



## President's Paragraphs

(As a brief introduction to our new President, Michael Lamm, I think that the following might be of interest.)

Mike was born in London, England on February 11, 1936. He came to the United States at an early age, and was educated in American schools. He earned a B.S. degree in English from Columbia University in 1959. Since that time, he has been primarily involved with the automotive press. Starting in 1959, Mike has been Editor of **Foreign Car guide**; managing editor of **Motor Life, Rod & Custom** and **Motor Trend**; founder, half owner and editor of **Special Interest Autos**; west coast editor of **Popular Mechanics**; and author of "Teens on Wheels," a weekly newspaper column syndicated by the Associated Press. In addition to the above, he has contributed to such publications as **Esquire, Better Homes & Gardens, Catholic Digest, The Lamp, Medical Economics, Sunset, Hilliday Inn Magazines**, plus almost all of the car-related newsstand magazines. Mike is married, has three children and lives in Stockton, California. Ed.)

First, it appears to me that you (Stanley K. Yost) and John Peckham and attorney John Martin Smith put in an awful lot of time and effort on the SAH's constitution and bylaws. Now that we're an incorporated, non-profit organization, I think life will be easier for all of us. I want to thank you for that good effort and for your fine work as last year's SAH president. I don't believe anyone fully appreciates what you've done yet, but I'm sure we will soon.

**RESULTS OF THE BALLOTING & SOME COMMENTS.** 60% of the membership of the Society responded to the ballot that was sent out last month. With the exception of two abstentions and two 'no' votes, 100 votes were cast in favor of the slate of officers, directors and the by-laws.

Two members abstained because of lack of choice. It is a valid subject, but I think that most of the members who attended the Annual Meeting can attest to the unusual situation the Society was in. We had no finalized by-laws, only two directors and no slate of officers. Our aim was to correct this condition as quickly as possible, and with what we felt would be the best results. There may have been some short-cuts taken, but not with the intention of shortchanging the membership in any way. Now, for the first time, we have a full compliment of officers, directors and by-laws. After more than five years, we have an organized organization, and we can get down to a more efficient and sensible operation.

The Society is very lucky to have a lawyer in its membership, John Martin Smith, who was willing and able to take the time to consolidate the suggestions of the By-laws Committee into our new By-laws. The Committee is proud of the results, but we will not pretend that the document is perfect. This being the case; if and when the membership feels the need for an addition or change in those by-laws, Article X explains what must be done. Likewise, Article IX covers the procedure for additional nominations. We have less than seven months until the next Annual Meeting, but it

Now about myself and my hopes for the SAH. I want to mention only briefly -- a bare-bones outline -- what I'd like to do.

I want to: 1) set up a permanent **Oral History Committee** to go around with tape recorders and interview pioneers in the auto industry. 2) I'd like to establish a similar **Video Interviewing Committee** to do the same sort of thing with a video camera so we'll have a camera record of these pioneers' remembrances.

This will take money, of course, so 3) we'll establish a **Fund Raising Committee** to finance the foregoing and other SAH projects. This is very important -- we can't be much more than armchair historians without good financing.

Then I want to create 4) a **Research Source & Cataloguing Committee**, 5) an **Indexing Committee**, 6) **Press Release Gathering Committee**, and 7) a **Liaison Committee**. These, respectively, will be responsible for listing major collections of research material, cataloguing specific publications, indexing given publications, gathering contemporary (free) auto press material, and providing liaison between the SAH and other auto-related groups -- the SAE, MVMA, AOT, the automakers themselves, and so forth.

This is a very condensed rundown of what I'd like to see done. I've bounced these ideas off several members, and most have commented that if nothing else, the plan is ambitious. I suppose it is, but I do hope we'll get up out of our armchairs. There's so much to be done, and actually I think it'll be great fun to do it.

In the next Newsletter, perhaps I can go into more detail on these projects. And if any members have thoughts on any of these topics, I hope they'll write me at Box 7607, Stockton CA 95207. Frankly I'm very anxious to get started.

ML

is plenty of time for any member to go through the proscribed motions to bring nominations or amendments before the membership, if he wishes.

I would be pleased to hear from anyone with questions or suggestions about our By-laws.

Sincerely,  
John M. Peckham  
Chairman, By-laws Committee

## NOTES FROM THE ANNUAL MEETING

At the Annual Meeting, Fred Roe announced that he would sponsor an award to stimulate contributions from members to the Society's publications in 1975. Here are the details.

In the hope that it will induce more of our members to submit historical material to our Newsletter and our Automotive History Review, I am offering a prize award of \$25.00 from my own funds for the best contribution from a member of the Society published in either the Newsletter of Automotive History Review during the period extending from this past Annual Meeting to the next Annual Meeting. This will make material published in issues of the Newsletter beginning with number 37 and Automotive History Review number 3 eligible. I believe our existing Awards Committee will be willing to make this selection. Excluded from competition shall be material provided by the editors, the officers and directors and members of the Awards Committee. Contributions will be considered whether they are letters

or articles, with pictures or without, long or short, so long as they are relevant to automotive history and original material, not reprints.

Hopefully this will spur all of you to greater efforts so that the editors will find their "in" baskets overflowing. If at the end of the period the editors have a backlog of unpublished material, then this gesture may be considered to have served its purpose, but the editors must have the freedom to make up their issues as they see fit and cannot be held responsible for the appearance of a particular item at a specific time. If the response over the year brings about such a condition, perhaps next year a way may be found to offer an award in the following year.



**SPECIAL NOTE:** For a short while, while our Newsletter Editor, Marshall Naul, is involved with a major research project, the Editorship of the Newsletter will be taken over by Stan Yost, and physical preparation by John Peckham and Walt Haessner. Until further notice, all material should be sent to Stanley K. Yost, 4443 Elmwood Ave., Royal Oak, MI 48073.

### ROSTER OF MAKES SHEETS

Note to those interested in the roster: You will be receiving a copy of the roster sheet. Don't fill it in with any information, use it as a guide. Type, print or write the required information on a separate sheet and file it for the time being. As soon as it is determined who will keep the final sheets for the library, the information will be sent to that point. It will then be transferred to the master file and made a permanent part of our library. If any pages are needed for future reference, they can then be copied from our master, for a fee, and sent to the desirous person. It is hoped that we will also be able to file a suitable photo, or series of photos on each make for our master file. We will keep passenger cars, taxicabs, trucks, ambulances, in different files, for easier tabulation and research. We need communication from people working on different marques so there will not be a duplication of effort. There will be another paragraph on this next month. STAN

**NOTICE TO ALL AUTHORS:** In order to expedite production of our Newsletter it would be appreciated if the following manuscript style would be followed:

Maximum line length should be set to 60 characters.

All manuscripts should be double spaced, and full sheets - either 8½ x 11 or 8½ x 13, should be used.

Nothing smaller, nothing larger, and not torn or partial sheets.

Please use a typewriter with a good ribbon and be sure to clean the typewriter keys so a clear sharp image is typed.



The Society of  
Automotive  
Historians

## NEWSLETTER

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### SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS - 1975

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**MEMBERS IN PRINT** - Every month, dozens, if not hundreds of automotive history articles and books appear before the public. Unfortunately, none of us receive all such publications and, therefore, we miss much that might be of interest or value to our researchers. To help remedy this to some degree, the NEWSLETTER would appreciate it if members would let us know of their forthcoming articles and/or books. Just send the title; subject; name of publication; publisher's name and address; and the date of publication. If it is a book or non-newsstand magazine, include the price. We will be more than happy to run the information in this column.

In addition, a copy of the book or article, sent to the Society's Librarian, G. Marshall Naul, would be a welcome contribution to the library, and it would automatically put you in contention in the appropriate category for the Cugnot Award.

### SPECIAL OFFER BY L. SCOTT BAILEY OF AUTOMOBILE QUARTERLY

**AUTOMOBILE QUARTERLY PUBLICATIONS, 14 E. 60 St., New York, NY 10022:** It's heartening, sincerely heartening, to receive additions and corrections to the listings of American automobiles published in our book, *The American Car Since 1775!* Member Don J. Summar's recent checkout of the 1915 Kramer and 1902 Bailey Electric is another proof so well said in his letter published in SAH November 71 Newsletter: "...Only local research can answer this question for many small and obscure automobile manufacturers." His question, "How many other entries are there for automobiles which were neither built nor even planned needs more than an editorial 'pleanty,' " guesstimate explanation, especially for those who do not possess the book. Parentheses enclose our entries which research indicated that no proof existed that a car was manufactured even though trade journals, previous listings and other sources indicated contrary. Entries in italics are unsubstantiated entries and future investigation will reveal proof one way or another. Those not marked were considered by the research historians: headed by Frank T. Snyder, Jr., Stanley K. Yost, and our own staff, to have had sufficient, **at the least secondary supporting evidence** to reach the conclusion that the entry was bonafide. Only time, competent and dedicated historical research will answer not the question of how accurate is the list but how many automobiles have we built in the USA and Canada. What a day that will be when we are 98 percent certain!

For members of SAH who do not have the 500-page book or wish an additional copy for research not only on lists, trucks, coachbuilders, pre-1900 automobile history, production tabulations, license plates, we would be pleased to make any number of copies available for your use, gifts to libraries, etc. at a special price of \$9.95. Please direct your order to me.

Again, it's really satisfying to see the "list" changing through solid historical research. L. Scott Bailey, Publisher

(Footnote: Regular bookstore price is \$16.95; A-Q subscribers, \$14.95)

(ED. note: This fine letter from Scott Bailey brings many things to mind. As Scott has said, this effort was a long time in building and was gone over by many minds and sets of hands before it reached the printing stage. I'll have to negate the findings on the Bailey Electric because there is a picture in an early journal and I will have a copy in the Newsletter as soon as I can find someone that can copy it. The Kramer is something else. I don't know where it came from but I'm sure it didn't come out of someone's imagination. At this late date, it is virtually impossible to determine what was in a company's mind when an announcement was made to a publication. This is what our roster will finally be about. It won't be to determine so much as to whether the car was built or not, but as to whether it ever reached any kind of

production. With the exception of the known misspellings, the instances of models being called makes, and the errors in the cases of calling the car by the manufacturers name, the 1775 book is quite good. There are a lot of makes not listed, and I think this statement will be made again in ten years, after the missing ones we now have are inserted. As Frank Snyder will attest, rarely a week goes by that there aren't some new makes discovered. This will continue, as we broaden our scope and research. SKY)

### A NOTE OF THANKS

**SAH RECEIVED CASSETTE TAPE RECORDER:** Our thanks go out to **Hemmings Motor News** of Bennington, Vermont, for their generosity in presenting the Society with a Panasonic, Model RQ-2245 tape recorder. The machine, now in the possession of President Mike Lamm, will be used for accumulating oral history. Further information may be had from Mike. Again, our sincerest thanks to **Hemmings**.

## The Mail Bag

**From PHILIP ALDERMAN, 1306 E. 53 Street, Brooklyn, N.Y. 11234:** I would first like to commend the society on the fine work which it is doing, and the great contribution it is doing for both present and future historians. By clearing up misinformation and misconceptions it is truly doing a great service, and I feel that in the far future, in a much more advanced and civilized society, people can and will reflect more clearly, due to your efforts, on the major accomplishments of their forefathers, even though these accomplishments might seem to them as being ever so feeble.

The first issue of your newsletter I have received was #37, Nov. 74. I read with great interest the objectives and future plans of the society. I also greatly enjoyed the *Automotive History Review* #2. If at all possible, I would like to know if issue #1 is still available and if so, it's cost.

I would also want to comment on an article on page 8 of the Newsletter titled "Another Replicar." You (the society) state that the British built Panther J-72 is a Bugatti Royale look alike. This is not the case. The firm of Panther Westwinds Ltd., Surrey, England produce several automobiles, and each of them, save one, resemble a car of the past. The Panther J-72 you refer to is modeled after the pre-war Jaguar SS-100, using the present day Jaguar six or double six V-12 engines. The Bugatti type car you mention is called the Panther de Ville, also using the Jaguar V-12 engine. Other efforts of this firm are a Panther Ferrari FF and a car called Lazar Sport, seemingly a Dune Buggy type vehicle.

Although I realize your efforts are mainly towards the past history of obscure makes or automobiles, my reasons for making these comments are two fold. Firstly, I feel all information in your publications should be as accurate as possible, as your publications will be looked upon as authoritative work, and would probably be quoted and requested as being fact. Therefore all errors must be brought to light, and then properly corrected. Also, the automobile not only had a great impact on the people, but people greatly influence the automobile. The great increase in automobiles that resemble motorcars of the past might be saying something of the discontent of the people of today. They are tired of a false society, deceit in the government, uprising inflation, and the threat of a depression, so they try to turn to an era which is being romanticized as being a form of utopia. They are trying to relive these times, and they do this through the automobile. Therefore I feel the replicars should not be overlooked, and that it might be taken as a cry of discontent, and that there needs to be a change.

**From FRED ROE, 837 Winter Street, Holliston, Mass. 01746.** In Newsletter # 37 I raised question concerning the name

given to the cars built before the first MG Sports car as described in Mr. Knudsen's article in *Automotive History Review*. I am glad to be able to report that I have discovered the answer to my own question. The answer seems to be that the name given to these early cars was "Morris Garages Super Sports Morris," followed by a four-seater called "14/28 Morris Garages Super Sports Morris." This information was found in Mr. Georgano's excellent book, "A History of Sports Cars." The author also states that the latter name was soon abbreviated to "14/28 M.G."

**From MICHAEL SEDGWICK, 'Pippbrook', Chichester Road, Midhurst, Sussex, GU29 9PF, England.** I agree with Frank Snyder that U.S. Buyers' Guide entries for the Mathis-Durant were left blank, but I can't accept his price argument.

To compare the price of a fully imported model on which duty is paid with that of an automobile which is to be made under licence, with a very small imported content is by no means fair. To take a logical argument, the original Model-18 V8 Ford retailed from \$460 up in the U.S.A. The 'British' version, assembled at Dagenham from Canadianbuilt parts, cost from 230 Pounds (\$1150) up, which is nearly twice what Americans paid, even if you allow for all the infuriating possibilities of the American stripped-price scheme. At that time the only European makers who assembled in Britain were Citroen and Renault, both of whom were able to sell small sedans for under 200 Pounds (\$1,000). (At the 1931 conversion rate.)

I have two American cuttings, one from MoToR (October, 1930) and the other from the February, 1931 issue of the same magazine (page 138). Both show Mathis PY cars with coupe or faux cabriolet bodywork, and both are, for my money, PYs. Frank Snyder argues that \$455 is a low price, but with respect, had W.C. Durant a chance of selling it at a higher price? Remember, this wasn't 1946, when 'cute' TC MGs were beginning to appear. Already by early 1931 it was surely apparent that the American Austin was about to lay an egg, and Powel Crosley would have laid an equally instant egg but for the car shortage of 1946-48.

Personally I'd be very surprised if any American Mathis automobiles ever emanated from Lansing or anywhere else in any State of the Union. But I'd still like to know if Continental made all the PY engines, or merely constructed a few prototypes based on French-built units with a view to becoming Durant's supplier had the project eventuated.

The American Napier story merits some full-scale research. Personally I doubt if there was such a thing. S.F. Edge was, however, a good publicist, and seems to have convinced several generations of English speakers that such a vehicle existed. Incidentally, the ex-Roderick Blood car, now back in England, shows no signs of having been made anywhere but in Acton, London.

**From STAN YOST, 4443 Elmwood Avenue, Royal Oak, MI 48073 - MATHIS FOLLOW UP:** In getting into some of my American Mathis stuff I find that *Automobile Topics* was the prime source of information. Durant went to Europe in early 1930 and arranged to have two "Baby Mathis" automobiles shipped to America in the late summer. This was done and he drove one around Lansing in the fall, making sure that everyone saw him and asked for comments from anyone that would comment. He told the press at this time that he was going to produce this type of car in America, under license from the parent company in France. Mathis, the man, came over in the fall and arrangements were made for the manufacture of the car, but it was to be a bigger version than the "baby" that had been displayed. In September all arrangements were final and in October, financing was set up. Durant was going to build them, primarily in Lansing, Michigan and they would be sold and serviced by a different organization than the existing Durant group. Present Durant dealers could have a franchise, but they were not guaranteed. All through October to December they worked in Lansing to

have something ready for the New York show. The show opened on January 3rd and the only car ready was the coupe with the fabric cover and landau irons. This car was built in Lansing. It was a 4 cyl. L-head with 2 3/4 bore and 3 1/8 stroke. It was rated at 12hp., the French version was 6hp. It developed 31 brake hp. at 3200rpm. The engine had a specially designed piston with an aluminum head and cast iron skirt. The camshaft was run by a silent roller chain. The clutch was a single dry plate type and was adjustable. The transmission was three speeds forward and one reverse. It used Hotchkiss drive with two universals. Brakes were "Steeldraulic" 4 wheel internal expanding. It was shown with disc wheels and tires of 18 x 4 size. Wheelbase was 96" and tread was 47 1/2". The width of the coupe seat at the shoulders was 50". The price was \$455. The delivery van that was supposed to be shown with it had a tag of \$445. It did not make it.

These cars went to Philadelphia and Baltimore for the following week and two other cars went to the Chicago show. These are the two I remember seeing. One was like the car in NY and the other was a standard coupe, the earlier one being the deluxe version. In talking to my uncle this past month, he reminded me that there were two other American Mathis cars on the outside of the Coliseum and they were both standard coupes. It was here that he swiped a folder, which stayed in the family until I decided to burn it in 1946. Fortunately, I have since replaced it. It is of interest that at the time the American Mathis Co. was formed, the president was Col. Elbert Hall, the man who was involved with Fageol, with aircraft engines. and with Norman DeVaux in the west coast Durant operation. DeVaux had an interest in the Mathis project also.

If I may inject a few words of opinion here, I feel that a lot of the Mathis balloon burst was caused by the rift between Durant and DeVaux. This happened at the key production period, when they were trying to get things tied down. DeVaux went on his own and took Hall with him. Both were experienced manufacturers and both had plenty of drive. It was obviously a serious loss to the Durant cause. The DeVaux was announced just after the Mathis and with ready facilities and a car he had been secretly working on for two years, he was able to get his first production car off the line in April 1931.

The Mathis, on the other hand, had to go from scratch and they did quite well, with what they had. We have to look at the overall Durant picture on mid-1930. There wasn't much to look at. He had been literally sold down the river by his associates and when he again took the helm there wasn't much left. I think that Mathis was to be a stepping stone, of sorts, to get him back in the ball game. Durant stock was selling for 1 to 1 1/4 at this time, hardly a rousing incentive to invest in the stock. At both NY and Chicago, the reception was good. I can remember sitting on my uncle's shoulders to see the car at the Durant exhibit in Chicago. The folders were long gone by the time a skinny 7 year old could get in there. I had a lot easier time seeing the Littlemac, but then, there wasn't a great deal to look at there. I don't think I ever remember seeing such an ugly looking little car and right now I can't really remember what it looked like, other than crude and very boxy. It was about the same size as the Austin. Well, Durant tried to float a new stock offering, which did not succeed enough to give him the operating capital that he needed. This pretty much finished the Mathis idea. If anyone has anything on the Philly showing, the second week of January, 1931, you might check and see how many cars were in the Durant exhibit there. I think the second Mathis made it to that show but I'm not sure if it was another coupe or the expected delivery car. I've always wondered. Supposedly they had built one roadster in Lansing also, but I never saw anything on it. After the ill fated stock issue and a rather hopeful climb to 3 on the stock board, the Durant issues sunk to a sickening 1/2 by the fall of 1931. I have nothing on the Mathis after April of that year and I don't know how many were built.

I'm sure they didn't go into "production," as we know it. I would say, from what was shown, and what was in Lansing, there were probably between 1 1/2 and 2 dozen cars built, all by hand.

In forming some sort of a conclusion, and I think we should, the cars never reached production, as we know the word. Some dozen or so were built with a possible six different ones shown at the same time. There were two coupe models, standard and deluxe, a possible delivery vehicle and a probable roadster. They were not built of French components but strictly American from top to bottom. It was a bigger car than the "Baby Mathis" and smaller than the large Mathis, both French designed and built. For want of a solid financial base, it did not succeed. The other midgets of the day were in dire straits also. The Austin was very shakey and the Martin and Littlemac didn't even approach real "production." If anyone has something to add to a conclusion, so we can have one, let it be said. Let us then put this one down and go to something else. We can say that this make is now ready to put on a roster sheet for posterity. Please, can we say that??

**NOVEMBER 1974 MYSTERY CAR** - Replies from Lucien Loreille of Lyon, France; Mike Worthington-Williams in England; Walter Robinson, Jr. of Bellevue, Washington; and Bill Lewis of Anaheim, California, leave no doubt as to proper identification. Bill's question is not "What," but "Why?". Mike and Lucien seem to have come up with that answer, too (see NOTE). Space doesn't allow use of all four letters, and, since they pretty much cover the same ground, Bill Lewis' is printed below. Our thanks, however, to all four for their help.

**From WILLIAM J. LEWIS, 600 Kiama St., Anaheim, CA 92802**  
The Mystery about the "Mystery car of the month" in SAH newsletter Number 37 is not the car itself but more who put the cludge together, when and why?

To begin with, the car is **NOT** front wheel drive even though the shadowed underfender detail at the front created that impression. The chassis up to the firewall is 1923/24 French Sizaire Freres 11 cv with four wheel independent suspension. That resembling front drive axles is, in fact, the steering linkage which is actually behind the round hub-bearing housing. This entire front end system is clearly illustrated in La Vie Automobile magazine for April 10, 1934, page 129 and L'Illustration magazine for Oct. 8, 1927. Further identification may be established by examining Sizaire Freres advertisements in French publications and checking the article on the marque found in l'Album du Fanatique de l'Automobile, Vol.2, pages 49 thru 52.

The badge is not a "pound Stirling" figure but is the letter S superimposed partly above and to the left (as we face the car) of the letter F. Moreover, the white bands top and bottom of the emblem contain the words Sizaire above and Freres below the monogram.

The body and fenders grafted to this chassis are from a 1926 Overland model 93, two-door sedan. Holes from the original Overland headlamp mount are visible on the right front fender just ahead of the present headlamp, which by the way, is that fitted to the Sizaire car. The slim tubular crossbar has been replaced by a strap iron bar probably because the lamps are now further apart that they were on Sizaire fender mounting.

The license number painted on the splash pan is French and originates from the area of the Sizaire Freres factory in Courbevoie near Paris. Sizaire Freres were responsible for the Sizaire-Naudin, Sizaire-Freres and the Anglo-French Sizaire-Berwick cars in addition to several other marques for which they supplied chassis or components.

These included the Belga-Rise of Belgium, the KAPEKA by Krajowy Przemyst Karoserji of Warsaw, Poland, (Ref. German Motor De. 1929 page 105). Also the Polish/Lithuanian STETYSZ car promoted by Count Gorzenski-Ostrorog was a long wheelbased SF with Polish coachwork. The Count took first place in comfort class at the 1929 Monte

Carlo Rallye in a STETYSZ sedan limousine, (Illustrated Ref. Page VI, issue #916, Feb. 25, 1929 of La Vie Automobile.)

Sizaire Freres cars were usually supplied in chassis only to a wide variety of coachbuilders including the Saint Dedier auto service center, Weymann, Galle, and D'Iteren. They were fitted with several types of 2 litre four cylinder engines including a 16 valve unit which sported a cozette blower. Sizaire Freres adopted the use of 6 cyl. American Willys-Knight sleeve valed engines in their 15 CV cars of 1928. (Ref. illustrated article in L'illustration magazine Page XXV Oct. 8, 1927.) There seems to be no record of the Brothers marketing a 4 cyl Knight engined car or experimenting with front drive. It is barely possible that the "Mystery car" may have been a prototype experiment by someone connected with Willys-Overland or one of its dealers which might have led to Sizaire adopting the Willys-Knight engine (see note, Ed.) Fitting the Overland body was an inexpensive way to assemble a usable test car.

The registered owner of the dealers license plate (which is the same vintage as the car's body but not its chassis) could lead to answering the questions Who and Why this hybrid existed. Perhaps one of our members in Ohio can track it down.

(Note: From Lucian Loreille's letter - "This model called '4-RI' was powered by a 4-cylinder single OHC engine of 2-litre capacity. On the later version, introduced around the end of 1927, this power unit was substituted by a 6-cylinder Willys-Knight of American manufacture. Ed.)

**JANUARY MYSTERY CAR** - The car is an '06 Corbin, built in New Britain, Conn. The same picture is shown in an ad in the October 1906 issue of **MoToR**. Dave Brownell, Stan Yost, Walt MacIvain, Frank Snyder, and George Risley of the Detroit Public Library came up with the right answer. Now, the question is - Why is the car pictured in the 1907 **MoToR** Directory as a 30 hp Eagle, a dead-ringer for the Corbin? Is this another case of two makes using the same photos? Does anyone have a decent picture of a 30 hp Eagle?



**NEW LETTERHEADS AVAILABLE TO MEMBERS.** The Society is now offering a new letterhead to its members. It will be available in two forms - Plain, with the Society's name and emblem printed in the same color as used on the masthead of this Newsletter; or, the same, with the addition of the purchaser's name and address printed in black. Envelopes may be had in the same variations. Both letterheads and envelopes must be bought in lots of no less than 100, or in increments of 100.

Prices are as follows:

	LETTERHEADS		ENVELOPES	
	Plain	w/address	Plain	w/address
100	4.75	8.25	4.70	6.95
200	5.90	10.00	5.30	9.29
300	7.25	11.90	6.06	10.65
400	8.30	13.70	6.65	11.66
500	9.50	15.40	7.32	12.85

Because imprinted letterheads and envelopes must be printed in batches, a delay of up to 60 days may be experienced before delivery. Note prices include simple type-setting in Helios, 3 lines, no logo or designs. Plain style letterheads and envelopes will be available immediately.

Orders should be sent to Frederick D. Roe, Treas., Society of Automotive Historians, 837 Winter Street, Holliston, Mass. 01746. Checks or money orders should be made out to the Society of Automotive Historians.

**THE CARS OF HENRY M. CRANE' by Fred D. Roe.** Henry M. Crane was born in New York, graduated from M.I.T. in 1898 and went to work for the telephone company. In 1906 he was in the marine engine business in Bayonne, N.J. as the Crane and Whitman Co. In 1907 he build his first car there and road tested it in November (1). In 1908 he built a V-8 overhead valve 7¼ x 7¼ 220 hp marine engine which was installed in Dixie II, a boat designed by his brother Clinton, and this craft won the Harmsworth trophy and the Gold Cup race in that year and the Gold Cup again in 1909. (Dixie I, which brought the Harmsworth trophy to this country in 1907, had a straight eight engine built by Simplex.) In 1909 and 1910 Dixie III and Dixie IV also won the Harmsworth for the USA, again powered, I think, by Crane engines.(2)

During this period of great activity in the marine business automotive development must have had a low priority, for Crane Model 2 car was not developed until 1910-11. But a very few of these cars were made in those years. The model 2 was a big car of 139½" wheelbase with three-quarter elliptic springs, 36 x 5 tires and a final drive ratio of 2.5-1. The engine was a T-head six in three blocks of two (3). The Model 2 was still regarded as experimental by Mr. Crane, but sufficiently promising that the name of the company was changed to The Crane Motor Car Co. and another car to be known as Model 3 was designed and offered for sale in 1912.

Of the early Crane cars, we know the most about Model 3. It was described in the automotive press, and two of these cars still exist. Two lots of ten cars each were built during 1912 and 1913. The Model 3 was greatly different from Model 2 both in chassis and engine design. The wheelbase was shorter, 135", and the rear springing was of the platform type. The engine was now an L-head and mounted at three points. Still cast in three blocks of two, with 4 3/8" by 6 1/4" bore and stroke, it had an intake manifold in a continuous loop encircling the engine. These cars were most carefully built and of very great quality. Mr. Crane's objective was silence and smoothness without sacrificing power or performance. There were detail differences even in the design of the two lots of Model 3, and the existing cars are one of each lot. An original contract for a model 3 calls for a chassis price of not more than \$9,000 in 1912, and in the following year directory listings showed it at \$8,000. (4)

The Model 4 followed in late 1913 again with considerable change in the design. Rear springing finally came around to semi-elliptics and the wheelbase was 136½". The engine retained the same cylinder dimensions but was now cast in threes and the manifolding, timing gears, and other details were different. The separate transmission was replaced by one in unit with the engine. (5) The exact number of Model 4s built is not known, but probably there were about twenty. The Model 4 was continued in 1914, but in the fall the Crane Motor Car Co. was purchased by the Simplex Automobile Co., and by spring of 1915 all operations had been moved to New Brunswick, and it is not likely that any Model 4s were built after the move. Mr. Crane became vice-president of Simplex in charge of engineering.

The big fours which had been a Simplex specialty had become outmoded in a market which desired the smooth and luxurious sixes such as the one Mr. Crane had so carefully developed. The Simplex, Crane Model 5 which was announced in the summer of 1915 was a still further refinement of his previous design. The powerplant was apparently identical to that of Model 4, but the chassis was lengthened to 143½" and right hand drive was finally abandoned. The Crane Simplex was announced at a chassis price of \$5,000, raised to \$6,000 and in 1918 to \$7,000. Total chassis production from 1915 to 1918 was in the hundreds. A successor company in the early twenties possibly produced a handful at a price of \$10,000.

Crane and Crane Simplex cars were never offered with bodies, but Brewster was favored with most of the early body business and a sizable share of the Crane Simplex business.

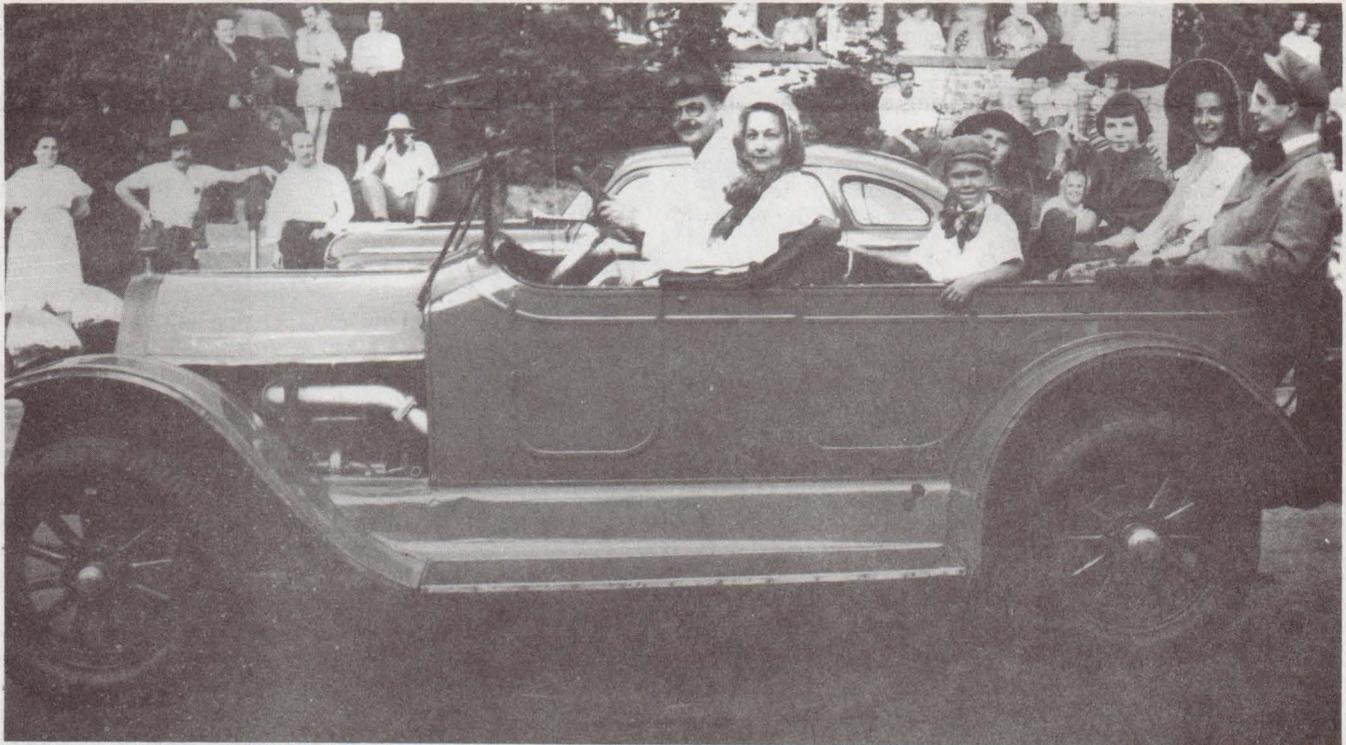
Mr. Crane had the task of adapting the Hispano-Suiza aircraft engine to American production during the war, when the plant was taken over by Wright-Martin, and in the twenties he became engineering advisor to Alfred P. Sloan at GM. He had a large part in the development of the first Pontiac and had considerable influence on design and development at GM for many years. He died in 1956.

1. Letter from Mr. Crane
2. Simplex catalog  
Packard Sports Library #3  
Bulb Horn, 4;52 P. 29 Letter (F.H. Miller)
3. Drawing dated 1-25-10; Detroit Public Library
4. MoToR 2-13, p. 99
5. HA 10-15-13, p. 624

The Crane story is far from complete, and the writer welcomes any leads, photos or references which will enlarge our knowledge of Mr. Crane, his marine engines, cars and other projects.

## A HUSELTON SURVIVES

Here is a little item of interest. I'm sure that someone of our members must have put this one to death in the last five years. This is a 1913 Huselton 40, built in Butler, PA. It appears in the Quarterly book in italics and doesn't show in the Georgano book. These pictures were sent by B.C. Huselton III. The car is shown in a parade in the post-war period with wrong wheels and headlamps etc. The smaller pictures are the way the car looks now, in restoration. This company also built trucks, I believe, but that would have to be verified by the man himself. He would like to hear from some of our members. Address is B.C. Huselton III, 111 Coventry Drive, Butler, PA. 16001. Here is a chance for someone to get over there and do some first hand investigating. The man is interested!!



**COMPUTERS AND AUTOMOBILE HISTORY - G.M. Naul** The initial reaction to the above title naturally is "What bearing do computers have on any of the objectives of the S.A.H. or any of its members?" I have in my possession a 47-page run-off from a computer program made a few years ago by a friend and mathematician to determine whether a proprietary theory of market share would apply to the distribution of makes of autos. The date which was used in this experiment was taken from early summaries of registrations given in **The Automobile** and other publications in the years 1910-1920. Unfortunately this information did not fit the theory sufficiently well to be very exciting. However, there are other potential applications for the computer's ability to be put to use as a tool for automotive historians.

The first application which comes to mind is the amplification of photos similar to those published in the current issue of **Automobile History Review**. Most of us have seen examples of computer-augmented photographs made from TV pictures from the several NASA space vehicles sent to the planets. It is apparent that the method which has been worked out by NASA can produce images in which details become visible while in the original picture there is no more than a hint of shading. This method could be used in those photographs of autos whose nameplates show letters which could identify the make, but those letters cannot be deciphered by eye. Any member have a friend in Houston?

A little further out is the possibility of a computer-operated automobile recognition method, although the input necessary for such a method would be an awesome undertaking. For example, it would be possible to take an item such as fenders which have unique shapes readily identifiable with a given make and model of automobile, and classify or otherwise describe what makes each type different and ascribe numbers to the various characteristics. The assigning of a numerical system can be paralleled with fingerprinting and its system. Of course there might end up being a hundred different characteristics necessary to define a type of automobile including other features which might be evident from a photograph including type of headlamps, type of springs, drive, etc. To distinguish between all these for a few thousand makes multiplied by the models would take a few lifetimes. But it is a distinct possibility. Of course it could lead to total frustration when after much labor in completing such a program, as there would always be Stan Yost in the wings with a handful of photos of automobiles previously not heard of!

## Book Reviews

**The Complete Catalogue of British Cars.** By David Culshaw and Peter Horrobin. MacMillan, \$15.95. One might question the inclusion of the word 'complete' in the title of any book dealing with the history of the motorcar but to be fair to the authors they, like Georgano in his encyclopedia, have qualified the description in their preface. What the reviewer must decide, therefore, is whether the book succeeds within the scope of the brief it has set itself.

For many years, 'Culshaw' has been as essential a word to motor historians and students of motoring as had 'Doyle,' since one half of the present authorship wrote the invaluable 'The Motor Guide to Makes and Models' which was published in 1956. With this in mind, the writer approached the present volume enthusiastically.

Make no mistake, a great deal of conscientious research has gone into this volume, and for that the authors are to be admired. One must take as one finds, however, and in many respects the book is disappointing. Obviously no one person possesses sufficient knowledge to judge every entry to be found within its pages, but in looking up those makes with which I have had dealings I found myself almost invariably at variance with the authors. Of the Iris we are told that little is known of the early pre-1906 examples. They were

fully documented in the motor press of the day, and quite recently in **Veteran Car**, so where is the mystery?

The Storey is said to have lain dormant from 1921 until 1925. The company actually went bankrupt in December 1920, but the make was revived in 1921 using French Decolange engines and later Meadows units, and remained in limited production up to and including 1930. It was formed into a limited company in 1925 - which is probably what confused Mr. Culshaw. The Varley-Woods is credited to Turners of Wolverhampton, whereas, initially they built only the chassis. And there never were Taylor engines either - the name is Tylor. The Kingsbury Junior is described as being little more than a cyclecar. This is less than fair to a neat little car with a proper chassis, three speed gearbox in-unit with its watercooled engine and utilizing shaft drive. Admittedly the engine was a horizontally-opposed twin, but so was the Jowett and that certainly wasn't a cyclecar either. The Dolphin (designed by Harry Ricardo) is credited with a production life extending into 1911, whereas the company was defunct at the end of 1909.

Very well, these are all obscure and unimportant makes, but nevertheless the facts are perfectly well documented, and recently too. So what about more important makes? Take Armstrong-Siddeley. I am sure the makers - were they still producing - would be more than dismayed to learn that the 0-50 acceleration figures for the 30 hp model showed no improvement from 1919 to 1932, during which time it remained steadfastly at 27 seconds. It is statements such as these which throw a question mark over the mass of statistics with which the book abounds, and whilst no makes of even minimal importance have been left out (700 odd are listed and described) the book must remain a complete but **inaccurate** catalogue for this reviewer.

Lord Montague, in his Foreword, stresses the pitfalls of quoting, verbatim, contemporary catalogues and press releases, and it is evident that the authors themselves are aware of this trap since they quote one of this writers other reviews to illustrate the point (!). It has not, however, prevented them from falling into it, and whilst some of the errors are almost inevitable, a little care could have avoided some of the more obvious ones. This is a serious work, and if the publishers will wear the corrections, a new edition with the bugs ironed out could be a really valuable contribution. The choice of photographs - many not previously seen - is excellent. MJW-W

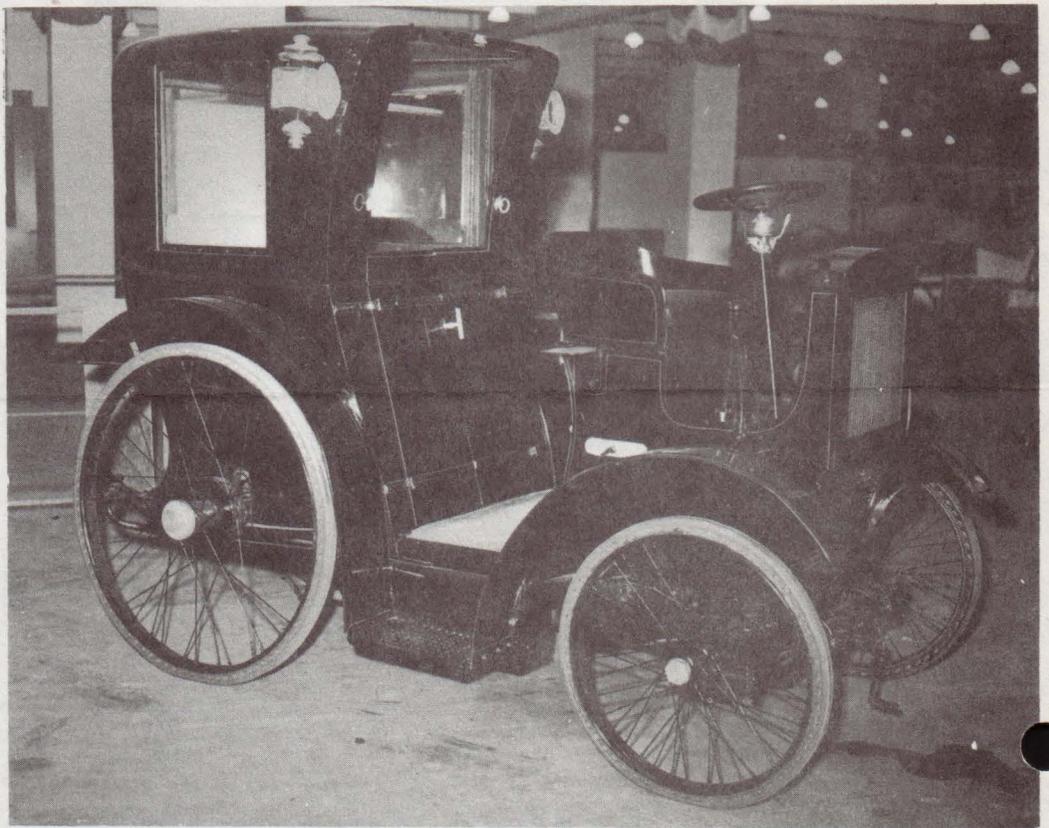
**American Automobile Racing: An Illustrated History.** By Albert R. Bochroch. Viking Press, 260 pages, 291 photos, \$16.95. What a tremendous subject to try to fit between the covers of one book! And Al Bochroch has done an excellent job of it, bringing the immense variety of automobile racing over the whole time span of its history together in a fascinating, very readable narrative. From Duryea to dragsters, beach, boards, ovals, sports cars, it is all here, carefully researched and complete with much historical background and facts. This is a history of the action and does not probe deeply into the technical aspects of the cars. There are very good chapters on the racing organizations and their behind the scenes politics which have had considerable influence on the sport. The selection of photographs of the early decades alone, many never before published, is outstanding for its depth and variety. A color section covering activities of the last two decades is equally remarkable and vividly reproduced.

Auto racing outside of the truly major events has never been an activity in which organized factual records were well maintained so that research into its past is very difficult, but this book succeeds in providing an important historical survey of this complex subject which makes enjoyable reading as well. Included is the latest update of Charles Betts' comprehensive list of auto racing winners. F.D.R.

**MYSTERY CARS** - This should become a regular feature of the Newsletter. There has been much interest in the cars in question and I believe that very concrete, positive identification has come from the members, in the past. Let's take on a couple more. Hansom type carriage has quite European touches to it, in my opinion. The other is anyone's guess. It looks like so many different ones, I give up. Since my interest is confined to American made passenger cars, whoever gets

Additional comments on the mystery cars: On the hansom, the rear suspension is underslung, and the front axle appears to be tubular with a transvers leaf spring. The engine is probably under the driver's 'cab.' If this is so, what type of drive does it have? The floor in front of the passenger compartment is lower than the rear axle. An inverted worm drive might do it; or could it be a petrol-electric?

**SORRY!** We ran out of space. The other car will be in the next issue.



the first one can have the original print. Now how's that for a treat? I have others and I imagine that I will be at this helm for a few months so get yourself geared. Just send your answers to Stan Yost with a box top off your favorite idler arm. Send to 4443 Elmwood Ave., Royal Oak, MI. 48073.

You may send anything else that may be of interest to me also. We'll try to have it in print by the next issue.

**DID YOU KNOW?** When Nash decided to stop calling their light six model the AJAX, they sent kits to dealers with new hub caps, name plates, and dash hardware to convert remaining cars into the new Nash Light 6. To carry it a step farther, they also offered the kits to used car dealers and non-Nash dealers to convert their in stock AJAX automobiles into more saleable items. Just thought you'd like to know! SKY

**ANOTHER - DID YOU KNOW?** Back in 1931 a gent from Minnesota named Erik Kjerp patented a 4 wheel drive, 4 wheel steer automobile. He did it with a 1925 Model T. It took him a number of years and his life savings, but he did it. The problem is, I don't think that anything was done with it. He could actually drive the car nearly sideways into a parking space. Wonder what happened to old Kjerp!

## New Members

**David Wilson Glass, Jr.**  
5950 Wilson Blvd  
Arlington, VA 22205

Interested in all American cars 1900-1940, particularly Owen Magnetic, McFarlan, Dagmar, Elcar, Cole and many other lesser-known makes.

**Philip Alderman**  
1306 E. 53rd St  
Brooklyn, NY 11234

**Thomas D. Huestis, Jr.**  
70 Exeter Drive  
Williamsville, NY 14221

**A. B. Demaus**  
Cadmore Close  
St. Michaels  
Tenbury, Worcestershire  
England

## Miscellany

**MINNESOTA MOTOR VEHICLES** - For those members who might be interested in a brief run down of the cars and trucks that have been built in Minnesota, from the 1880s on, a valuable addition to your collection should be the Fall 1972 issue of **Minnesota History**. This contains an excellent 20 page article by Alan Ominsky, with capsule histories and illustrations. A few copies of the magazine are still available for \$1.75 plus 50 cents mailing costs. Write: Minnesota Historical Society, 1500 Mississippi Street, St. Paul, MN.

## Classified Ads

**WANTED:** Truck history on Sterling, Available, LeMoon, Nelson & LeMoon, Federal, Linn, Ware Twin City, Menominee, and Stewart. Also early 4 wheel drive trucks before 1930. R.A. Wawrzyniak, 589 Broadway, Berlin, Wisconsin 54923.

**FOR SALE OR TRADE:** 1922 Brooklyn Auto Show catalog, 66 pages, lots of ads, good condition. 1932 Branham Reference Book with March, June, and September supplements, excellent condition. Illustrated parts books for the following Willys-Overland models; 83 & 83B, 85-4, 86, and 88-6. All good condition. Clymer's catalog of 1914 and 1918 cars, both new. Stan Yost, 4443 Elmwood Ave., Royal Oak, MI 48073

NAME  
NATION

INTERNATIONAL ROSTER OF THE AUTOMOBILE  
Society of Automotive Historians

Name of Vehicle                      Type                      Motive Power                      Life Span

Manufactures names

Complete Addresses

Preceeded by (if any)

Succeeded by (if any)

Sub-makes (if any)

Companion makes (if any)

Additional products by manufacturer to date:

Production information

Reasons for cessation

Founding members and important personnel

Representative contemporary periodical references, illustrations specifications: catalogs, advertisements, articles, books, etc.

Recent historical references:

Refer to following makes for additional information:

Representative examples known in museums, collections, etc.

Model names or model designations:

Additional pertinent information on marque:

Sheet compiled by;	Date	Considered complete <input type="checkbox"/>
		Incomplete <input type="checkbox"/>
Revised;	Date	
Assisted by;		