



CUGNOT AWARD NOMINATIONS

We invite your Cugnot Award nominations anytime. Please send your nominations to:

Mary Cattie, Chairman
SAH Cugnot Awards Committee
c/o Free Library of Philadelphia
Logan Square
Philadelphia, Penna. 19103

Awards are given annually for the best magazine article and best book published in the field of automotive history during the year. We are present accepting nominations respectively for the calendar years of 1975 and 1976.

Cugnot Awards include a \$75 stipend for the best book and \$25 for the best magazine article.

The SAH Cugnot Awards Committee judges entries on five basic criteria: 1) Historical importance of subject; 2) depth of author's research; 3) literary clarity and merit; 4) organization of material; and 5) appropriateness and quality of illustrations.

GIFTS FROM PULFER AND ASH

S.A.H. Library - We have received a gift of twenty-nine books from Harry Pulfer. These range in scope from a biography of E. Bugatti to bound volumes of **Cars & Parts**.

David Ash also has donated another box of automotive material, mainly foreign catalogs of passenger cars.

These donations are certainly appreciated.

The library continues to grow but unfortunately, the librarian's available time does **not**. We now have a great mass of material, most of it unsorted. Any of this material is available for loan to any member. The majority of the material consists of catalogs and sales literature from about 1965 on, for most makes of U.S. and foreign cars and trucks. Magazines are more scattered so far as dates are concerned, and include **Road & Track**, **Motor Trend**, **Car & Driver**, **Car Life** and **Cars & Parts**. We also have a number of publications from various marque clubs including Pierce Arrow Society, Antique Studebaker Club. This does not include a very large number of excellent photographs used for press releases, and about two hundred hard-bound books.

BACK ISSUES AVAILABLE

All SAH Newsletters from #1 to #44 are available while the supplies last. Quantities of some numbers are very limited so complete your set while you can. The price is fifty cents per copy, postpaid. There is a wealth of valuable information in these.

Automotive History Review, numbers 1, 2, and 3 are also available. Price \$1.50 per copy. Send orders for all back issues to Fred Roe, 837 Winter St. Holliston, MA 01746

The Automobiles of New York

This is the title of a very comprehensive work by Charles Bishop which will be available to S.A.H. members. The typed script covers 100 pages of notes on all makes of motorized

vehicles which were built in New York state, including imported makes. Included in each entry are detailed references to sources, and this work is probably the most detailed roster ever compiled for a region of the U.S. This represents many years of work by Charles W. Bishop.

It has been decided that the S.A.H. will publish this on a "to order" basis and to have xerox copies made only after receipt of requests, as it is impossible to determine how many may be needed. As it is also impossible to obtain a cost of reproduction in advance, it will be necessary to have firm orders in hand before proceeding. The cost should not exceed \$10.00 each. Any member wanting a copy should send a check for this amount to the editor before Mar. 1, and copies in that case can be mailed, with any refund, prior to Mar. 20, 1976.

HARRY PULFER'S NAME PLATE CHARTS AVAILABLE through SAH.

This chart showing photos of 554 rare name plate, emblems and makers plates from cars and trucks 1901 to the thirties makes an interesting piece for a wall in your office, den, bedroom or automotive history hideaway. Mailed flat in six sections, measures about 19" by 30" when assembled. Sales of this item benefit the SAH treasury. \$5.35 postpaid from Fred Roe, 837 Winter St., Holliston, MA 01746

The Mail Bag

From: John A Gunnell, 27 Franklin Ave., Staten Island, N.Y. 10301:

I would like to thank the Society for the warm welcome to the organization and for each publication I receive. These newsletters and magazines are full of rare and interesting facts. But mostly I would like to thank the SAH for giving the young and aspiring historian a place to turn to. I first heard about SAH from Terry Boyce who works for **Old Cars**, when I wrote to ask him where one turns into to get "into" the history of old cars. I'd like to thank Terry for steering me toward SAH because this certainly is the place I was looking for. While I am presently a part-time or spare-time historian, I am working on two long-range projects which are:

- (1) The history of Oakland and Pontiac.
- (2) Information on the BURROWES automobile.

I have a sizable collection of research on PONTIAC/OAKLAND but next to nothing on the BURROWES, one of which exists on Staten Island. I would like to hear from other Society members who are willing to share or exchange information on these subjects.

From Hayden Shepley:

The Mystery Car for March is **not** a ROCKWELL cab. It is one of the sixty-five 16 hp DARRACQs built for use in New York City. There is a photo of it on page 49 of **Classic Cars and Antiques** by H.W. Bowman & R.J. Gottlieb, Motor Trend, 1953.

(Editor: Mr. Shepley is correct, that is, if the reference can be accepted as correct, as the two photos appear to be of the same vehicle.)

THE POUGHKEEPSIE SEER

by Nathaniel T. Dawes

Andrew Jackson Davis, born in 1826, was employed at Matthew Vassar's brewery in Poughkeepsie, New York at the age of fourteen. Davis was able to relate of visions he had while in a somnambulistic state and was often hypnotized by a local tailor named William Livingston to induce such states. Davis soon developed his ability to include self-hypnosis. By 1848 he was a noted lecturer and author, whose predictions were quite succinct and accurate. By 1861 he organized a "Progressive Children's Lyceum" thus anticipating the later use of the word progressive in education by some one hundred years.

In 1856, one year prior to the first recorded production of petroleum products and only 6 years after oil had first been taken from the ground, he predicted:

"There will be carriages and traveling saloons on country roads, sans horses, sans steam, sans any visible motive power, moving with greater speed and comfort than at present. Carriages will be moved by a strange and beautiful and simple admixture of aqueous and atmospheric gases - so easily condensed, so simply ignited, and so imparted by a machine somewhat resembling our engines, as to be entirely concealed and managed between the forward wheels...

The first requisite for these land-locomotives will be good roads... upon which you may travel with great rapidity."

Davis was revered in the Hudson Valley and his prophecies are usually included in histories of the area. The above item is contained on pp. 268-269 of "Blithe Dutchess" by Henry Noble McCracken, pub. Hastings House, N.Y., 1958.


LIST OF ELECTRIC VEHICLE MANUFACTURES

Organized by George Tesar

From George Tesar, 746 East Main St., Madison, Wisc. 53715

Below is the latest list of firms selling and manufacturing electric cars. The Elcar Corporation is selling cars manufactured by Zagato in Italy. The remaining firms are all manufacturing electric cars, although some are converting conventional autos. The Otis Elevator Company is uncertain, from what I understand, what their future contribution to the electric car industry will be.

The February 1975 issue of the **Electric Vehicle News*** lists the following manufacturers of electric vehicles:



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Firms located in the United States:

1. Autodynamics, Inc.
2 Barnard Street
Marblehead, Ma. 01945
Tel: 617-631-8500
2. B & Z Electric Car
1418 West 17th Street
Long Beach, Ca. 90813
Tel: 213-436-2419
3. Braunlich-Roessle
Box 2831
Pittsburgh, Pa. 15230
Tel: 412-471-6995
4. Club Car, Inc.
P.O. Box 897
Augusta, Ga. 30903
Tel: 404-798-8687
5. Elcar Corporation
2118 By-Pass Road
Elkhart, In. 46514
Tel: 219-262-2951
6. Electric Fuel Propulsion Corp.
Robbins Executive Park East
2191 Elliott Avenue
Troy, Mi. 48084
Tel: 313-588-0250
7. Electric Vehicle Associates, Inc.
6374 Fry Road
Brook Park, Oh. 44142
Tel: 216-826-3412
8. Elektra Associates, Inc.
1674 Merrill Drive, #12
San Jose, Ca. 95124
Tel:
9. Hellectric
5919 La Jolla Hermosa Avenue
La Jolla, Ca. 92037
Tel: 714-459-8974
10. McKee Engineering Corporation
411 West Colfax Street
Palatine, Il. 60067
Tel: 312-358-6773
12. Otis Elevator Co.
Special Vehicle Division
P.O. Box 8600
Stockton, CA 95208
Tel: 209-948-2751
13. Petro-Electric Motors, Ltd.
342 Madison Avenue
New York, NY 10017
Tel: 212-986-3173
14. Power-Ped, Inc.
2100 East Admiral Drive
Virginia Beach, VA 23451
Tel: 804-481-6897
15. Sebring-Vanguard, Inc.
P.O. Box 1963
Sebring, FL 33870
Tel: 813-385-5116
16. Stuart Elektrowagon
1900 West Main Street
Ionia, MI 48846
Tel: 616-527-9220

17. C. H. Waterman Industries
White Pond Road
Athol, MA 01331
Tel: 617-249-6801

Firms located outside of the United States:

1. Daihatsu Kogyo Co., Inc.
1-1 Daihatsu Cho
Ikeda City
Osaka
Japan
2. Enfield Automotive Ltd.
Somerton Works
Newport Road
Cowes, Isle of Wight
England
Tel: Cowes 5511
3. Evelec S.A.
Rue de la Pepiniere 41
Bruxelles 1000
Belgium
4. Gurgel Industria e Comercio de Vehiculos Ltda.
San Avenida do Cursino 2499
Sao Paulo S.P.
BraZIL

Brazil
5. Monark-Crescent AB
Fack 43200
Verberg
Sweden
6. Nissan Motor Co., Ltd.
1, Natsushima-Cho
Yokosuka
Japan
7. NV Carelec-SA
Roosveld
Landen B-3400
Belgium
Tel: 011-882911
8. SAEV
Sonex Recording Studio
Epsom Road, Stirling
East London
South Africa
9. Spykstaal B.V.
P. O. Box 9
Spijkenisse
Netherlands
Tel: 0 1880 12266
10. Teilhol Electricque
Societe des Etablissements Teilhol
63120 Courpiere
France
11. Toyo-Kogyo Co., Ltd.
6047 Fuch-Machi
Aki-Gun
Hiroshima
Japan
12. Urbanina S P A
56029, S Croce Sull'
Arno (Pisa)
Italy
13. Voiture Electronique
31 Rue Chardon-Lagache
Paris 16
France

Book Reviews

Some Unusual Engines, by LJK Setright. 138 pages, 7½" x 10." Illustrated: more than 70 selected by Michael Worthington-Williams Mechanical Engineering Publications, Penthouse 1, 15 W. 55th St., New York, N.Y. 10019. \$13.50 (Printed and published in England)

This work is based upon a symposium conducted by the Institution of Mechanical Engineers held in Dec. 1971. It covers a wide range of internal combustion engines without being highly technical. For those who are interested, as is the writer, in the evolution of the ic engine, the heart of the automobile, this work will be of value and interest. Mr. Setright is an excellent writer which makes the book anything but dull. On the opening page is found the following pertinent comment: "Unfortunately it is one of the perversities of historians that they will more aggressively dispute matters of fact than they will matters of opinion. It appeals more to them more to be categorical about who was first with rotary valves, say, or opposed pistons than to pontificate on the desirability of such features."

A later chapter entitled "Engines With Unusual Valve Apparatus" begins "The spring-loaded cam-operated poppet valve is a hideous contraption." This is a typical and succinct remark which makes this book anything but run-of-the-mill. It is only disappointing in that its title is correct inasmuch as it treats of only **some** of the many unusual engines for autos and for aircraft. I wish there was more to come. **GMN**

Bugatti, Thoroughbreds From Molsheim, by Pierre Dumont. 7 x 9 11/16, 520 pages; 500 photos; 24 full-color plates. Pub. by Motorbooks International, 3501 Hennepin Ave., Minneapolis, Minn. 55408. \$45.00

This is a sumptuous book containing something at least, on every aspect of Bugatti and E.B. Reproduced are parts of early catalogs, sketches by E.B. as well as road tests and more recent gatherings of Bugatti aficionados. The color plates by the author are excellent and nearly up to the standard set by John Peckham. This book is an excellent example of typography, and is a **must** for Bugatti enthusiasts. However, for those who do not require everything in print about this outstanding marque, H.G. Conway's **Bugatti - le pur-sang des automobiles**, is a better choice at less than half the price. **GMN**

The Aerodynamics of Sports & Competition Cars, ed. by Bernard Pershing. 8½ x 11, 266 p., 247 photos, 108 graphs, charts and drawings; soft bound. Motorbooks International, Minneapolis, Minn. \$27.50

This highly technical book includes eighteen papers presented at the second symposium of the American Institute of Aeronautics & Astronautics held in Los Angeles, May 11, 1974. These papers range from a historical survey of speed attempts on the Bonneville Salt Flats to wind tunnel tests on reduced drag on truck-trailer combinations. In between are articles on "spoilers" by Porsche engineers and one on the drag effect of tires.

This is not a book for the mildly interested, nor for those who are unfamiliar with the significance of Reynold's Number. However, with the current and continuing emphasis on fuel efficiency, the aerodynamics of future cars will be of greater importance than in the past. **GMN**

Rowe Motor History: 1908-1925, by Donald J. Summar. Published in **Journal of the Lancaster County Historical Society**, Vol. 79, No.2, Easter 1975, pages 43-130. \$1.50; Lancaster, Pa. 17603.

This very scholarly and complete account occupies the entire issue of this journal, and includes many photographs of personnel as well as products of Rowe. Notes and references covers the last eleven pages of this treatise. There are all too many articles on automotive history which neglect this important aspect of making a complete piece of work.

Trucks and their history do not seem to have taken by the public, nor by scholars as seriously as the same aspects of passenger autos, but the social and economic effects of trucks cannot be less than that of the automobile. For these reasons, the study of truck history is bound to become more important to the overall historical background of motor vehicles. Here, in one small magazine at a very reasonable price is an excellent example of how such histories should be done, and this is undoubtedly the most complete history of a less well-known marque which has yet been written. This represents the research of several years, and Donald Summar is to be congratulated on his accomplishment. **GMN**

Members In Print

From David L. Lewis, Professor of Business History, Univ. of Mich., Ann Arbor, Mich.:

In response to a recent **Newsletter** request that SAH members let you know about books coming along, may I mention that my book, **The Public Image of Henry Ford: An American Hero and His Company**, will be published in December by the Wayne State University Press, Detroit, Mich. 48202. The book will be priced at about \$20.....

New Members

We extend a most cordial welcome to all our new members. One or more of these new members may be located in an area where a present member of the SAH resides. Why not call or visit the new people in your area and extend a personal welcome? Longlasting and mutually beneficial friendships between our members have often resulted from just such beginnings. Friendly assistance works both ways and mutual interests help to cement these relationships.

M.J. Banfield
Iden Grange, Cranbrook Road
Staplehurst, Kent
England

William E. Bomgardner
501 W. Governor Road
Hershey, Pa. 17033

Bruce L. Earlin
107 E. Ann St.
Milford, Pa. 18337

Col. E.W. Haefner [ret.]
962 Lakeside Court
Grand Junction, Co. 81501

James R. Koltz
132 Franklin St.
Poughkeepsie, N.Y. 12601

J.F.J. Kuipers
Kleiburg 709,
Amsterdam, Bijlmermeer 1125
Holland

David Mayhugh
8130 Wellington Rd.
Manassas, Va. 22110

James S. Perrin
2041 Willowick Drive
Columbus, Oh. 43229

Donald R. Peterson
9401 Roberts Dr. #1-P
Atlanta, Ga. 30338

Richard J. Sagall
1914 Summit St.
Columbus, Oh. 43201

Ray Anthony Sullivan
2840 La Fora Court
Vienna, Va. 22180

Neil Thorburn
118 Forts Ferry Rd.
Latham, N.Y. 12110

Frederick Z. Tycher
7270 Baxtershire
Dallas, Tx. 75230

James H. Valentine
P.O. Box 2596
Culver City, Ca. 90230

Patricia E. Chappell
2401 Shellpot Drive
Wilmington, DE. 19803

Stanley W. Liszka Jr.
605 5th Ave., South
St. Cloud, MN. 56301

James K. Wagner
1 Waynewood Court
Dearborn, MI. 48124

President's Paragraphs

Trendsetters

I had a visit the other evening from Charlie Marshall, who's a new member and who's seriously considering bringing out a series of cast metal miniatures (cars) for collectors. Charlie works in Palo Alto for one of the big electronics companies.

Charlie and I talked about what the series should consist of, and he mentioned that he'd like it to reflect the truly important, influential production cars throughout automotive history: the trendsetters.

I suspect that most people interested in the history of the automobile have formulated personal lists, either mental or written, of what they consider autodom's most significant, most influential cars. I know I have, but the trouble with my list is that it's all-American. And I realize that any number of imported cars (e.g. VW) have had tremendous impact on the U.S. auto industry, not to mention the world industry.

In making up my list, I've tried to include only those cars that genuinely influenced the domestic auto industry in a major way. Some influenced the thinking of engineers; others had their impact on stylists (designers); still others captured the public fancy in some extraordinary way. These cars, then, were copied or imitated to a great extent, leading others in notable trends.

Without meaning to sound presumptuous, here are the 32 cars that I consider major U.S. industry trendsetters:

- 1) Duryea--first commercial automaker.
- 2) 1902 Oldsmobile--mass production.
- 3) 1908 Cadillac--parts interchangeability; DeWar trophy.
- 3) 1909-27 Ford--trend toward good inexpensive cars.
- 5) 1912 Cadillac--self-starter.
- 6) 1920 Duesenberg--hydraulic brakes.
- 7) 1927 LaSalle--the styled corporate car.
- 8) 1928-31 Ford--durability at a low price.
- 9) 1929 Chevrolet--6-cylinder engine in low price field.
- 10) 1932 Graham--integrated styling.
- 11) 1932 Ford--monobloc V-8 in low price field.
- 12) 1933 Pierce-Arrow Silver Arrow--envelope body.
- 13) 1934 GM lines--independent front suspension.
- 14) 1934 Chrysler Airflow--passenger seating, boulevard ride, attempt at true streamlining, semi-unit body, overdrive, curved windshield.
- 15) 1936 Cord--styling.
- 16) 1939 Oldsmobile--successful automatic transmission.
- 17) 1940 Nash 600--pioneer unitized body.
- 18) 1940 Packard--successful production air conditioning.
- 19) 1940 Bantam Jeep--off-road vehicle.
- 20) 1941 Lincoln Continental--styling.
- 21) 1947 Studebaker--styling.
- 22) 1948 Hudson--unit body with perimeter frame, dropped floor.
- 23) 1948 Cadillac--tailfins.
- 24) 1949 Cadillac--lightweight ohv V-8.
- 25) 1949 Plymouth--successful non-wooden station wagon.
- 26) 1951 Chrysler--hemi V-8 spurs horsepower race.
- 27) 1953 Studebaker Starliner--styling.
- 28) 1953 Corvette--fiberglass production body.
- 29) 1955 Chrysler 300--pioneer muscle car.
- 30) 1955 Chevrolet--lightweight V-8 engine.
- 31) 1965 Ford Mustang--ponycar concept.
- 32) 1966 Oldsmobile Toronado--successful fwd in a large American car.

Not everyone will agree, I know. So I believe it might be interesting to receive similar lists from SAH members. You needn't limit your choices to American production makes as I have--please feel free to include experimentals, foreign makes, racing cars, etc.

I know Charlie will be interested in your lists, too, because they'll influence his miniatures. And I'll be curious to see whether there's a consensus within the Society. Please send me your lists at Box 7607, Stockton, Calif. 95207. I'd like to tabulate your opinions and give a report in a future issue. **Michael Lamm**