



ORAL HISTORY FOR THE S.A.H. RESEARCHER Terry B. Dunham

It has been interesting for me to note that the S.A.H. is promoting Oral History as a group objective. I have been interested in the Buick automobile for many years now and for about the last six years I have traveled the country with a tape recorder interviewing anyone who could shed light on Buick's past years. During the course of these interviews I have learned much which may be of assistance to others who are interested in starting in the same direction.

First, and I can not stress this enough, I have found that it is false economy to purchase a cheap discount house type of recording tape. On one of the first interviews I completed I was using a cheap tape from a local drug store and much to my dismay when I got home I found nearly half the interview had been ruined by faulty tape material. I now use the higher quality tapes such as Scotch or Memorex exclusively and have never had a failure.

Choosing a tape recorder sounds like an easy thing to do but there are some basics which should not be overlooked. First, if you plan to be serious about oral history interviews, take the time to consider one of the better quality cassette machines and be prepared to spend \$40-\$50. Again, name brands can be an indication of quality but look carefully for features that will make interviewing easiest for you.

A recorder that will operate on both batteries and 110 volts is a must. I have completed interviews on front porches, under trees, and by the shores of lakes. Had I not had the benefit of battery operation these interviews could not have been completed.

Another feature to look for on a machine you are going to use is an automatic tape stop device. This feature simply makes the recorder control buttons jump up to a neutral position when the tape you are recording on has come to the end of the cassette. This signals you that more tape is needed to complete the interview or that you must switch to the other side of the cassette. This feature is one of the finest you can have, virtually another must. I hate to think how many times a tape has run out on an earlier machine I was using while important information was being given. It seems to be some kind of unwritten law that makes it happen that way. The tape runs out, the interviewer does not realize it, and information is lost or the memory must be relied upon. This feature also lets the interviewer concentrate on the interview and what is being said. The interviewer does not have to wonder if the tape is near its end or has already run out. The machine will tell you when it needs attention.

A tape footage counter, found on some of the better machines, can also be a big assist. This lets you spot areas of the interview you want to listen to later with much less effort than the hunt and listen method.

A microphone with an on and off switch to stop and start recording by remote control is another fine thing to have. Some machines come with a built in microphone which is fine, unless you want to use your machine to take notes while involved in a research project. The microphone with control button then becomes essential. Simply hold it in your hand while reading and activate it when you wish to dictate a note. I use a Sears Solid State recorder with all the features mentioned above and it works out very well.

Preparation prior to an interview will go a long way toward making the interview a successful one. I organize my materials such as tape recorder, tapes, extension cord, list of questions to ask, notes, etc. in a brief case. This not only keeps things neat it keeps them where you can immediately find them. A smart thing to do is to carry plenty of spare cassettes (I normally use 60 or 90 minute tapes depending on

how long I think the interview will last) and a set of extra batteries in your brief case with the machine. Getting stuck with low batteries and no power available can be another situation to avoid.

Mike Lamm has had plenty of experience interviewing over the phone with a tape recorder and mentioned this in an S.A.H. Newsletter awhile back. This requires another accessory for your machine, one that can normally be purchased from Radio Shack or an electronic accessory supplier. But again you must be prepared. Thoroughly test and check out the installation before you attempt to do any phone interviewing. I have seen recorders where the set up would work fine but **ONLY ON BATTERY POWER FOR THE RECORDER!** Apparently the 110volt ac line set up a field around the machine and the result was a totally unintelligible hum when the tape was played back. The phone company may have something to say about the law concerning recording over the telephone too. It might pay you to check with local officials.

Whenever I interview I always take the time to review some of the historical details from the period of history he or she was involved in. Then I jot down some questions to get the interview rolling and then check them off when they have been answered. Many people have never been interviewed before and it sometimes takes a few moments of asking leading questions to get them going.

One final thing. Be prepared for anything during the interview. I have had people become emotional and cry while remembering painful details from the past. Other times I have had confidential information revealed that took place years & years ago. If the person being interviewed asks that the information remain confidential assure them that it will be. If you later find it is essential to use the information write or call and ask permission stating your reasons why. Most will cooperate to the fullest.

Interviewing those connected with the past years of Buick has been a great deal of fun for me and a great source of personal satisfaction and information. Prepare yourself properly and you will find it one of the most rewarding sources of information in the hobby.

"TOOLS OF THE TRADE:" A SEQUEL

by Richard M. Langworth

Apropos Mike Lamm's excellent piece on "Tools of the Trade" (October newsletter), I'm prompted to suggest another indispensable reference which is happily available cheap — the **NADA Official Used Car Guide** (Eastern and Western Divisions), and the **Red Book Used Car Market Report**. I have four copies on my desk spanning the years from 1945-65, and they are nearly worn out. Pre-war, I think **Branham's Guides** and the **Handbook of Automobiles** serve a similar purpose. The latter, I think, are still available in reprint form from Clymer Publications.

The best postwar version is probably NADA prior to 1960, which is illustrated with good black and white art and complete with identifying data which makes it easy to decipher models and years. **Red Book** has a special blue paper section entitled "Specifications and Characteristics," which is really even more thorough than the NADA printed descriptions. Almost all editions contain sections on foreign cars, either separately or in alphabetical order. You can span the entire postwar period by buying a book from circa 1950, 1958, 1965 and as far up as you want to go.

What particularly recommends these inexpensive little manuals to the historian is their uncanny accuracy. Rarely does one encounter mistakes — models listed, for example,

that never made it into production. Somehow the publishers were extremely effective in maintaining accuracy, moreso in fact than many latter day marque histories. Here are some remarks I made in reviewing these books in an early issue of **The Milestone Car:**

What's in a **Red Book** or **NADA Guide**? Plenty: the model number and name of each car offered by each maker in each year, together with original factory delivered price, options and their prices, very complete engine, transmission, suspension and chassis specs and dimensions, and even original tire sizes. There's much in the **M.C.S. Directory** concerning individual vehicles that was compiled directly from these publications.

Very often, through serial number spans given in the books, you can determine the model year production for a given make or model, simply by subtraction. Or a book can supplement your research to arrive at the same data with other references.

For instance, when researching my book, "Last Onslaught on Detroit," I knew that Kaiser-Frazer had built 131 Frazer Manhattan convertibles in 1951. Every industry annual from **Ward's to Automotive News** carries convertible production figures by make. Since the Manhattan was Frazer's only convertible, they all agreed on 131. But how many Manhattan **hardtops** were there? Nobody knew. Finally Bill Tilden, who collaborated on the book, came up with the figure 152 — merely by subtracting the known 131 converts from the NADA figure of 283 Manhattans in the serial number span. **NADA's Guide** provided the latter, which ran from F516-001001 to -001283. We also found the actual production of 1953 Kaiser Dragons by subtracting the serial span. NADA gave us the extremities, K530-001001 to -002277, i.e., 1277 Dragons in all.

The **Red Book** and **NADA Guide** are also interesting in their resale price figures. For instance, in the last chapter of my K-F book I was searching for documentation on the poor price retention of used Kaisers versus comparable models. With the help of a **Red Book**, I was able to point out that in 1955, a \$2200. 1954 Kaiser Special was averaging only \$1000 retail, while the comparably priced Pontiac Catalina had depreciated to only \$1700. Or, if you want to illustrate Studebaker's ironic difficulties with their Starliner hardtops, you can find that 1953 Chevrolet Bel Air hardtops were down to only \$1795 (from \$1967 new) a year later, while Starliners were down to \$1795 and had sold for \$2374 new.

The **Guide** and **Red Book** can provide you with hours of absorbing study, and the best part about them is that they are common and therefore inexpensive. About \$2-3 is the present cost, and that's the highest you should have to give.

Other desk top miscellany which I'd add to Mike's list are Nick Georgano's (that name again!) "Encyclopedia of Motor Sport," perhaps the single most valuable tool for the racing historian. Although not quite as comprehensive as Nick's unbelievable "Encyclopedia of Motorcars," it's one of the handiest volumes on its subject. Following a 40 page entry on the organization of motor sport, the book is divided into three main sections: courses, drivers and cars. Driver

biographies are fascinating and well done, and as with his better known encyclopedia, Nick has maintained an incredible level of accuracy for such a huge production.

Next I'd recommend "The American Car Since 1775." If you don't have this one already the time is ripe: Classic Motorbooks has it on sale for \$8.95, which is the lowest price I've seen yet. Aside from scholarly treatises on the birth and development of the American car in the 18th and 19th centuries, this work contains the late Frank Snyder's and others' fine compilation of American cars born and unborn, which Stan Yost has noted is "the" basis for further research on a list of marques. The main reason I keep the 1775 book on hand, however, are the calendar year production figures on pages 138-143 — at a glance they'll tell you where a particular make stood, relative to the industry, in any given year, and allow you to trace a path of success or failure for the top 16-20 makes of American cars — very handy background for a marque history.

If your work involves British cars, you might consider "The Complete Catalogue of British Cars," sold at \$15.95 by Motorbooks. This includes useful tables of specifications and performance, but be forewarned — many English historians have registered dismay at the degree of inaccuracy in both the text and the tables. Anything more than passing references should be verified by contemporary sources or Georgano.

This isn't exactly a desk top book, but it has to be one of the bargains in information per dollar around: the "History of the Brooklands Motor Course" by Bill Boddy, editor of **Motor Sport**. This was published some time ago, originally in several small volumes, but you can still get the thick, 300,000 word tome from Classic Motorbooks here or Connoisseur Carbooks in the UK, the price being \$9.50. The specifications of this book are monumental: 368 pages set in 8 point type, 293 illustrations, 300,000 words. That's about 315 words for every cent! This is certainly the standard work on the first closed road circuit, and Boddy records the results of every single race from 1907 through 1940. It isn't the kind of book you'll sit down to read in an evening or even a month, but it is a fantastic reference if you're interested in British motor sport.

Aside from Webster, Roget and the World Almanac, that covers my own particular desk top. What's on yours?

Dick Langworth

THEN, AND NOW.

William J. Lewis

A good SAH member never lets his research drop with only a partial answer. Referring back to the Mystery Car shown in SAH newsletter #37 and my identification of that car reported in Newsletter #39, I have since found this additional information.

We had established that the mystery cars body was 1926 Overland and that its chassis was an earlier vintage, independantly sprung, French Sizaire Freres. This episode begins with proof of when and where the mystery photograph was taken.

An illustration appeared on page 1012 of June 10, 1926 Automotive Industries magazine showing the car from another angle but in the same spot as indicated by the ground texture and background foliage in the picture. In this picture, Mr. E.S. Marks and Mr. S.R. Castor of the H.H. Franklin Mfg. Co. are examining the cars "Sizaire Spring Axle." Proof positive of the cars chassis identity.

This event took place at the S.A.E Summer Meeting which was held at French Lick Springs, Indiana in 1926. Perhaps an SAH member who has access to Volume 21 #2, 1926 S.A.E. Transactions or S.A.E. Journal issues of June or July 1926 might find further reference to this subject therein. I would be very interested to hear from any member as to whether or not any reference to this car appeared in these publications.

We have now established the what, when and where and offer the following data as to why this car existed. Automotive Industries, Oct. 22, 1926, page 757 published an item headlined "Overland takes Sizaire License" Datelined; Paris Oct. 15 (by mail) the article reports — "Willys-Overland has taken non-exclusive license to Sizaire Suspension Patents" etc.



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More questions are yet to be answered before the file on this hybrid automobile can be, justifiably closed. Who was directly responsible for it? What, if any, further development might have occurred and what happened to the car itself? This type of in depth chase is, to my thinking what SAH is all about. Somewhere, someone, still alive, knows the details of this unusual hybrid and it is up to us to seek him out and record his knowledge of it.

These two published articles mark the beginning of business dealings between Willys-Overland and Sizaire Freres which ultimately led to the latter's adoption of Willys-Knight's sleeve valved engines in Sizaire cars.

Was Willys-Overland's acquisition of Sizaire suspension patents a cash purchase or merely an option which was never fully exercised? Was Sizaire Freres supply of Willys-Knight engines tied to this deal or was it a separate purchase? How many engines were supplied? Did the mystery car get passed on to some W-O subsidiary and become "re-badged" in an attempt to launch a new make?

There are several partial paragraphs and, indeed, a blank page or two in my dossier of this single hybrid car. I urge members, with any fragments of data or sources of reference to this cars history, to please contact me.

Bill Lewis, Member #59. 600 Kiama St., Anaheim, Ca. 92802

The Mail Bag

From: Hugh Durnford, 128 Percival Ave., Montreal West, Quebec H4X 1T6: Keith Marvin has shamed into writing some comments about Rick Lenz' mention of the RUGBY car built in Canada.

Yes, there was such a beast; no, it wasn't in **Cars of Canada** because we didn't know about it in 1973. Enclosed is a photo of the nameplate from a Canadian RUGBY which is in Australia. The owner is sure his car is a 1929, and suggests it also was built in 1930. He refers, too, to 1926-1927 models, though without indicating where they were built. Durant of Canada exported 5,000 cars in 1926, probably some DURANTS and some RUGBYs since most of the exports would have been to Commonwealth countries where, I gather, the name STAR couldn't be used. No doubt exports grew over the following years because 1926 was the year when Durant of Canada really "took off" under the direction of Roy Kerby. But the RUGBY car was strictly for export: only the DURANT, STAR and, later, the FRONTENAC, were sold in Canada.

The FRONTENAC models line up like this: E 6-18, based on the US-built DURANT 619, introduced in August 1931; Model 670, an updated E 6-18, introduced in February

1932; Model 6-85, based on the DE VAUX, introduced in May 1932 and referred to at different times as a 1932 model, or the first 1933. Models C-400 and C-600, based on the CONTINENTAL, introduced in January 1933. The Ace 6, apparently a deluxe CONTINENTAL based on the last DE VAUX, was imported only. Production ended during 1933. It is my guess that Roy Kerby, a proud nationalist, had great plans for the FRONTENAC but they never came close to fruition because of the depression.

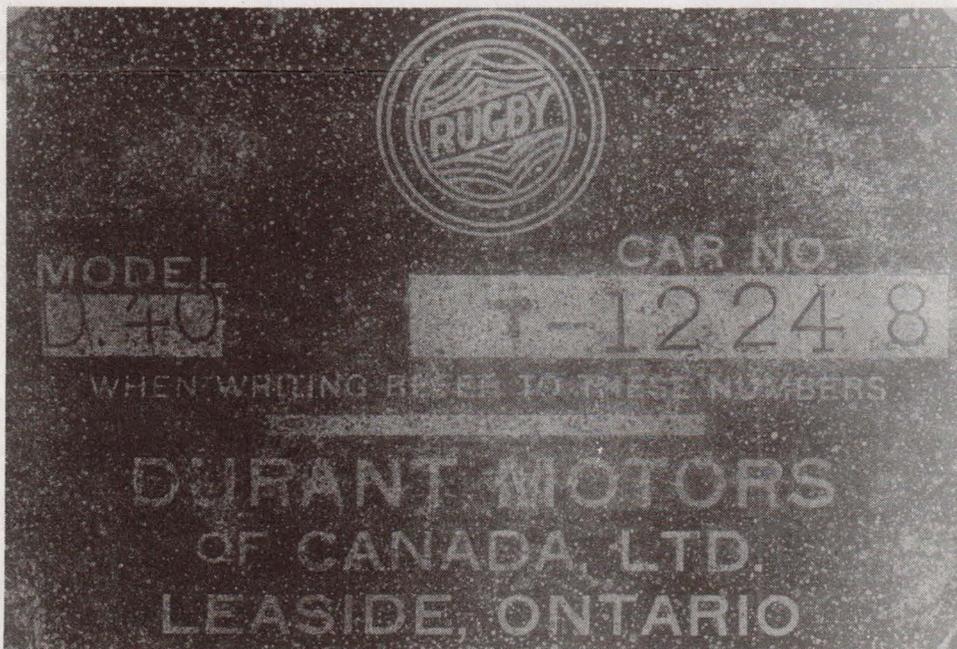
(Note by Ed.: The 1932 edition of Branham's shows that Durant built automobiles at Leaside, Toton Toronto at least as early as 1925. The serial numbers for this Canadian plant were prefixed with a T (for Toronto). For 1930, serial numbers for the DURANT Model 40 at Leaside, are given as "T-12,000 and up." The serial number plate from the Australian RUGBY shows Model D-40 and "Car No. T-12248." This indicates that DURANT and RUGBY were intermixed so far as numbering is concerned. It is also apparent, assuming Branham's is correct, that the RUGBY under consideration is a 1930 model, although it may have been built late in 1929.

Furthermore, the trademark for the RUGBY passenger car differs from the RUGBY trucks built by DURANT in Lansing, Mich. A nameplate from a RUGBY truck is shown as No. 20 in Plate 11 of Harry Pulfer's **Manual for Old Car Restorers and Collectors.**)

From David Glass, 5950 Wilson Blvd., Arlington, Virginia 22205. In September 1975 I initiated a research project that hopefully would tell the whole story of automobile manufacturing in Virginia. I began at Arlington County Central Library and was lucky in obtaining the interest of Mrs. Sara Collins, Librarian in charge of the Virginia Collection. Her efforts uncovered a July 1975 issue of The Virginia Magazine of History and Biography, a quarterly publication of the Virginia Historical Society, which revealed that Madison Memorial Library of Madison College, Harrisonburg, Virginia, possessed one copy of "A Historical Study of Automobile Manufacturing In Virginia With a General Survey of Automobile History Throughout The World" — a thesis (131 pages) presented to the Graduate Faculty of Madison College in partial fulfillment of the requirements for the Degree of Master of Arts by John Alton Brown, June 1963.

I borrowed Mr. Brown's thesis via inter-library loan, and found it to be a very thorough job of historical research and reporting, definitely a contribution to American automotive history. His chapters on the KLINE KAR; PIEDMONT and DAWSON automobiles leave very little to be told about those three Virginia produced marques.

In recognition of John Alton Brown's work, Mrs. Collins' research expertise, and for the benefit of automotive historians, I am passing on the above information for



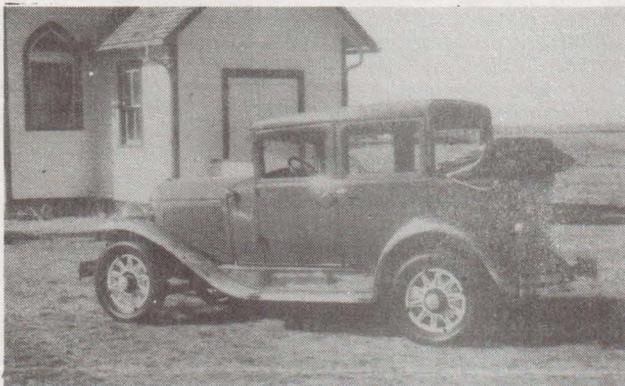
indexing in the SAH Library. Thus far my efforts to ascertain from Madison College Alumni Association records information leading to Mr. Brown's address, for the purpose of commending him, have met with negative results.

When time permits, I intend to continue searching for information on the following old cars, which according to Automobile Quarterly's "The American Car Since 1775" were also made in Virginia: WRIGHT, Norfolk, Va., 1912-13; VIRGINIAN, Lynchburg, Va., 1911-12; COFFEE, Richmond, Va., 1902; COBURN, Norfolk, Va., 1911; AMERICAN, Alexandria, Va., 1904.

From: Charles W. Bishop, 2033 N.E. 32nd Ave., Ft. Lauderdale, Fla. 33305. I wonder why Vernon Vogel wants to duplicate what is already done for researchers in the **Union List of Serials**? Perhaps the SAH might secure permission to excerpt therefrom, copies of the listings of Automobile, Motor and other major title headings related to our interests.

(Editor: Certainly the **Union List of Serials** is an invaluable source for the researcher and this has been used by me on numerous occasions. However, it is my feeling that a more critical listing is needed. The ULS does not cover all such titles pertinent to the automobile, nor does it list all libraries which may have files of these periodicals. It is my opinion that the SAH should expand upon this basic mass of information where possible, to include content as well as some criteria as to completeness of coverage and reliability, frequency of publication, etc. It would be a large undertaking, but would also be of value to the researcher.)

From John A. Gunnell, 27 Franklin Ave., Staten Island, N.Y. 10301. I'm writing concerning the enclosed photo. The picture is of a 1929 Pontiac Landaulet Sedan owned by Mr. Louis Dombowsky of 1127 Clifton Ave., Moose Jaw, Sask., Canada. This is a fairly rare Pontiac, only 3 are known to exist (2 of these in Moose Jaw, Sask.) and Lou is anxious to find out all he can about the car. Therefore, he sent me this photo for the Pontiac — Oakland Club newsletter which I edit.



Miscellany

Back Issues of the Newsletter: It has been discovered that between the Secretary and the Library, the S.A.H. has a fair supply of all back issues of the **Newsletter**, with the exception of Numbers 2, 3. Back issues are available at \$1.00 each, postpaid.

Also available are copies of the reprinted **Motor's Historical Table of the American Motor Car Industry**. For those unfamiliar with this early work, it is of seven pages and traces the manufacturers of passenger and commercial vehicles from 1895 to 1909. This was authored by Charles E. Duryea and lists 639 manufacturers alphabetically, along with acquisitions, changes in name, date of beginning and ending where applicable. This has been found to be of considerable importance in tracing of these early manufacturers. It is quite accurate. Copies are available from the S.A.H. Library for \$1.00 each, postpaid.

Once again the S.A.H. Library has received a generous donation from David Ash. This newest lot consists of three cartons of magazines, books and pamphlets. The periodicals of the period 1953-1970, are from the US, GB and even USSR. And again, our thanks are extended to David Ash.

The large number of periodicals now in the Library are being cataloged and this listing will be given in an early issue of the **Newsletter**.

We have a copy of a letter from Major F.W. Crismon of the Aberdeen Proving Grounds asking for photographs of trucks and autos used by the U.S. military in the early 1900's. Major Crismon mentions he is assembling a photographic collection and claims that the period prior to WW I is the weakest in information. He would like to obtain on loan any such photos which can be copied. His address is: P.O. Box B, Aberdeen Proving Ground, MD. 21005.

Walter MacIvain has available reduced-size copies of his Automotive History Chart, reviewed in Newsletter No. 45. The smaller size is 22 in. x 24 in. and is priced at \$3.50 folded or \$5.00 mailed in tube.

A great number of members must remember International Automobile Photos of Minneapolis which even before WW II was an excellent source of photographs of exotic automobiles. It was an active company up to about 1950 then seemed to drop out of sight. This has been taken over by M.S. Brown, Box 313, 2200 Nevada Avenue South, Minneapolis, Minn. 55426. He is mailing a listing of original catalogs and photographs now for sale.

The **New York Times** reports that on Jan. 10, the old Ormand Beach Garage burned. This is the end of the venerable structure which a group of interested historians attempted to preserve early in 1975.

There is to be official acknowledgement by the Society of Automotive Engineers of the S.A.H. This will be in the form of a note in the SAE publication **Automotive Engineering** in Feb.

There has been formed the Shelby American Automobile Club which organization is to preserve and care for the Cobra, Ford GT's and the SUNBEAM Tiger. The Club's address is: 1510 Delaware Ave., Wyomissing, Pa. 19610.

Book Reviews

ROLLS-ROYCE IN AMERICA, by John Webb deCampi. 256 pp., 396 photos, 50 drawings or sketches. Clothbound 7 1/4" x 10". Dalton Watson Ltd., London. Distributed by Motorbooks International, 3501 Hennepin Avenue South, Minneapolis, Minnesota 55408. 1975. \$26.95.

ROLLS-ROYCE IN AMERICA is the fourth volume in the series of Rolls-Royce history published by Dalton Watson, and it is a worthy successor to the other three. As the owner of four Springfield model Rolls at one time or another, I might even be a bit prejudiced in favor of this latest publication.

Rolls-Royce in America is the story of an attempt — successful at times — to market a quality car abroad in the terms of the overseas buyers' preference. The whole idea of Rolls-Royce out of Springfield was to produce a product over here embodying the British superiority with domestic excellence and with an eye to domestic needs and desires.

This was a pie in the sky deal, and for a while it worked. The American Rolls became a highly respected and thoroughly fine symbol of what a good domestic car should be and what it is. Almost immediately, there appeared two camps, the pro-British Rolls-Roycers, and the Springfield rooters and both concerns survived very nicely in their times. True, there is still that camp which vociferously avers that the English model really is the only one — and that the Springfield stepchild is an imposter. There is also the happy breed that maintains, in accordance with erstwhile factory policy, that there never was any real difference — that the twain were the same product. And there is a strong cadre of pro-Springfield aficionados. Which, to my mind, makes the subject far more interesting than many others.

ROLLS-ROYCE IN AMERICA is beautifully conceived and the format is as fine as one could want. Several models of every given body style is shown, both in existing examples of the car and in factory shots, and the oddball bodies — one off or just plain odd coachwork — is shown, too, as well as examples of American coachwork which graced even Rolls-Royce chassis which weren't built on this side of the pond.

The AJS and AMS cars, too, — Rolls-Royce P-II chassis sent to Springfield for reconversion "to meet American road conditions" and fitted with American coachwork — mostly Brewster — are here, although they were assembled after Rolls-Royce production had ceased for good at Springfield, in 1931, after total production of 2,944 American chassis.

But the most interesting aspect of the book, as far as I am concerned, is the roster of the American (and the P-II AMS and AJS cars) production which lists, as far as is possible, each car by serial number, body style, body builder, purchaser with address where available, delivery date and other descriptions where available or noteworthy.

This is a fascinating display of names and addresses which points up a cross section of the socially prominent, the very rich or those to whom accomplishment had been set forth in numerous fields of endeavor. It is like a Blue Book, Social Register and the society page of the old NEW YORK SUN combined. Woodrow Wilson's name crops up. So does Al Jolson's and so does Mack Sennett. Many of the cars survive today. Some of the owners do too.

ROLLS-ROYCE IN AMERICA is the story of a fine motor car which survived in its own right for a dozen years and at the same time served as the representative of the finest of imported motor cars. The make held its own and occupied a prestigious niche in that small category which also included the Pierce-Arrow, Stevens-Duryea, Locomobile, Cadillac V-16 and the Duesenberg. The car had its adherents and it had its detractors and now it has its story, told in complete form as it was in those halcyon days of the 1920s and 1930s. It is a valuable bit of historical nostalgia, a must to the Rolls-Royce and a should-be to any serious automobilist. **Kieth Marvin**

Serial Numbers of the First Fifty Years 1900-1950 by Grace Brigham, Brigham Press, Marietta, Ga. 30061 v + 117 pages, softbound. \$4.00 postpaid.

This is the fifth and much enlarged edition of a very interesting and valuable reference. This compiles in one handy book, the model designations, years and manufacturers' serial numbers. These are listed alphabetically according to make and includes name and location of the manufacturer and dates of beginning and end well as the location of the manufacturers' S/N plate. For each listing, Grace includes references for the information.

Data is given for all the important and most of the lesser makes for a total of 257, for which information is available. Of course, for the makes which in the years before 1910 became orphans, this sort of information is lacking.

It is obvious that this type of information assembly is appreciated by historians as well as those generally interested in early autos, otherwise this could not have gotten into five editions. We hope this will continue to be updated from time to time as further data becomes available. I am certain that Grace will welcome any additional information which members of the SAH may have which will make this even more complete.

This publication is also available from Motorbooks, International and from Crank and Hope Publications. **G.M.N.**

Classified Ad

Need information on pre-1920 BUICKS, and company history. Terry B. Dunham, 1439 W. Paul St., Fresno, Cal. 93705.

S.A.H. Library Catalog

This initial listing consists only of books and excludes those publications considered to be catalogs, pamphlets or periodicals. These are broken down into seven general categories. Within each category, in most cases, there is no attempt to list in any particular order.

I. Annuals

Automobile Almanac 1971, 1974 (David Ash)

INUFA — International Catalog of Commercial Vehicles 1972, 1973, 1974

World — Cars 1972, 1975 (Automobile Club of Italy)

Automobile Review 1969, 1970

II. Biographical

My Life and Work — Henry Ford 1927

Mein Leben und Werk — Henry Ford, Leipsic ca. 1923

Henry Ford and Greenfield Village — W.A. Simonds, N.Y. 1938

Ettore Bugatti — W.F. Bradley Abington, GB 1948

Detroit is My Own Home Town — Malcolm W. Bingay, N.Y. 1946

Automotive Giants of America — B.C. Forbes and O.D. Foster, N.Y. 1926

Excuse My Dust — Bellamy Partridge, N.Y. 1943

The Indomitable Tin Goose — Charles T. Pearson 1974

The Horse & Buggy Doctor — Arthur E. Hertzler N.Y. 1938

The Life of Ted Horn — Russ Catlin 1949

Presidents On Wheels — Herbert R. Collins, Wash. DC 1971

The Carroll Shelby Story — Carroll Shelby, International Motorbooks, 1974

III. Fiction

A Six-Cylinder Courtship — E.S. Field, N.Y. 1907

Five Gallons of Gasoline — Morris B. Wells, N.Y. 1911

No More Gas Nordhoff and Hall, N.Y. 1940

The Car of Destiny — CN & AM Williamson, N.Y. 1907

My Friend the Chauffer — CN & AM Williamson N.Y. 1905

Wheels — Arthur Hailey, N.Y. 1971

IV. Specific Marques (Listed alphabetically)

ALFA-ROMEO:

Alfa-Romeo Milano — Michael Frostick, London 1974

ASTON MARTIN:

GO 1203 — The Aston Martin 1.5 Liter International, 1930 — Dudley Coram
London 1974

AUSTIN:

The Motor For the Million, The Austin Seven — R.J. Wyatt, Newton Abbot

BUGATTI:

Thoroughbreds From Molsheim — Pierre Dumont, Paris 1975

Bugatti "Le pur-sang des automobiles" (3rd ed.) H.G. Conway, Yeovil, England 1974

BUICK:

Buick Cars 1929-1939 — Brookland Books, London 1974

CADILLAC:

Cadillac — Standard of the World — The Complete Seventy-Year History — Maurice D. Hendry, N.Y. 1973

CHRYSLER:

Chrysler Cars 1930-1939 — R.M. Clark, Brookland Books, London, 1975

COBRA:

The Cobra Story — Carroll Shelby, Motorbooks International 1965

CORD:

The Cord Front-Drive — Roger Huntington, Minneapolis 1975

CORVETTE:

Corvette V-8 Owners' Manual — Floyd Clymer Publications

DAIMLER:

The Daimler Tradition — Brian E. Smith, London 1972

FERRARI:

The Ferrari — Gianni Rogliatti, N.Y. 1973

FIAT:

Seventy-Five Years of Fiat 1899-1974, n.d.

HARLEY-DAVIDSON:

Harley-Davidson — Maurice D. Hendry, London

JAGUAR:

The Jaguar Tradition — Michael Frostick, London 1973

JENSEN/HEALEY:

The Jensen Healey Stories — Peter Browning and John Blunsden Croydon, England 1974

MERCEDES-BENZ:

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Members In Print

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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.

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

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From George Tesar, 746 West Main St., Madison, WI 53715:
For sometime I felt that it might be a good idea to organize a regional meeting of the SAH in this area. Members in this area — Wisconsin, northern Illinois, eastern Iowa, and south-eastern Minnesota — may call me if they are interested in meeting in April or May. I will find a place that would be approximately equal-distance from all of us. It will be an informal meeting just to get to know each other. Interested members can reach me in my office (414) 472-4951 or at home (608) 251-4493.