



AUGUST, 1971

NEWSLETTER

ISSUE NO. 19

The Society of Automotive Historians

PRINTING AND PUBLICATIONS OFFICE: P. O. Box 6465, Marietta, Georgia 30060

G. Marshall Naul, President
5 Queen Ann Drive
Christine Manor
Newark, Delaware 19711

Richard B. Brigham, Vice President
136 Park Lane, N. E.
Marietta, Georgia 30060

R. Perry Zavitz, Secretary
460 Ridgewood Crescent
London 63, Ontario
Canada

Guy P. Seeley, Jr., Treasurer
10 Bryan Avenue
Malvern, Pennsylvania 19355

PRESIDENT'S PARAGRAPHS

Dear Fellow Member:

As you know, the S.A.H. has been planning to give an award for outstanding published work in the field of automotive history. This award will be based upon originality and depth of research, and is intended to encourage the dissemination of this work. It will serve as recognition of the author (or authors) for a notable piece of research.

It has been decided to call this the Cugnot Award in memory of the recognized first self-propelled vehicle built by Nicholas Cugnot in 1769. This vehicle is used in profile on our insignia.

The award is open to any member of the Society of Automotive Historians for any work published between July 1, 1970 and July 1, 1971. Nominations for the award may be made by any member on his own behalf or on behalf of any other member. Such nominations should be received by me no later than September 15, in order that the award may be made at the annual meeting at Hershey on October 9. If nominated material has been published in a non-national publication, a copy of the material should be included.

If, in the opinion of the judges, there should be no single published work worthy of the Cugnot Award, one or more Certificates of Recognition will be awarded for works which deserve being rewarded.

Sincerely,

Marshall Naul

Marshall Naul, President

THE ANNUAL MEETING AT HERSHEY

The annual meeting of the Society of Automotive Historians will be held on Saturday, October 9, 1971 at the Hershey Hotel, in the same room in which last year's meeting was assembled.

The time of the meeting is 4:30 p.m., but the room will be opened at 10 a.m. and someone will be there all day long. Any and all members are invited to drop in for coffee and conversation at any time during the day

NEW MEMBERS -

Jeff Caplan
1845 "F" Street
Lincoln, Nebraska 68508

Jack Dennis
3437 Holmes Avenue
Minneapolis, Minn. 55408

CHANGE OF ADDRESS -

Karl E. Ludvigsen
P. O. Box 947
Plandome, N.Y. 11030

(Was 37 W. 57th Street,
New York, N. Y.)

The Silverbird

The SILVERBIRD item is interesting, if only because just recently I have had some long discussions about C. T. Silver with Gene Husting, the leading KISSEL expert.

At the time mentioned, Silver was the WILLYS-KNIGHT distributor on New York. He had a reputation for having special sport models built, and I believe the one sketched was on a WILLYS-KNIGHT chassis. It could have been one of the 8-cylinder models built in 1917/1918.

There were several phaetons around New York at the time with bodies built to look like speedboats, on a variety of more expensive chassis.

Later Silver became the Apperson and Kissel dealer, and came up with some sharp speedsters, one of which was adapted by the Kissel factory into the KISSEL SILVER EAGLE.

Since Silver's full name was Conover T. Silver, I am also wondering whether he had any connection with the Conover Motor Car Co., mentioned on a subsequent page of the May/June Newsletter. I do not believe that the Huntington Automobile Company, mentioned in that same item, ever made any cars.

Hugo Pfau, Box 417, Centerport, N. Y. 11721

There is a history of KISSEL by Gene Husting in Automobile Quarterly (Spring, 1971) in which he discusses the KISSEL-SILVER or KISSEL SILVER SPECIALS, and notes in passing that Conover T. Silver had Willys produce "...some sporty specials which he called SILVER-KNIGHT. These had a roundness to the cowl and to their semi-cut-down doors, unusual curvy tops which folded to a saddle-like position, and novel bullet-shaped headlamps. One model we know of had a streamlined bumble-bee rear deck."

In 1917 Silver became a dealer for KISSEL and APPERSON, and dropped the SILVER-KNIGHT.

In the article "The Stork-Kar and Other Duplicates" it is suggested that the TEXAN is suspect as another PIEDMONT. W. H. Vernor's article "The Texan Automobile", in Horseless Carriage Gazette (Jan.-Feb. 1970) indicates they really had a plant and did assemble the TEXAN cars (except for the first one, which was a camouflaged ELCAR). Of course, they bought all of the components.

Since Mr. Vernor was the chief perpetrator of this promotion, he should know.

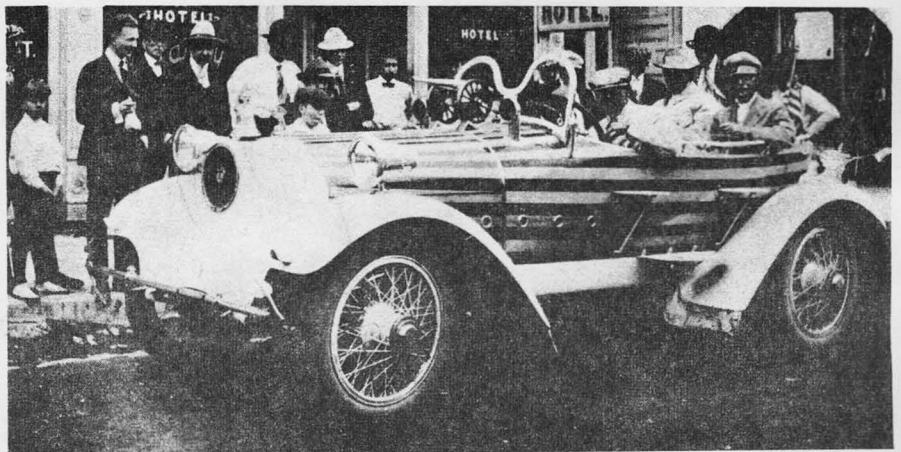
Ray L. Newburn, Jr., 3226 Emerald Isle Drive, Glendale, Calif. 91206

Mr. Burt J. Hubbard, who was chief engineer for APPERSON, is still living and will be 91 this year. He designed the APPERSON V-8, and also worked with C. T. Silver on the SILVER APPERSON. He left APPERSON in 1923, I think.

Wallace S. Huffman, 409 East Walnut Street, Kokomo, Indiana 46901

This picture of the SILVERBIRD appeared in the February/March 1971 issue of Car Buff magazine and was sent to us by members Guy P. Seeley and Charles F. MacLeod.

The photo was taken in Palmyra, Missouri, about 1917.



Henry Ford's First Car

Of all the myths about Henry Ford, perhaps none is more enduring than the legend that Ford built his first car in 1892 or 1893 - rather than in 1896.

The primary source of this misinformation was Henry Ford himself, specifically his autobiographical My Life and Work, published in 1923. On page 30 the auto king states that "in 1892 I completed my first motor car, but it was not until the spring of the following year that it ran to my satisfaction." In 1933, however, while chatting with reporters at the Chicago World's Fair, Ford casually said that he had built and operated his first car in 1896. The revelation understandably threw Ford publicists into a tizzy. Subsequently, research made clear that Ford's first car could not have been completed before 1896, and that it was, in fact, first operated on June 4, 1896, a date long since accepted by the Ford Motor Company.

To this day, however, an astonishing number of leading encyclopedias and authoritative history texts state that Ford built his first vehicle in 1892 or 1893. Encyclopedia International, Grolier Universal Encyclopedia, The Columbia Encyclopedia and Dictionary of American History all cite the year 1892; The American People's Encyclopedia says 1892-93; and The Encyclopedia of American Facts and Dates and Funk & Wagnalls Standard Reference Encyclopedia advance the year 1893.

Foreign encyclopedias echo the mistake. Hungary's U J Magyar Lexikon, Germany's Der Grosse Brockhaus, Ensiklopedia Indonesia, and Encyclopedia Japan report that Ford built his first car in 1892; England's Chamber's Encyclopedia and Chamber's Biographical Dictionary opt for 1893.

Dozens of historical reference works and history texts - among them the Dictionary of American History and the Oxford Companion to American History - also say that Ford's first car was built in 1892 or 1893. As prime reference works, the histories and encyclopedias compound the dating error since writers and many others not only draw from them, but, accepting their accounts as near gospel, continue to repeat the mistake.

In the hope of correcting the misdating of the first Ford's completion, I have forwarded data on the car's construction to the editors of more than two dozen encyclopedias and texts. The editors have replied that they will correct the mistake when they next revise their articles on Ford and the auto industry, while often adding that they may not revise them for years. Thus, while we may expect a continuation of the first-Ford-was-built-in-1892-1893 myth for some years to come, it seems likely that one day the error will appear less frequently, the fount of the misinformation - Ford's autobiography - notwithstanding.

David L. Lewis, 2588 Hawthorn, Ann Arbor, Michigan 48104

Briggs; Briggs-Barnard

In SAH Newsletter No. 18, page 11, there is an entry "Briggs - 1912."

Claude S. Briggs was president of the Briggs-Detroit firm which produced 6,180 DETROITER car, model years 1912-1915. Upon the bankruptcy of the firm in 1915, Alfred Owen Dunk purchased the remains and operated as the Detroit Motor Car Company for the model years 1916-1917, producing, I believe, 778 automobiles.

I am positive that Claude S. Briggs had no connection with Briggs-Barnard, nor was he related to Walter O. Briggs of the Briggs Body Company.

Ronald John Putz, 1801 South Warner Street, Bay City, Michigan 48706

SHAW-AMBASSADOR-HERTZ

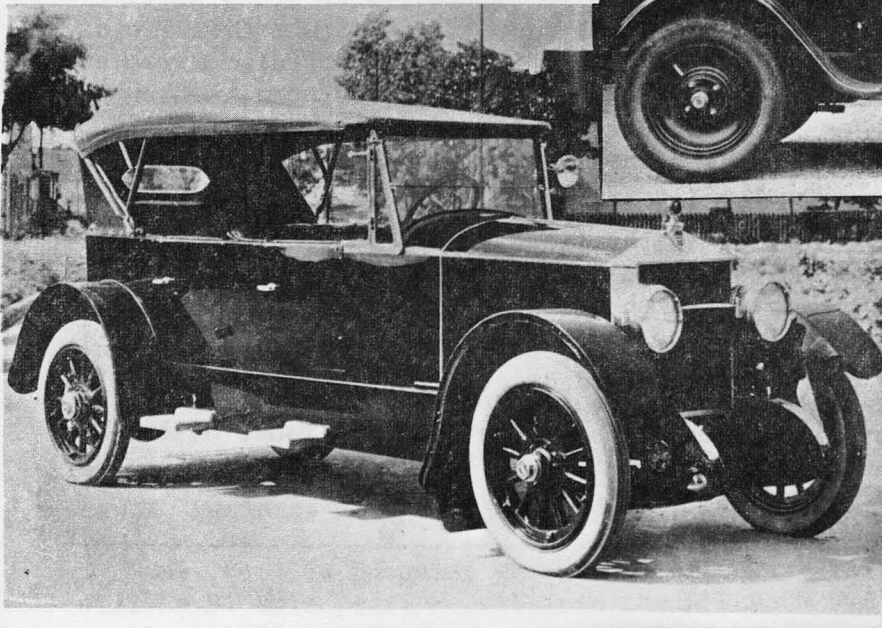
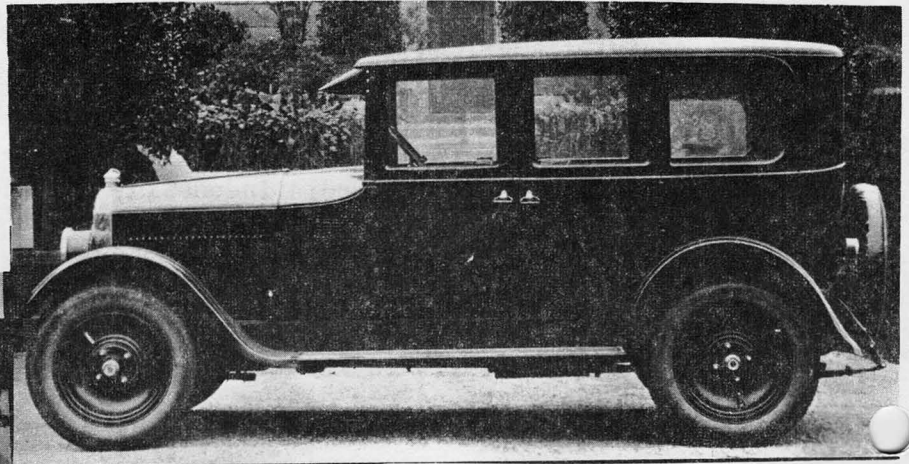
Of course there was a SHAW 12. Enclosed is a factory photo of the 1921 model. I am also enclosing prints of the 1922 AMBASSADOR, which succeeded the SHAW, and the 1925 HERTZ, which had been the AMBASSADOR. The original pictures were from Stanley K. Yost.

I am also returning the directory information sheet, filled out. If you could see the amount of material I have in my basement, you would find it hard to believe that I did not start collecting anything until 1965.

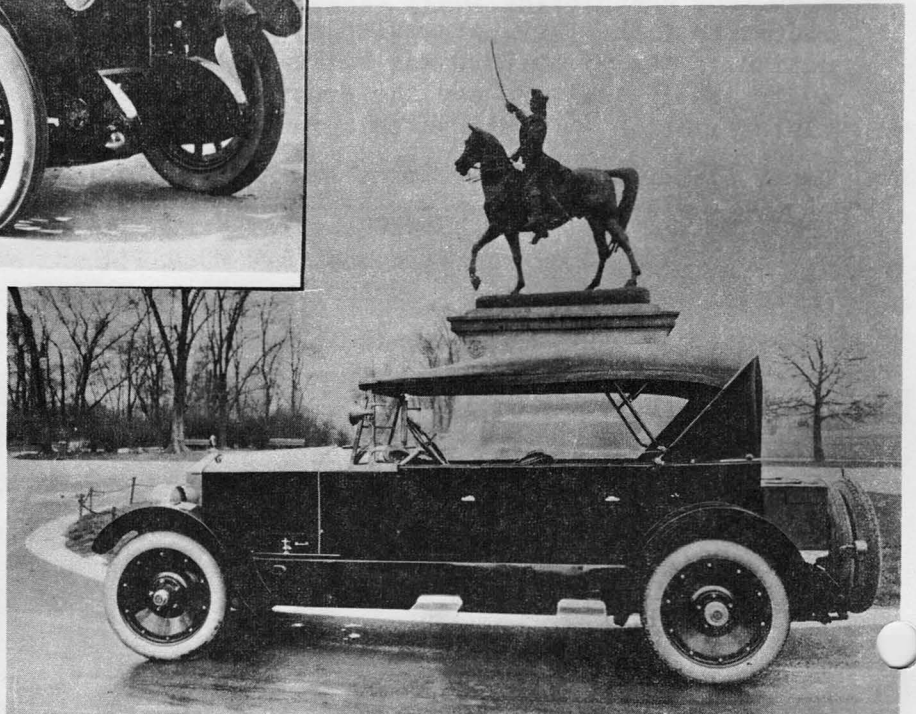
One other thing I think you should ask members is whether they attend flea markets or auto swap meets, and whether they buy only, or both buy and sell. Most of us do this, you know. This is the best source there is for obtaining original old material, either for cash or in trade.

John A. Conde, 1340 Fieldway Drive, Bloomfield Hills, Michigan 48013

*Right - 1925 HERTZ
(Photo loaned by
Stanley K. Yost)*



*Above - 1922 AMBASSADOR
(Photo loaned by Stanley
K. Yost)*



*Right - 1921 SHAW V-12
(Photo from John A. Conde
collection)*

On the Scope of the S.A.H.

In my opinion, if the SAH is to survive its scope must be enlarged. It is not enough to serve a group of pure blood historians. It is also necessary to serve the general public.

When recording data on mostly defunct makes, one should analyze why they disappeared. In many cases they went into oblivion not because the product was inferior, but because their marketing/servicing/financing methods did not keep pace with the more progressive organizations. We should start to print an addition to our Roster of Makes on special three-ring loose sheets. Entries should be of the type used in Georgano's Complete Encyclopedia of Motorcars. Pages of this type could be distributed to members, and also marketed to collectors.

I suggest we start to cover foreign makes, especially if our overseas members are willing to donate data. It must be remembered that many people derive personal satisfaction from seeing their articles or items on printed pages. It must also be realized that if we do not play ball with our non-U.S. members they may quit our organization.

I am volunteering to extend, as my free time will permit, to help in editing German, French, Russian, Polish and Spanish entries.

The 200 Years of Motor Car Manufacturing should encompass entries since Cugnot to the present time.

At present I am seeking information on the first, I believe, French serially built MICHEL UN with automatic transmission (1925/26) and also cars by F de Bazelaire of the mid-twenties. Maybe some member can tell me more about them.

W. S. Jaro, P. O. Box 1995, El Paso, Texas 79950

Regarding the Roster

I am beginning to feel that the emphasis placed on the Roster of Cars is becoming a case of losing sight of the woods because of a preoccupation with the trees. This is not to underrate the importance of clarifying individual makes, but to point out that each make is an individual research project.

I've been through this in the five years I have been working on my present project, and am still far from completing it - and this includes less than 10 names in a single city and over a period of less than 20 years.

Fred W. Soule, 9 Greenport Parkway, Hudson, New York 12534

EDITOR'S NOTE: Mr. Soule is not alone in his expressed opinion. See "Editorial Comment", elsewhere in this issue.

PACKARD CLIPPER - Make or Model?

I would like to suggest that S.A.H. establish a ruling as to whether the 1956 PACKARD CLIPPER should be considered a model or a make.

Investigation shows that on page 84 of Branham's 1956 Reference Book the Clipper is carried as PACKARD-CLIPPER Model 5640. Sales folder (form #C-101, 9/55) describes the car as CLIPPER by Packard-Clipper Division, Studebaker-Packard Corp. Georgano's new book, American Automobiles, lists it as a make.

I feel that an official ruling by S.A.H. as to whether this car should be listed as a model or a make would be in the best interest of the membership.

Frank T. Snyder, Jr., 748 West Laredo Street, Chandler, Arizona 85224

EDITORIAL COMMENT

THE ROSTER - WHITHER ARE WE DRIFTING?

Modestly deleted from several of the letters printed in The Mail Bag section of this issue were comments highly complimentary to our little efforts in the publication of the Newsletter in general - and Issue No. 17 in particular. The kind words are most appreciated. However, we stand willing and ready to take our lumps when we deserve them - and, in our opinion, Issue No. 18 was one of those times.

Although not one word of criticism has reached this office directly (other than Fred Soule's comments, with which we heartily agree), we have heard rumors that more than one member is less than pleased with the amount of space devoted to the roster - and, to some extent, with its content.

To discover how things got to their present state, we'll have to go way back to the beginning. The first few issues of the Newsletter carried a column called The Also-Rans - names of makes which were considered doubtful in one or more of several respects, including dates, place of manufacture, spelling, and whether or not such a make had ever been produced.

This approach produced concrete results, right from the beginning. A great deal of informative correspondence was received and printed. Some names turned out to be trucks, not passenger cars. Others proved to be intended makes, but which were never produced. Errors in spelling, such as Grove for GOVE, Fwick for FAWICK, were corrected. Dates were adjusted, and hitherto unsuspected relationships between some makes were uncovered.

No space was devoted to reporting well known facts. None of our members lack the information, for example, that the Ford Motor Company, after two false starts, was founded in 1903 and exists to this day.

Then, somehow, the lists became longer and the beginnings of a complete list began to show. A roster committee was loosely set up, to check the lists before publication. As the lists increased in length and detail, more time was required to compile them and Newsletter publication was seriously delayed. An appeal for some help located a member who had the time and willingness to devote to the project, and R. A. Wawrzyniak responded with enthusiasm. With his active participation the lists became even longer, and preparing them for printing once again required more time than was available. At this point, Bill Watson volunteered to put the roster in camera-ready form.

These two members have done an admirable job, but an overwhelming one. When the material for Issue No. 18 arrived it was found to consist of 19 very full pages. It took up the entire issue, to the exclusion of everything else. No letters, no articles, no pictures. Just pages and pages of car names. And we understand another such list is in the works.

It has been suggested that the roster be printed on loose sheets, punched to fit a three-ring binder, and not included in the Newsletter itself. With this we readily agree. A return to the Also-Rans, published in each issue, would require not more than a single page. Replies might take another page or two. Information gathered in this manner would serve as a guide to the roster group, enabling them to eliminate much inaccurate material before, rather than after, publication.

Right now, we understand, roster lists are being readied for publication in a number of places. Each of these, we are told, is intended to be the most complete listing ever. As Mr. Soules points out in his letter, it can take years of research to accurately confirm the details of only a few makes in a limited locality. Thus it is obvious that those who attempt to produce a complete list in a matter of months (or even years) will be compelled to rely upon information already listed by others. And we have obviously been guilty of this same error.

Every list which has ever been put together contains errors, and it is too much to expect that any roster we eventually compile will be 100 percent accurate. However, we may be able to come reasonably close to that figure, for our position is unique. The Directory Information Sheets, which have been arriving almost daily, clearly indicate that our combined membership owns an absolutely fantastic amount of reference material - more than any individual, more than any library. Somewhere in this vast collection is some reference to every automobile and truck ever made anywhere in the world.

In all of this material there is bound to be error, and there will be much of the "intends to build" or "is constructing a factory" type of reference. To the individual researcher, such items present a serious problem. For a historian in Cincinnati, an item stating that the SLIPSHOD 6, of Seattle, will be on the market by the end of the year is hard to verify. But a member in Seattle can check it for him without too much trouble. If this make is included in Also Rans, rejection or verification will probably soon follow. Actually, we are all members of a big roster committee which is in world-wide operation.

The following suggestions are offered:

1. Continue publication of the roster, but on separate 8½ x 11" sheets, punched to fit a 3-ring binder.
2. Include in the Newsletter a short list of Also Rans of doubtful nature, and request verification or rejection.
3. Ask for volunteers among our overseas members to do what they can to research vehicles made in their own or neighboring countries.
4. Find someone in our organization who will start a list of trucks and commercial vehicles - and these outnumber the passenger cars.
5. A start has been made on a list of very early self-propelled vehicles. Let's maintain and add to this listing, all the way back to Cugnot.
6. Don't do anything about suggestions 1 through 5 until the matter has been discussed at Hershey in October.

The SAH - AN INTERNATIONAL ORGANIZATION

About one-fifth of the total membership of the Society of Automotive Historians lives outside of the United States. Of this number, a little more than half reside in Canada. The rest are scattered around the globe from England to Australia.

So far, most of the items published in the Newsletter have been on the subject of American-made automobiles. An early issue (No. 2) included an article on the British G.N., by Irving Silverman, and there have been two articles on the Canadian mutations of U. S. makes, contributed by Perry Zavitz. In this issue there is an article on the post-war English Fords, by Jan Eyerman.

Other than these items, there has been hardly a word offered on overseas makes. Our roster lists have excluded even the Canadian makes. If I were a non-U.S. member I'd be inclined to think twice about renewing my membership.

The business of building automobiles is international in scope. The first of what may be called modern cars were in production in Europe at the time when such people as Lambert, Duryea, Ford, Olds, Haynes and King were busy with experiments, seemingly unaware of what was going on across the ocean.

Within a few years, American manufacturers were producing European cars under licensing arrangements. Mercedes cars were made in Long Island City. The French Berliet was made in Providence, and the Fiat was in production at Poughkeepsie. And there were many others. In later years the Rolls-Royce was made in Springfield.

continued on next page

Some American auto makers built cars for export only. These included Amco, Innes, Stork-Kar, Adelpia, Morriss-London and others. Now all of the American car builders maintain plants outside of the United States, some in several countries. The Russian Zis was based on Packard design, and largely made with Packard tooling. Kaiser-Frazer moved all of its operations to Argentina in the mid-1950s.

Even today Volvo has a Canadian plant, and Volkswagens are made in Mexico, plus a number of other countries. The business is, and always has been, international.

So it is with the SAH. Our membership is world-wide, and our overseas members probably know more about our cars than we in the United States know about theirs. Their membership should be encouraged and expanded. More articles on non-U.S. makes, inclusion in roster lists (perhaps on a country-by-country basis) - in short, a little more recognition - would help to expand our overseas membership.

NICHOLAS & JAMES JOHNSON'S STEAM CARRIAGE

by John Peckham

The following material was gathered from a book called The Locomotive Engine, and Philadelphia's Share in Its Improvement, written by Joseph Harrison and published, in 1872, by George Gebbie. Confirmation or correction of these facts, and additional information would, of course, be appreciated.

* * * * *

About 8 or 9 years after the death of Oliver Evans (d. 1819), Nicholas and James Johnson built a steam-carriage at their small engineering establishment in Philadelphia. The firm was located "...in Penn Street, in the old district of Kensington, just above Cohocksink Creek."

The carriage was described as "... an oddly arranged and rudely constructed machine." Its horizontal single cylinder engine had its piston and connecting-rod attached to a single crank, at the mid-point of the driving axle. The two wooden driving wheels were similar to those of an ordinary road wagon, and measured more than eight feet in diameter. Two smaller steerable wheels were in front. The upright boiler, which resembled a huge bottle, was hung on behind, with the neck of the "bottle" being the smokestack. The safety valve was held down by a lever with a weight attached to its free end. It was said to be amusing "...to see the puff-puff-puff of the safety valve as the machine jolted over the rough street."

The tests of the vehicle were made on unpaved streets, and it was obvious that there was a considerable lack of power in both the boiler and in the cylinder. Even with these deficiencies it was able to run constantly for a considerable time, and to negotiate hills in the locale.

Apparently maneuverability was not its forte. On one of its trials it crossed the "High Bridge", and, as it turned up Brown Street, "... its course could not be changed quick enough, and before it could be stopped it had mounted the curbstone, smashed the awning posts, and had made a demonstration against the bulk window of a house at the southwest corner of Brown and Oak Streets."

Making a "demonstration" is a charming way to describe what was, in all possibility, the first automobile accident in this country. Of course, Monsieur Cugnot was able to lay claim to the first such action in the world.

After this accident the vehicle was not seen on the streets again, and what became of it is unknown.

MAKES OF AUTOMOBILES BY COUNTRY OF MANUFACTURE
AND BY DECADE OF BEGINNING OF MANUFACTURE

COUNTRY	Pre- 1900	1900- 1909	1910- 1919	1920- 1929	1930- 1939	1940- 1949	1950- 1959	1960 1968	TOTAL
ARGENTINA (RA)							5	6	11
AUSTRALIA (AUS)	3	7	4	6	3	2	5	3	33
AUSTRIA (A)	7	15	7	9	3	2		2	45
BELGIUM (B)	17	29	8	12	2			3	71
BRAZIL (BR)							1	2	3
CANADA (CDN)	1	11	24	15	1	1	1	1	56
CHINA (CHI)							5	1	6
CZECH. (CS)	1	3		15	3	2	1	1	26
DENMARK (DK)		5	8				2		15
FINLAND (SF)							1		1
FORMOSA							1		1
FRANCE (F)	105	273	102	183	14	25	23	4	729
GERMANY (D)	33	105	24	134	20	7	22	3	348
GRT. BRITAIN (GB)	67	310	214	156	35	22	62	49	916
HUNGARY (H)		2	3	3	1		1		10
INDIA (IND)						1			1
IRELAND (IRL)				1			1		2
ISRAEL (IS)								1	1
ITALY (I)	7	37	12	23		16	11	8	114
JAPAN (J)		1	4	5	7	1	13	3	39
MEXICO (MEX)						1			1
NETHERLANDS (NL)	4	6	1			4	4		19
NORWAY (N)		2	1	1	1		1		6
POLAND (PL)				7	2		5	1	15
SOUTH AFRICA (ZA)			1				1	1	3
SPAIN (E)		7	13	12		3	11	2	48
SWEDEN (S)	2	10	4	8		2	2	2	31
SWITZERLAND (CH)	9	23	4	3		1	3	3	46
TURKEY (TR)								1	1
U.A.R. (ET)							1		1
U.S.A. (US)	77	635	485	166	14	26	42	30	1475
U.S.S.R. (SU)	1	1		1	2	2	5	2	14
TOTAL	334	1482	919	760	108	118	233	127	4081

(Data extracted from The Complete Encyclopedea of Motorcars.
GREAT BRITAIN (GB) includes GBG and GBM. Certain hybrid autos
credited to both countries.

Compiled by G. M. Naul

ENGLISH FORD, 1947 - 1970

by Jan Eyerman

1970 saw the passing of an imported make that has been with us for many years. This was the last year that English Fords were imported into the United States.

Although a few were probably brought in before World War II, it wasn't until around 1947 that English Fords were imported by the Ford Motor Company. Evidently this was done to cash in on the sellers market in the U.S. and to aid Britain's balance of payment problem.

The first cars to be brought here were the two-door Anglia models. These differed from the British home market cars by having the 1172 cc (72 cu. in.) L-head engine instead of the 933 cc (58 cu. in.). That may have been the first time a car was tailored for the U.S. market.

In 1952 the Anglia was joined by the larger Consul and Zephyr models. These cars resembled the 1949-51 Fords in body design. The Consul had a 1509 cc (92 cu. in.) four cylinder engine with overhead valves developing 48 horsepower. The Zephyr had the same styling but was powered by a 2262 cc (138 cu. in.) overhead valve six. This engine resembled the Ford Six (225 cu. in.) introduced the same year in the United States. As was befitting the DeLuxe cars of the line, the Consul and Zephyr were available as convertibles, as well as four door sedans. These convertibles had the interesting British three-position top (open, closed and half way, in a "coupe de ville" position. In 1954-55 an even more deluxe model was offered. This was the Zephyr-Zodiac with fancier trim, different grille and a few more horsepower.

The Anglia was restyled in 1954 with a much more modern body that had some similarities to the 52-54 Fords. The old L-head four was kept, and three more models were available; the Escort station wagon, the Squire DeLuxe station wagon (with wood trim) and the four-door Prefect.

In 1956 the Consul, Zephyr and Zodiac were also completely restyled, and very much resembled the 55-56 Fords. In 1957 Tom McCahill, of Mechanix Illustrated magazine tested the new Consul and was very impressed with it. He marvelled that Ford could build a car in England that was more than a foot shorter than the American model and yet had almost identical interior dimensions. Engines of the Consul and Zephyr were enlarged to 1703 cc (104 cu. in.) and 2553 cc (156 cu. in.) respectively. The horsepower was increased drastically.

1960 saw the introduction of a completely new Anglia (designated type 109E), which was quite a radical car. First was the rear window which sloped inward instead of outward (like the Mercury "Breezeway"). This was very effective in keeping the rear window dry and clear of snow. The hood opened forward (as on 57-58 Fords), and, for the first time, an English Ford had a four speed transmission. Most radical of all, though, was the new 977 cc (61 cu. in.) overhead valve engine. This engine was wildly over-square - 3.1875" bore, 1.88" stroke!! This design resulted in an excellent little engine that would rev-up to 5600 rpm very easily, but which was a little weak in low speed torque (hence the four speed transmission). The new Anglia in standard and DeLuxe forms was a great success, and the 109E engine was used extensively in Grand Prix racing, the late Jimmy Clark being one of its leading (in more ways than one!) exponents.

While the little Anglia engine was winning races, in 1962 a whole line of English Fords was brought out using that engine in various forms. These were the new Consul Classic 315, and Capri, which used the little four cylinder engine stroked out to 1300 cc, while the restyled Zephyr-Zodiac was called the Zodiac Mark III and used the 2553 cc six. In addition to these cars, station wagon and panel truck versions of the Anglia were offered, called the Anglia Estate and Thames, respectively.

In 1963 the Cortina and its USA premier at the New York Auto Show, held at the Coliseum April 13-21. It had the famous Ford round tail lights and sculptured side popular at that time. The Cortina was powered by an 1198 cc (73 cu. in.) version of the 109E engine. In 1964 the engine was enlarged to 1499 cc (91 cu. in.) and the number of main bearings increased from three to five. Both of these increases in displacement were obtained by stroking. The bore remained the same.

In 1964 the Consul Classic and the Capri were dropped, and the Cortina brought out to a full line. In addition to the standard model, a station wagon and a GT model were available. A new Super Anglia was introduced using the 1198 cc engine of the 1963 Cortina. This model had a fully synchronized transmission and deluxe interior and exterior trim. Horsepower of the Super Anglia was 53, as opposed to 39 of the Anglia. My wife had one of these Super Anglias and loved its light handling, small size and lively performance. It handled like a sports car, and its only two defects were its sensitivity to crosswinds (due to its weight of only 1600 pounds) and poor location of the rear axle, causing wheel hop on acceleration.

A four door sedan was added to the Cortina line in 1965, and all of the standard Cortinas developed 65 horsepower. 1966 brought the Lotus-Cortina which was mainly a racing car with twin overhead cams, multiple carburetors and 115 hp. This car did well in sedan racing and even managed a first overall in a Trans-Am race in 1966, beating V8 Mustangs, Barracudas, Darts and Alfas. 1966 saw the last of the Anglia. No more were imported after that. (A few 1967 models are around, but I believe they are leftovers from 1966.)

The Cortina was completely restyled in 1967 and very much resembled the 1964 Falcon. At this point Ford decided to market the English Fords through Ford dealers, to give them something with which to compete with the Opel. In 1968 sales of the Cortina reached record highs, but fell off in 1969. This was possibly due to increasing Japanese competition, and to a very poor rating given by a leading consumer's magazine. With the coming of the Maverick and Pinto there evidently seemed to be no place for the Cortina, and in 1970 importing was stopped.

Oddly enough this was not the end of the little Anglia 109E engine. Stroked out to 1599 cc (97 cu. in.) and fitted with a new "cross-flow" head it lives on in the German Ford Capri, sold by Lincoln-Mercury dealers, and ... in the Pinto!

Some specifications of English Fords, imported 1947-70.

Year	Model	Displacement	H.P.	Wheelbase	Weight
1947	Anglia	1172 cc (72 cu.in.)	30	90 in.	1550 lbs.
1952	Consul	1509 cc (92 cu.in.)	48	100 in.	2225 lbs.
1952	Zephyr	2262 cc (138 cu.in.)	68	104 in.	2460 lbs.
1954	Anglia	1172 cc (72 cu.in.)	36	87 in.	1623 lbs.
1956	Consul	1703 cc (104 cu.in.)	59	104 in.	2395 lbs.
1956	Zephyr	2553 cc (156 cu.in.)	90	107 in.	2691 lbs.
1960	Anglia	997 cc (61 cu.in.)	39	90 in.	1600 lbs.
1963	Cortina	1198 cc (73 cu.in.)	49	98 in.	1850 lbs.
1964	Anglia Super	1198 cc (73 cu.in.)	53	90 in.	1630 lbs.
1964	Cortina	1499 cc (91 cu.in.)	64	98 in.	1850 lbs.
1970	Cortina	1599 cc (97 cu.in.)	71	98 in.	1968 lbs.
1970	GT	1599 cc (97 cu.in.)	90	98 in.	2032 lbs.

JOSEPH W. FRAZER

One of the best-known names in automobiles in the period immediately following World War II died in Newport, R.I. on August 8. Mr. Frazer, whose middle name was Washington, was a descendant of an uncle of George Washington. He was born in Nashville, Tenn., on March 4, 1892.

His career in the auto industry started with Packard Motor Car Co. as a mechanic's helper for 16¢ per hour. Later he sold PACKARDS in the New York Agency. Subsequently he moved to the export division of GM, and later to GMAC. In 1923 he was general sales manager for PIERCE-ARROW, and in 1924 he joined Walter P. Chrysler in the Maxwell-Chalmers Motor Co., and by 1927 was vice-president of Chrysler's sales division and of PLYMOUTH and DE SOTO. In 1942 he moved to Willys-Overland as president, and later to Warren City Manufacturing Co. which was merged with Graham-Paige Motor Company, of which Frazer became chairman of the board. In 1945 he met Henry Kaiser, and jointly they formed Kaiser-Frazer Corp. After 1953 he was with Sterling Engine Co., Standard Uranium Co. and Frazer-Walker Aircraft Corp.

W. O. BENTLEY

Walter Owen Bentley, designer of the great green BENTLEY sports cars, died August 6, 1971, in a Surrey County (England) nursing home. He was 83.

"W. O." was the best known figure in international auto racing from 1919 to 1931. He began his career as an oil boy on the Great Northern Railway in Doncaster, northern England, in 1905, where he greased steam engines for five years. Then he left to go south to Brooklands, the famous racing circuit in Surrey.

He was employed briefly by an aircraft company, and then joined with his brother in racing motorcycles. They won many trophies. In 1913 Bentley was the first to use aluminum pistons in internal combustion engines.

After World War I service in the Royal Navy, he built his first car in a London back yard. The year was 1922. Each new BENTLEY model was hailed as revolutionary. For four staright years they won the LeMans 24-hour race. However, Bentley's small company was always in a precarious financial position, and in 1931 was taken over by ROLLS-ROYCE. After the merger he joined Lagonda Motors.

=====

WANTED: Hard bound books, prefer those in nice condition, with jacket.

Four Wheels, No Brakes; St. Louis Society Automobile Pioneers, 1930,
Van Hoffman Press, St. Louis.

My Father (Wm. C. Durant); Margery Durant, 1929, G. P. Putnam's Sons, N.Y.C.

Those were the Days; Edward R. Hewitt, 1943, Dell, Sloan & Pierce, N.Y.C.

A Golden Anniversary; Chas. B. King, 1945, Private printing, Larchmont, N.Y.

America's First Automobile; J. Frank Duryea, 1942, D. M. MacAuly, Springfield,
Mass.

So Away I Went; Wm. B. Stout, 1951, Bobbs-Merrill, Indianapolis.

The Complete Motorist; Elwood Haynes, 1914, -?- , Kokomo, Indiana

Motoring Down a Quarter of a Century; Frederick L. Smith, 1928, Detroit Saturday
Night Co.

Wanted: Magazines, "Popular Mechanics", any issue with full page Bush or Birch auto ads 1916 thru 1923; "American Magazine", February, 1938; "Saturday Evening Post", February 8, 1930 ; May 16, 1931.

CHARLES F. MacLEOD, 503 Normandy Road, Royal Oak, Michigan 48073