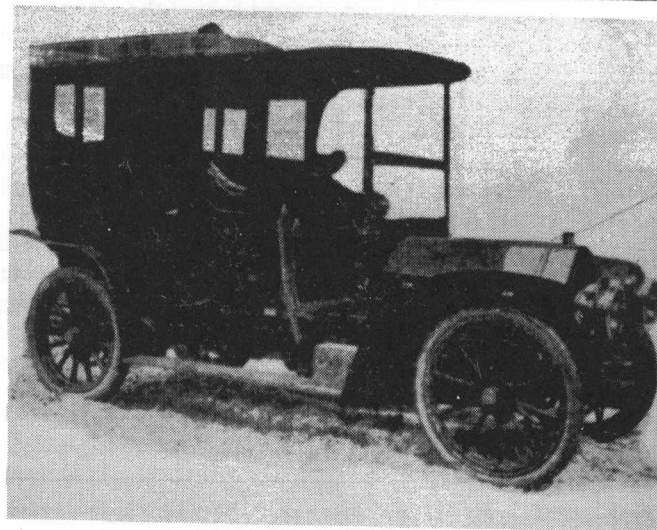
Send for Circulars

A. J. MYERS, - - 307 WEST 44th STREET, - - NEW YORK

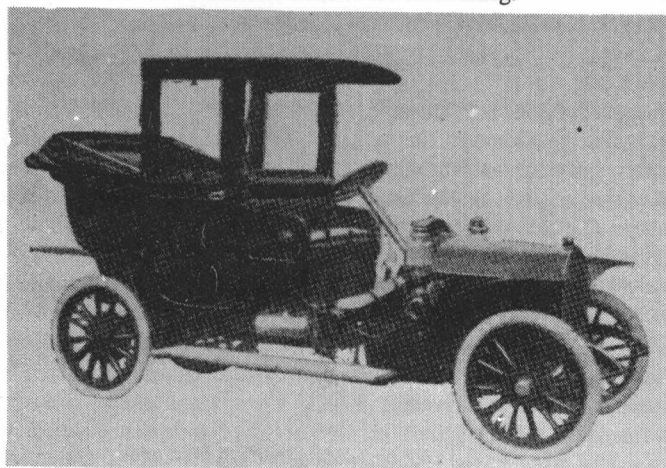


Evidence that Aster was seeking U.S. business in 1904. Did any U.S. cars use their larger models?

in the collection of James Melton, have seen the bright blue raceabout bearing these initials, which Melton acquired in the 1940's. *MoToR* in 1910 recorded both photos and specifications for two sizes of chassis, listing both town car types and open bodies. There are also accounts of at least two of the raceabout types participating in races at Brighton Beach in 1910-11, driven by Kjeldsen and Juhasz. Kjeldsen was active in imported car circles in New York for many years, and Juhasz built carburetors there at least until the thirties. Same people? A 1912 insurance book gives importer as S.P.O. Vinot, which hints at an association with Vinot and Deguingand. But the Rockefeller Museum listed the maker as "Societe des Petits Outillages," - - - - , (Seine), France, omitting the name of the city. Did this company (which I translate as something like "assorted small tools") build the car, or have it built for them, as it bears its initials? Did Vinot build it? Were its models identical to cars sold in France under other names? Was it sold anywhere else than in the United States as S.P.O.? A number of these cars were still registered in New York in 1914, which is more than can be said with certainty for Viqueot and De Leon. The existing car was dated as 1908, but Harrah's calls it 1911. The Italian make S.P.A. was also imported at the same time, and its similar initials are confusing.



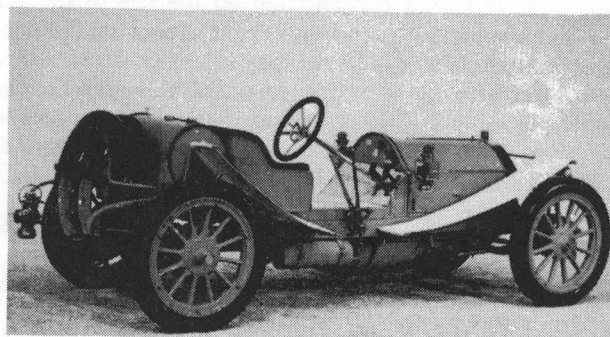
ASTER MODEL XI, from 1906 *MoToR* Annual



S.P.O. MODEL B Laundaulet, as shown in 1909 *MoToR* Annual

NAPIER — We have discussed this one before, but the question of the existence of an exclusively American Napier has never been resolved. On the basis of comparative specifications and on the testimony of a knowledgeable automotive person who was on the scene at the time, this writer believes that there was one model, the "Nike," that had very little imported content other than the engine and transmission, and specifications that do not match any of the contemporary British models. Refer to the listed specifications and offer your conclusions. The larger models appear to have been offered either as built up in Jamaica Plain from mostly imported parts, or as completely assembled cars. If the customer chose the completely imported vehicle he paid an enormous

premium, partly because the customs duty on whole cars was something like 45% at the time. Napier ads in the United States often quoted both prices. Napier maintained a presence in this country from about 1904 until about 1914, with a factory in Jamaica Plain (a Boston neighborhood) from late 1905 until at least 1912. For most of those years the man in charge was C. A. Glentworth, who carried on under his own name after the Napier Motor Company of America folded, at or near the same location, and with a New York address as well. Assisting him as a Philadelphia dealer was Frank H. Lockwood, a man known personally to some SAH members. Mr. Lockwood lived until about 30 years ago, surrounded by decaying Napiers and Rolls Royces, and it is unfortunate that those of us who knew him did not ask him the questions that still puzzle us, and record the answers.



The existing S.P.O. as it appeared when on display at the Museum of Automobiles in Morrilton, Arkansas.

THE BEARDSLEY ELECTRIC CAR

BY JAMES H. VALENTINE

Volney S. Beardsley was manufacturing buggies and wagons in Mansfield, Ohio, when approached, in 1898, by Rolla R. Darling, of Cleveland, with plans for a horseless carriage. An engine design with opposed pistons was tried, but a normal one-cylinder water-cooled unit was used in the roadsters and touring cars which reached full production in 1900. An article published in July of 1901 told of a 2400-mile trip made in one by Beardsley and his friend, Sidney Palmer, and their wives. Beardsley was pictured behind the wheel, with the women in the lower, forward seat. The Beardsley and Hubbs Manufacturing Company, producers of the Darling automobile, sold out about 1902.

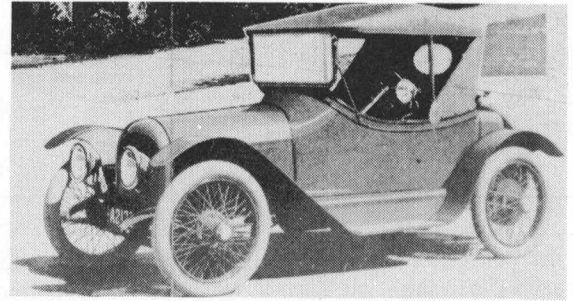
Moving west to Los Angeles, Beardsley became sales manager of the Auto Vehicle Company, producers of the Tourist automobile, in 1906. The owners sold out in November of 1909 to a new firm, the California Automobile Company, which assumed the name of the old company's highest priced line, the California. Beardsley was president, Fred Hooker Jones the secretary and treasurer; John D. Hooker, Dr. George W. Tape, and Russell J. Waters made up the rest of the board of directors. The existing facility at 950 South Main Street in Los Angeles was split into two sections. One was showroom and factory space for the California firm; the other became the home of the W. J. Burt Motor Car Company, headed by the former Tourist superintendent William James Burt, who took on the agency for the Auburn auto. The California firm further split its section to display separately cars produced by the Columbus Buggy Company, and their local Tourist and California machines.

Production in their reduced-size factory was to be in line with the expected availability of supplies from the east for this non-Selden-licensed firm, estimated to be one-fourth of the 1909 model year's production. Tourist Model C cab delivery cars sold at \$1100, and Models B and O two-cylinder autos from \$1300 up. The four-cylinder Model G-30 cost \$1650. California four-cylinder cars, in three body types, went for \$2250 for the 40 HP cars, and \$3000 for the 50 HP.

The firm's display at the Auto Show of Southern California in 1910 contained two- and four-cylinder Tourist models, touring car and roadster versions of the California, and Warren-Detroit and Firestone-Columbus cars as well. A new California Torpedo four-passenger touring car was announced, to sell for \$1300. In early April the company projected its actual 1910 model year production at about 150 cars for the two brands combined, with 75 of them already sold. Later in the month the sale of all repair parts, tools and parts business to the neighboring W. J. Burt firm was announced, to include all drawings, jigs, tools and patterns. They sold off the remaining locally-built cars, and concentrated on the sale of the Firestone-Columbus and Warren-Detroit cars, adding the Columbus electric auto to the line in September.

A branch location was opened at 180 Colorado Street in Pasadena in February, 1911. A year later the main location was moved to a new 15,000 square foot facility called the Society Garage, located at 1250 West Seventh Street in Los Angeles.

An advertisement appeared in a local newspaper: "POSITION WANTED. I have recently resigned as manager of one of the largest garages in the east and have made my home in this city. Am a thoroughly technical and practicable automobile and electrical man and accustomed to handling large forces of men. ADDRESS, John T. Shannon, 2952 Brighton Ave."



Beardsley Electric Roadster, Model 200 B

In April of 1913, Mr. Beardsley announced plans to manufacture and sell a line of his own electric autos, designed by John T. Shannon. Beardsley had made a study of the Columbus automobile factory the previous fall.

A contest was initiated to select the name of the new car. Most of their stock of discontinued automobiles had been sold when the results were announced in late June. The \$100 prize for the best of the 469 entries was awarded to the wife of one of the firm's major investors for selecting the name "Beardsley Electric." As the winning name was announced, Mr. Beardsley posed proudly in the doorway of the prototype vehicle, then under construction.

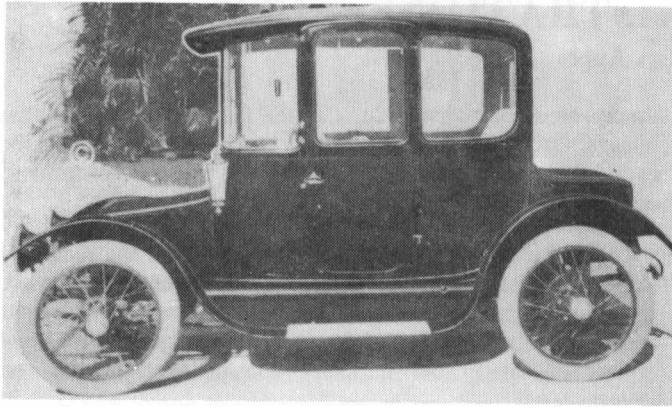
Formation of the Beardsley Electric Company was announced in October 1913. Beardsley was named president and general manager, Watt L. Moreland the first vice president, and Meyer Elsasser the second vice president. Other directors were Lemuel Goldwater, Isadore H. Raphael, John T. Shannon, and Charles H. Sorg. Arthur Wright was secretary, Ethel C. Strobel the cashier, Shannon the electrical engineer, and Sorg the superintendent. Body department foreman was Charles Byron, with Elton A. Lindamood in charge of finishing. The garage was run by Frank C. Livingston and Sidney L. Palmer, Beardsley's old friend from his Ohio days. Sales were handled by Roger H. Miller and Orris A. T. Mitchell.

During October the test vehicle appeared on the streets, with runs up and down the many hills of downtown Los Angeles, as well as the usual stunt of climbing the courthouse steps. The four-passenger prototype had wire wheels and a 100-inch wheelbase.

The factory was located at Wilhardt Street and what is now Naud Street, a block north of the Moreland truck plant, sharing the warehouse of the H. Raphael Company, a showcase manufacturer. Mr. Raphael and Watt Moreland were also officers of the Moreland Truck Company, whose partners controlled a four-square-block parcel of industrial property.

The first Beardsley Electric sales advertisement appeared on December 14, 1913. "Ready for Holiday Delivery" were the three-passenger roadster at \$2500, the four-passenger Victoria touring car at \$2750, and at \$3000 was the five-passenger Brougham. The cars went on display at the West Seventh Street showrooms on December 27th, with the factory also open for public inspection. Three cars were sold in the opening week.

In April 1914, Beardsley announced the formation of a touring club for electric car owners. Periodic one-day picnic or weekend tours would take place to various scenic locations, all within reach of each day's running on a single charge of the car's batteries. In June a party of ten electricians made a tour to Riverside where the passengers stayed overnight at the still-famous Mission Inn.



The Beardsley Electric Brougham

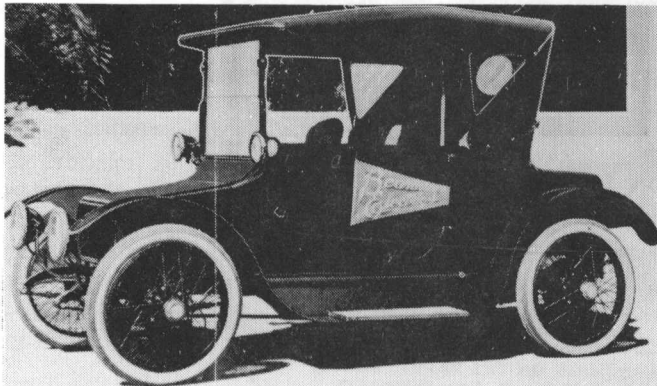
The promised Beardsley Electric roadster was finally shown in July of 1914, with rear-mounted spare tire and a standard steering wheel. It was already sold, with two more on order. Its speed was said to be 30 miles per hour, and its price was \$2500.

In August the company announced the signing of a contract to supply two electric trucks for the Panama-Pacific Exposition in San Diego the following year—an ambulance and a treasury truck. A display of Beardsley automobiles was also arranged for the entire year. The white-painted treasury truck, with open C-cab and a caged body, was completed in November, and the ambulance was soon finished. Later a pair of parcel delivery trucks were also supplied. The exposition's 200 Osborne Electriquette two-passenger rental carts were the only other vehicles allowed within the grounds.

Beardsley showed three 1915 models at the Shrine Auditorium auto show in October, the \$3100 Brougham, the Victoria, and the new Roadster. This show was followed by a motor truck show at the same location, where the new Beardsley Electric trucks were shown. A half-ton delivery with body was shown, priced at \$1900 for the chassis alone. Also displayed was a one-ton open truck, with a chassis-only price of \$2350. In December an owner's one-day tour was made to Santa Ana, Orange, and return, with all fourteen autos and the attending service truck averaging more than 100 miles without need to recharge any battery. Most of the cars carried four people.

Beardsley's 2600 square foot display was housed in the Varied Industries Building of the 1915 exposition in San Diego. One of each model produced was shown, plus a display of stripped chassis and many parts entering into the construction. The companion Moreland truck firm had a six-truck display nearby.

In April of 1915, Beardsley announced that the 1916 models would be out in June, including a new light four-passenger coupe with two folding seats and an expected price



Beardsley Electric Victoria, Model 300 B

of \$2400. Dealerships were announced for Denver, Salt Lake City, and Tacoma. Company-owned outlets were in Pasadena and San Diego, as well as Los Angeles. Sales were said to have been up 60 percent over the previous year.

In July a Beardsley was sent out to travel at least 100 miles each day for ten days, with the batteries to be charged only each night. Mrs. Beardsley covered from 101 to 117 miles each day, after which other drivers were used for four additional days. She drove 1066 miles in her ten days; the others ran the total up to 1505 miles in fourteen days, an average of 107 miles per day. Much was made of such unofficial mileage records in company advertising. A different, unbiased driver was used each day, most of whom were newsmen.

Mr. Beardsley and Harry Culver presided at a groundbreaking ceremony for a new Culver City plant in August. The additional working capital came from the sale of company stock, which brought several new persons into the firm, with real estate developer Harry H. Culver becoming a vice president.

At the Shrine Auditorium auto show in October, the new 1916 Beardsley Electric Town Car was announced, a four-passenger coupe at only \$1185. This new model has less battery capacity but did have an all-metal body. Another four-passenger coupe was shown at \$2250, plus a roadster, the five-passenger Victoria, and the five-passenger Brougham. Another brougham appeared in the display of the Auto Sheet Metal Works, makers of Beardsley fenders.

Open house was held at the new Culver City factory in January of 1916. The new one-story building was 64 by 200 feet in size. All factory functions were to be under one roof, with the showroom and repair depot remaining at the West Seventh Street location. In May the firm showed its new 750 pound capacity wire-wheeled delivery car, with C-cab and enclosed rear body, selling at \$1185. Paul A. Chuning was appointed head of the commercial vehicle sales.

The Beardsley Electric display at the fall auto show included two Model 500 four-passenger coupes, one Model 400 four-passenger coupe, and two Model 100 five-passenger broughams. The four cars in the 1917 lineup were: at \$1175, the Town Car; at \$1285, the Light Coupe; at \$2000, the four-passenger Coupe; and at \$2650, the five-passenger Brougham. During the show a Beardsley was driven for six days at more than 125 miles per day, using six different drivers.

Ads proclaimed Beardsley to be the largest builder of closed cars west of Chicago, a city to which several cars were shipped during December. The first car the company had sold was repurchased and used extensively as a demonstrator.

The Beardsley Electric Company's last advertisement appeared in late February, 1917, listing the four-passenger light car, the four-passenger coupe, and the five-passenger brougham. Production soon ended, hastened by wartime materials restrictions. and the Beardsley Electric Company was absorbed into the Moreland Motor Truck Company.

Beardsleys were built on A. O. Smith frames, with Tuthill springs, Houk wire wheels, Goodrich Silvertown tires, Timken roller bearings, Gould or Hobbs batteries, Westinghouse motors, and Cutler-Hammer controls. Most of the bodies were of Agasote with steel fenders. Production cars had a wheelbase of 103 inches, and 33 by 4 inch tires. The Model 10B half-ton trucks used 34 by 4 front and 34 by 4½ rear tires on a 100-inch wheelbase, while the Model 20B one-ton trucks had 34 by 4½ and 34 by 5 inch tires on a 108-inch wheelbase. Dual brakes, both expanding and contracting, were used on the rear wheels.

One of the first Beardsley Electrics built took part in a Horseless Carriage Club of America tour to Tijuana, Mexico, thirty years ago.

PASSENGER CAR REGISTRATIONS — 1921

Submitted by Harlan Appelquist

We have previously published summaries of production figures for various years that show the relative status of makes in those years. Here we have a different and more interesting listing that shows the total number of cars of each make that were registered throughout the country at the end of 1921. Unfortunately, there is a big figure at the end for "misc. others" that conceals the totals for hundreds of smaller makes, but the figures shown for the fifty-six top nameplates contain information on the relative standings of both old established producers and much newer upstarts that yearly production figures do not reveal. Read it carefully, and you may find

unexpected comparisons such as the fact that you would have been almost three times as likely to see a Stutz on the road as a Mercer—two makes that are almost always mentioned as equals.

This information has been compiled from the records of R. L. Polk and Company by Harlan Appelquist, who has been gathering such material for many years from such industry statistical collectors. Let's hope that he can get further breakdowns to satisfy our curiosity about "misc. others" and electric cars.

Ford	4,209,928	Mitchell	46,438	Cleveland	13,133
Buick	622,075	Packard	44,649	Stutz	13,006
Overland	562,947	Essex	40,181	National	12,423
Dodge	511,798	Velie	36,767	Case	12,270
Chevrolet	487,639	Willys Knight	34,793	Stephens	11,807
Studebaker	278,565	Briscoe	34,046	Winton	11,268
Maxwell	268,164	Haynes	30,854	King	10,496
Oakland	179,824	Scripps-Booth	28,179	Apperson	9,451
Cadillac	131,805	Grant	26,841	Jordan	9,096
Hudson	125,636	Cole	26,147	Moon	8,227
Oldsmobile	122,706	Auburn	20,349	Westcott	7,087
Reo	122,248	Peerless	19,188	Locomobile	6,774
Nash	86,581	Allen	18,259	Columbia	6,499
Hupmobile	84,694	Pierce-Arrow	18,010	Gardner	5,109
Chandler	78,360	Lexington	17,691	Mercer	4,702
Paige	73,907	Marmon	16,752	Dixie Flyer	3,575
Chalmers	73,565	Elgin	16,567	Lincoln	1,089
Dort	72,002	Liberty	14,880	Lafayette	274
Saxon	63,182	Stearns-(Knight)	14,607	Electric Cars	18,184
Franklin	48,799	Kissel	13,833	Misc. Others	285,682
				Total	9,173,608



CHEATED BY GUM!

WELL, EVERY THING ON THE PAPER SEEMS TO BE HERE, BUT THAT GOL-DARNED "WHEEL-BASE."

BOOK REVIEWS

THE ILLUSTRATED ROLLS-ROYCE, BENTLEY BUYER'S GUIDE, by Dr. Paul E. Woudenberg. 176 pages. 175 black and white illustrations, softbound, 7½" x 9¼". ISBN 0 87938 178 7. Motorbooks International, P.O. Box 2, Osceola, WI 54020, or order direct by calling 1-800-826-6600. \$13.95.

The latest in Motorbooks International's series of Buyer's Guides, this is the best to date in my opinion. Perhaps I'm prejudiced (having owned five Rolls-Royces in my salad days), but it seems to me that Paul Woudenberg has told the story nicely and completely.

Rolls-Royce is a legend, true, and with its sidekick, Bentley, it has been vastly over-written. Consequently, when a book like this comes along, it should stand up and be counted accordingly, and, as such, hold its own. The title "Buyers Guide" implies exactly that, i.e., a guide for those contemplating purchase or sale. But this one transcends its title nicely by being a rather good thumbnail history on "The Best Car in the World," as Rolls-Royce has regarded itself for generations.

In my own library I have an entire section devoted to Rolls and Bentley but, believe me, this latest book will be included amongst its peers on these shelves. It is as good as most, better than many, and ought to be carefully scrutinized by anyone even remotely interested in those motoring machines on which the Flying Lady stands, or those bearing the Flying 'B'.

A good deal, a good price, and . . . mmm, Good!

Keith Marvin

MERCEDES FOR THE ROAD, 1946-1974, by Henry Rasmussen. 130 pages, 92 black and white photos, 102 color photos. Hard covers, 11" x 9". ISBN 0-87938-191-4. Motorbooks International, P.O. Box 2, Osceola, WI 54020, or order direct by calling 1-800-826-6600. \$39.95.

Along with Rolls-Royce and a handful of other outstanding automobiles, Mercedes-Benz has managed to hold its own over the decades, and if there are thousands of the faithful who sing praises of The Three-Pointed Star and its various models, there hasn't been any lack of published material to titillate the cadre which worships at its shrine.

This book isn't a must by any means for the Mercedes-Benz lover but if one owns one of the twelve models shown and described between these covers, or even covets such a car, I think that one should look into it and probably buy it. For color photography, this cannot take second place and, let's face it, these cars are beautiful, no matter what your real predilection might be.

The cars shown and aptly described include the 220A cabriolet, 300C roadster, 300SL coupe and roadster, 190SL roadster, 300D sedan, 220SE cabriolet, 600 limousine, 280SE 3.5 cabriolet, 300SEL 3.6 sedan, 280SL roadster, and 450SL roadster.

This is the tenth of Motorbooks' Survivor Series, and it is one of the best to date. It will be a welcome addition to any automotive library and should be considered by all Mercedes-Benz lovers as an integral part of their material pertaining to the make.

Keith Marvin

THE CLASSIC M.G., by Richard Aspden. 96 pages, 118 illustrations (all but four in color). Hardbound, 12¼ x 9¼ inches. ISBN 0 86124 109 6. Bison Books Corporation, 17 Sherwood Place, Greenwich, CT 06830. \$7.95.

For anyone interested in MG, not knowing much about the make but gung ho to learn, and who, at the same time, has a limited exchequer, this is the place to start.

There have been a good many treatises on the MG published over the last couple of years. Most of them are very good; some are only good; but they all cost more and, in my opinion, deliver less than the subject at hand.

Aspden has done a nice job in relating the absolutely fascinating story of the great car from Abingdon. His text is better than average, understandable and should hold the interest of everyone but dolts. The illustrations are good, and have been reproduced beautifully. The price for this goody is right, too. Very right.

MG specialists will doubtlessly require a bit more than has been assembled by Mr. Aspden, but I doubt not that they will avail themselves of this book as well. As for anyone else who wants something readily readable and at a minor sacrifice financially, *The Classic MG* is tailor-made. Read and enjoy. I did.

Keith Marvin

DELAHAYE—SPORT ET PRESTIGE, by Francois Jolly, in French. Published by Jacques Grancher, 98, rue de Vaugirard, 75006 Paris, France. Hardbound, 8½ x 11¼ inches, 167 pages, 251 black and white photos. Available in UK from Albion Scott. American purchasers may order from the publisher via International Money Order for 128 francs. Add 13 francs if registered mail is desired.

Francois Jolly's credentials are very outstanding among Continental automotive writers. He is a prominent figure in the European historic-car movement, former secretary-general of the French racing driver's association, and one who has lived much of what he writes about, which certainly is the case with this book.

The author points out that the history of this marque consists of three very distinct periods. The first, extending from 1895 to around 1905, was significant and interesting from the standpoints of technical innovation and participation in pioneer racing. The second period lasted until 1933 and is characterized by cars that were solid, safe, and reliable, but mortally, middle-class dull. The third period began in 1934, with "a veritable explosion of the Delahaye image in the realm of prestige and of sport, and it would continue throughout the last 20 years of the firm's existence." Jolly devotes a single chapter to the important early period. After that aperitif, he skips the second completely and devotes the rest of his book to the main course, pointing out that 90% of surviving Delahayes stem from this epoqe. They are all the Type 135 and its derivatives.

The technical story of this golden age is told largely in tabular form. That of the frequently gorgeous coachwork, by the likes of Chapron, Figoni, and Labourdette, is related in considerable detail and is illustrated with a fine selection of contemporary photos, many of them from vintage concours d'elegance. Racing, record-breaking, and rallying provide the

grist for two fat chapters which are lavishly garnished with a plethora of studio portraits of self-conscious and long-forgotten *pilotes de courses*. Three whole chapters are devoted to the crowning glory of the House of the rue des Banquiers, the arch-potent V-12, in its pre- and post-World War II forms. This brightly written book stands alone as the only reference work devoted to this distinguished French marque.

Griffith Borgeson

MATRA-LA PUISSANCE ET LA GLOIRE, by Frederic Delaroche, in French. Published by Jacques Grancher, 98, rue de Vaugirard, 75006 Paris, France. Hardbound, 8½ x 11¼ inches, 167 pages, 308 black and white photos, 53 drawings. Available in UK from Albion Scott. American purchasers may order from the publisher via International Money Order for 128 francs. Add 13 francs for registered mail.

S. A. Engins Matra is a very large although little-known French conglomerate corporation. It was founded in 1941 for the design and manufacture of avant-garde aeronautical products. In 1945 the company struck it rich in military missiles and has been expanding ever since. It has, among others, divisions which specialize in subway construction, data processing, high-tech optics, telecommunications, publishing, aerospace, the manufacture of watches, and television broadcasting. Automobiles attracted the attention of the company's youthful management, and it was in October 1964 that Matra bought out Rene Bonnet's sports car manufacturing operation. The product, called the Djet, was billed as the world's first (limited) production car to have a rear-central engine (Ford V-4). No sooner did Matra begin building what it called the Jet than it announced a racing program that was amazingly audacious for a newcomer to the field, but was even more amazingly successful. Building its own single-seat racing cars, powered by Ford, it won the French Formula 3 Championship in '65, '66, and '67. In F2 it won the Trophy of Europe in '67, '68, and '69. In its first year in F1—1968—it finished second in the World Championship. It won that title outright the following year and has been a factor in Grand Prix racing ever since. And the marque has had a colorful and often successful career in sports prototype competition and in big-time rallying.

The bulk of this well-organized, nicely written, and well-presented book deals with the saga, technical and human, of Matra in competition. However, its concluding section, titled *Marginal Manufacturer*, deals with the company's history as a builder of sports cars and so-called leisure vehicles. The Djet and the Jet in their several forms are covered extensively, followed by the Ford-engined Matra Bagheera of 1970 and its subsequent Simca-engined variants. Then come the Rancho of 1970 and the Murena of the early 80's. Matra's confusing relationships with BRM, Cosworth, Chrysler, Ford, Peugeot, Simca, and Talbot all get sorted out in the volume which fills a long-felt need.

Griffith Borgeson

60 ANS D'AUTOCATALOGUE, compiled by Serge Pozzoli and Jacques Rousseau, in French. Hardbound, 9.75 x 13 inches. Published by S.O.S.P., Paris. Price 320 francs, including shipping, from Fanauto, 15-17 quai de l'Oise, 75019 Paris, France.

Here, at last, is a comprehensive specifications book for the cars of France. In one large-format volume are included technical data for all leading French makes and many lesser ones from the turn of the century to 1963. Also represented

are many marques of foreign origin, listed chronologically as they became available on the French market.

Pozzoli and Rousseau, pillars of the historic car movement in Europe, state that there are over two million pieces of information in this book, all of which have been duly verified. That work was done, down through the years, by the staff of *Autocatalogue*, the ancestor of all automotive price and data indexes and "blue books." Recognizing the need among enthusiasts, collectors, and historians for such a reference work, the compilers selected for reproduction original pages which would present an uninterrupted statistical panorama of the six-decade period. That *Autocatalogue* evolved along with the automobile and its market dictated to a considerable extent the book's organization into six parts.

The first part covers 1900-1923. The data given for 54 marques are: model designation, years of manufacture, number of cylinders, bore and stroke, and nominal hp. French cars only are listed.

Part two deals with the period ending in 1928. It offers 20 columns of data instead of only five, as before. Since it extends back to around 1906, it serves as a supplement to part one. American, Belgian, British, Italian, and Swiss products are among the 261 marques covered in detail.

Part three ends with 1944, while referring back to the mid-20's. Now some tune-up data is given, as well as serial numbers and new and suggested used prices. The Germans arrive in this period, and the Americans in full force. Marques are down to 118.

Part four covers the late 20's through 1951. Arrival of the Czechs helps to increase the roster to 128 marques.

Part five concludes with 1962, but extends back to the late 30's. Instead of 20 columns of data there are now 54, and 110 marques are covered. Part six deals with '61 through '63, and 61 marques.

This book is a veritable gold mine of information which is difficult or downright impossible to find elsewhere.

Griffith Borgeson

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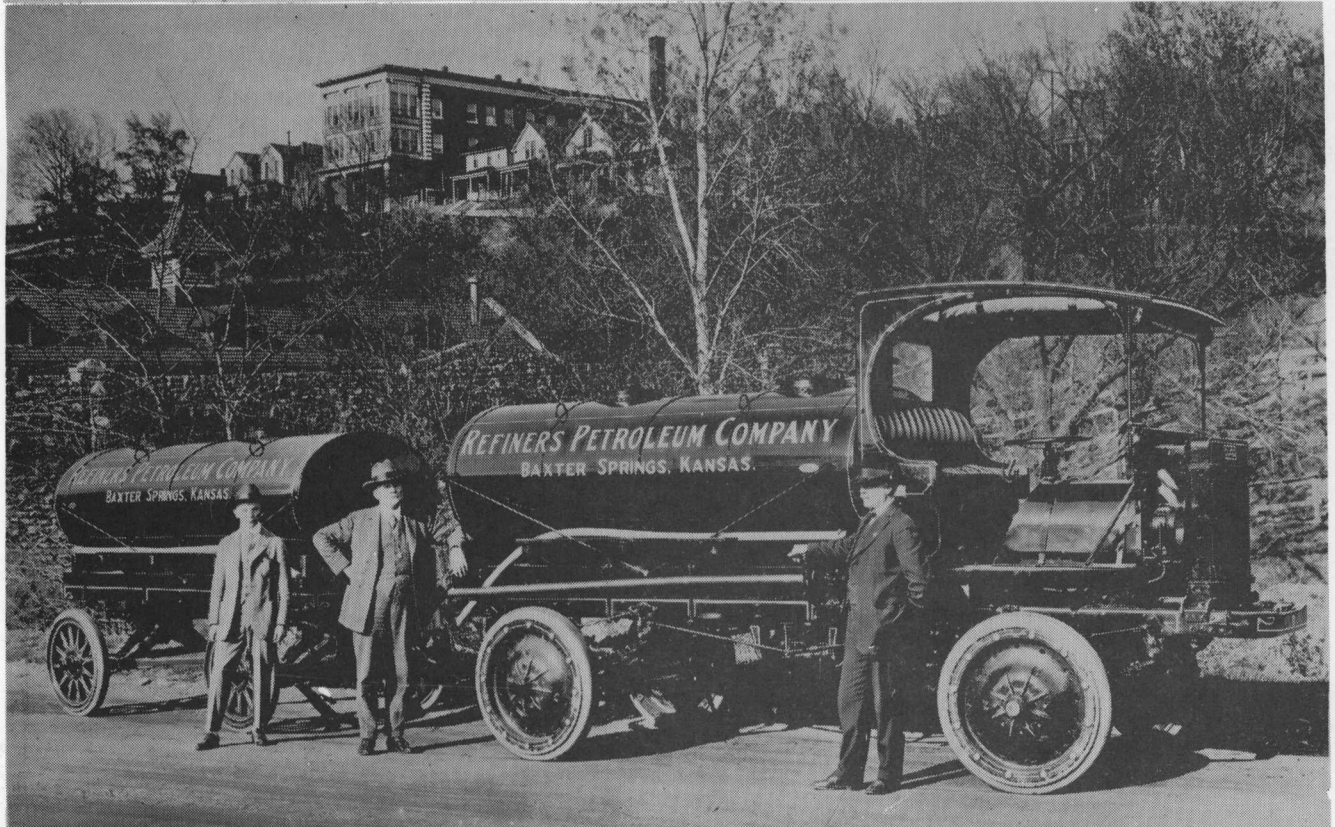
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Did you know that in World War I the government did not suspend the production of motor vehicles, as it did later in World War II? These pictures were contributed by SAH president John A. Conde, who writes: "I found both of these pictures in some bound volumes I inherited when some brilliant public relations executives decided to throw away 'all that old junk' several years ago. One is a dandy, showing a bunch of American soldiers on a Nash Quad truck taken, obviously, in France. The time was 1917. Don't you think the children at the left add character to the picture?"

"The other is a photo showing a Nash Quad truck (also in 1917) triling a tank of petroleum." The picture was apparently taken at or near Baxter Springs, Kansas.



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