



## Important

The annual SAH summer meeting will be held at the National Automotive History Collection, Detroit Public Library, **July 9 and 10, 1976**. All members are urged to attend! Mark your calendar now.

## President's Paragraphs

One thing that's bothered me a great deal over the years is people throwing away research material, especially photos and records that historians can use.

Often I'll call up some engineer or ex-engineer from one of the auto companies, and in the course of conversation he'll tell me about these marvelous files — keys to the whole topic. I beg him to lend me some of the pictures and records. "Oh," he'll say, "unfortunately I tossed out that box of junk just three weeks ago."

It's always three weeks ago. And it's not just individuals who do the tossing — so do companies.

The only way I can think of to stop this terrible waste is through the SAH, and I've mentioned this before. I feel we have to launch an aggressive, organized, sustained campaign of public-service advertisements placed in publications where automotive management people and retirees will see them. The idea is to have people toss their "junk" our way.

As I write this, John Peckham is finishing up a series of just such ads. I've seen proofs, and I think they're tremendous. John's great professionalism and artistry shine through. That's important, because magazines aren't likely to run free ads for us if they're amateurish.

Free ads? How do we work that?

It's fairly simple. You've probably noticed ads in various publications that say "Advertising Council" down at the bottom. These ads are called "public-service" or "institutional" messages. They're fillers, and they push things like CARE, cancer checkups, the bicentennial, savings bonds, and so on.

What the Ad Council does: It makes up camera-ready ads in various sizes, puts them all in a package, and sends packages to magazine editors all over the country.

Take for example an ad campaign for CARE. An editor — all editors — will receive an envelope containing six different CARE ads, each ad a different size. There's a covering letter that explains that when the editor has a "hole" in his ad pages — an empty space that needs a filler he should drop in the appropriate-sized CARE ad. And that's what the editor does. He holds the package of CARE fillers along with a dozen or so packages of other Ad Council ads, and when a paid ad drops out or a hole pops up, in goes the proper size public-service ad. No money changes hands — he runs these public-service ads for free.

I telephoned the Advertising Council's headquarters in New York last year and asked them if they'd be willing to take on our campaign. They politely declined, saying they deal only with very broad public-interest topics. I respect that, but I figured if they wouldn't do it, we'd do it ourselves.

Now what John Peckham is doing: He's making up three different-sized ads with our message. Our message states, in brief, "Don't throw our those boxes and files of 'junk' — It's exactly what we'd like to preserve. It's precious.

Let us help you place it in publicly accessible institutions. We might even be able to get you tax credit for it."

We'll make up packages of such ads — the three different sizes — and send them to editors of automotive journals of all types: trade and industry magazines, newsstand magazines, and appropriate management magazines. I calculate there might be 100 or so publications in all that ought to get our package — titles like **Automotive Industries, Transportation, Steel, Automotive News, Automotive Engineering**, etc., etc.

And then all we can do is hope that some of these magazines run our ads, that people inside the industry see them, read them, respond, and donate their historical material to public institutions through the SAH. I want to reach retirees as well as people still active in the auto industry.

Now you'll note that we aren't asking people to donate things to the SAH directly. I've queried our board of directors, and we all agree that the SAH shouldn't become another archives or repository for historical material. We can't afford to; we have neither the space, money, nor manpower.

So we'll have to place contributions into institutions that already exist — institutions where the material will eventually be filed, catalogued, and made accessible to historians and the public. We were going to run the names of these institutions in John's ads, but the list soon got so long that we didn't have space.

I sent out questionnaires to about two dozen public institutions in the U.S. and Canada, explaining what we have in mind and asking whether they want to participate in our project. I've gotten back a dozen replies so far, all saying yes, and they're still coming in. We'll publish the list in an upcoming **Newsletter**. Eventually, we'll solicit participation overseas, too.

One more thing. In the ads that John's making up, we have a paragraph that invites potential donors to write us for a free brochure. This brochure, which still needs to be printed, will contain the names and addresses of all participating institutions, so the donor has a choice. More important, the brochure will outline how a person can go about getting tax credits for his donations.

We'll send this brochure, as I say, free to anyone who requests it. And we'll also publish the tax information along with the list of participating institutions here in the **Newsletter**.

If you have questions or suggestions about this ad campaign, please get in touch with me or John Peckham. I'll look forward to exchanging ideas on this and other matters at the national SAH meeting in Detroit on July 9-10.

Remember — this ad campaign **has to be sustained**. It's not a one-shot deal, so if it's even remotely successful in the beginning, I hope we can inject new ideas and approaches into it in the future.

Michael Lamm

## Miscellany

The emblem of the Society contains a representation of Nicholas-Joseph Cugnot's steam vehicle, and the Society awards its annual Cugnot Awards for the best book and article of the preceding year.

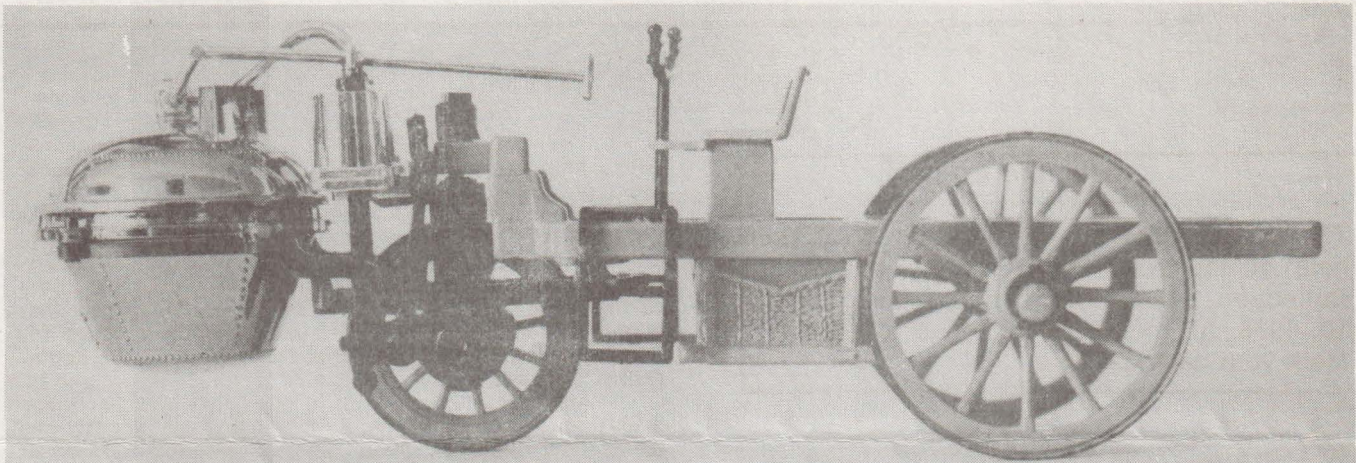
Since Cugnot's name is so much a part of the Society, and almost every member seems to have his or her own way of pronouncing the name, it seemed appropriate to find out

just how to say it properly or, at least, somewhat more so than most of us have in the past.

A French friend informs us that "Cugnot" should be pronounced (only slightly Anglicized) — "Kōōn-yō'."

Now, if we still can't get it perfect, we can at least get it better.

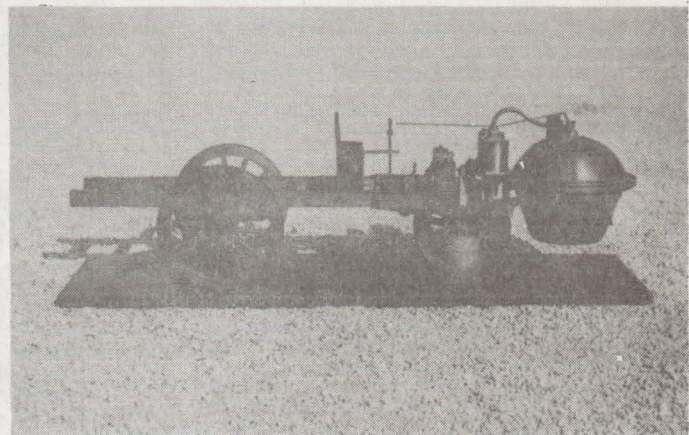
Givens, a recent member of the SAH and Associate Engineering Editor of **Automotive Engineering**, excerpts from our membership brochure were printed under a picture of a "bull-nose" Morris(!) and the heading "Society of Automotive Historians Preserves Material." In addition, the Editorial page



The Cugnot model available through Sinclair's.

Speaking of Cugnot, a very handsome, pre-assembled model of Cugnot's steam wagon is now available from Sinclair's Auto miniatures, 3831 W. 12th St., Erie, Pa. 16505. This model is reproduced in a combination of metal and plastic in realistic shades of tan, brown and black with copper plated boiler and brass cylinders and other parts. Overall length is about 5¼ inches. It is, without a doubt, a very worthwhile item for display or for your collection of other models. The price is \$7.50, plus \$1.00 for handling and shipping. Just ask for the Cugnot Steam Wagon, Brumm X-1, and mention this article.

Austie Clark's post card of Cugnot's steam wagon.



Again, speaking of Cugnot, there's a guy by the name of Henry Austin Clark, Jr., who runs a scrap metal and rubber yard out in Southhampton, Long Island (sometimes referred to as the Long Island Automotive Museum), who also peddles color post cards. Among the several hundred different cards, a complete set of which you should have, is one of a one-sixth scale model of the Cugnot vehicle. These are available individually, or in lots of less than 1000 at \$4.50 per 100, or in lots of more than 1000 at \$3.50 per 100. In smaller quantities, please write to Austie for a complete list of cards and prices. The address is: The Long Island Automotive Museum, Meadow Spring, Glen Cove, N.Y. 11542.

In February the Society received some noteworthy exposure in **Automotive Engineering**, the magazine of the Society of Automotive Engineers. Through the good efforts of Larry

was entirely devoted to a piece entitled "Preserving our Past" by Robert J. Fabian, Editor, which very effectively presented the case for the preservation of corporate material and artifacts for the benefit of future researchers, designers, engineers and historians. Mr. Fabian also brought the SAH to the attention of his readers and reminded them that this year, the bicentennial year, and also the centennial of the Otto cycle engine, was a good time for corporations and their people to begin giving more attention to preservation.

This publicity has brought inquiries about the SAH, its programs and membership requirements almost daily to the membership chairman since its publication, and at this writing more than twenty requests have been answered with sample publications, membership brochures, and in some cases, individual replies. This response from people in the industry can only have a favorable effect on our program in the future.

The Society of  
Automotive  
Historians

NEWSLETTER

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The **SAH NEWSLETTER** is published 10 times a year. G. Marshall Naul, Editor. Editorial Office: Stublyn Road, Route 2, Granville, Ohio 43023.

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Society of Automotive Historians' Officers - 1976	
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**INDEX of SAH NEWSLETTERS**, Issues #1 through #45 (final issue of 1975). 28 sheets (thermocopied one side). Ten divisions: 1 - Announcements & Plans; 2 - Auto Lists, Rosters, Definitions; 3 - Articles on Autos, Companies, History & Industry; 4 - Bibliographies, Book Reports, Sources of Information; 5 - Editorials, President's Paragraphs, Reports; 6 - Historians, Authors & Information Research; 7 - Letters & Information Exchange; 8 - Members & Membership Growth; 9 - SAH Ads & Members' Classified Ads; 10 -

Pictures, Photos & Drawings. Names of contributors and names of letter writers included.  
Index available for \$4.00 Postpaid from:  
R.B. Brigham, P.O. Box 1306, Marietta, Ga. 30061.

Some time ago in Newsletter No. 14 of Nov.-Dec. 1970, our late member Frank Snyder asked for information on the **WOODLAND SPECIAL** built by Woodland Motor Car Co. of Cleveland between 1906 and 1911. Now, thanks to the new book on Cleveland-built autos, "Golden Wheels," there is information on this extremely obscure make. Apparently there were only four **WOODLANDS** built and one or two may have been called **SPECIALS**. These had three-cylinder, two-cycle engines. A photograph of one of these autos is shown on page 123 of "Golden Wheels."

Did the **LA MARNE** of 1920 precede **DUESENBERG** in offering a vertical eight-cylinder engine?

The **COURIER** built in Sandusky and certainly not an honored brand used a Falls-built engine in 1921 which had a dry sump, and a separate oil reservoir. Was this the first US auto with a dry sump, or did all Falls engines use this system. Possibly unique was the use of this oil reservoir in the **COURIER** for lubricating the shackles and several crucial bearings under control of the driver.

It is a difficult problem in philosophy to prove a negative and much has been written in the past **Newsletters** on the "non-existence" of the **SHAD-WYCK**, claimed by some to have been built from 1917 to 1922. On the other hand, what evidence is at hand to show that this brand was actually built?

First, there are published specifications (of which, more later) and published serial numbers and at least one advertisement has been noted. This ad used a faithful copy of a **ROAMER** to depict the purported **SHAD-WYCK**. Stan Yost at one time had a very poor photo of what was claimed to have been a **SHAD-WYCK**. There seems to be no other evidence for the existence of this controversial make. Serial numbers are easily "faked" as can specifications. However, has anyone made an exhaustive search in the more complete archives such as Harrah's and the Long Island Automotive Museum?

As for specifications, there was published complete data for a Model D in 1922. The claims raise even more speculation. Why was it claimed that this used, of all things, a **Duesenberg** engine? Would it not have been just as simple to claim "Own" brand of engine rather than the quite rare **Duesenberg**. Furthermore, the radiator was claimed to have been by **Hooven**, again a very obscure brand. In a replacement listing, it is said the **SHAD-WYCK** used a 14-inch diameter headlight which was the largest listed, as well as 36 candlepower lamps which was by far the brightest of that listing.

Are there existing records for **Duesenberg** Motors which would indicate that such engines were actually sold to **Shadburne Bros.**?

If indeed, the **SHAD-WYCK** was the product of imagination, what was the purpose of such an elaborate hoax? If this was an elaborate hoax, did not **Chilton** and other publishers have means for verifying this sort of information, or was it a product of a gullible age?

Among newly announced makes of US passenger cars if the **WESCOTT** Model A offered by Model A Sales Co. of America, Inc., Portland, Ore. This appears to be the same as the **GLASSIC**. Another example of borrowing an old name, the first being the **ELCAR** electric.

Yet another new one is called **NOLA** made by **Linck Motor Co.** of Metairie, La. (Possibly a more appropriate name for the bayou country would have been **CHLOE!**)

## The Mail Bag

From, **Hugh Durnford**, 128 Percival Ave., Montreal West, Que., H4X 1T6. In response to Stan Yost's very interesting Birmingham-Wright piece in the November **Newsletter**, I am enclosing a photocopy of the Wright entry from **Cars of Canada**, photos of Wright bodies which never saw the light of day.

Of all the people (including former shareholders) I've spoken to about the Wright, none ever saw or heard of even a single completed car. There were apparently two chassis, as shown with Stan Yost's article — the old Birmingham chassis with a Wright emblem on it, and the updated one shown on page 6 of the **Newsletter**. At least one chassis was demonstrated widely around Quebec running over timbers — but to sell shares, not cars. I don't think anyone got rich on the Wright, and it appears to have been a legitimate effort.

Excerpt from: **The Cars of Canada**, Hugh Durnford and Glenn Baechler, Copyright 1973, McClelland and Stewart Ltd., 25 Hollinger Rd., Toronto, Canada. Price \$25.

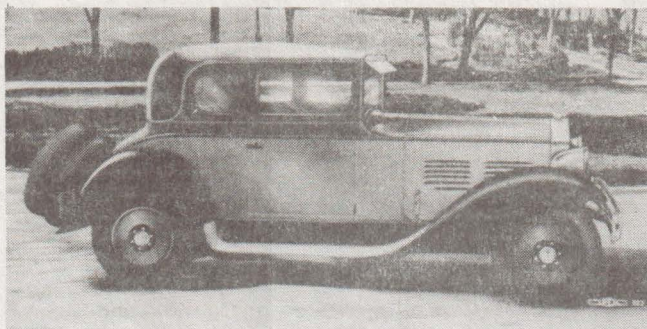
*Wright, 1927-30*

The Wright Flexible Axle car was the final attempt to build a car using the Wright-Fisher independent suspension system. That the Wright-Fisher axle never came into wide use is surprising, for despite what may be said about some of the companies using it, the system itself was tough, simple, cheap, and gave a superb ride. Wright Flexible Axle Motors, Limited, supposed to be the last, 100-per-cent honest attempt, finally had its tenacious efforts crushed by the Great Depression. By the time that was over, independent front-end suspension systems with coil springs were in common use.

Sometime in 1924 James A. Wright—apparently a relation of Benjamin Wright who had guided the engineering company—began to pick up the pieces of the Birmingham and other Wright-Fisher failures, buying all the plans and one car, then moving to Montreal. At pains to prove his good intentions, he joined the Engineering Institute of Canada and, courting support from labour, had all his promotional literature printed in more costly union shops. A trusteeship was set up to handle money that came in, much of it from members of the International Association of Machinists. In April, 1927, Wright Flexible Axle Motors, Limited, was incorporated with a federal charter and authorized capital of \$5 million. The following year a huge factory was acquired in Montreal East with an estimated capacity of 30,000 cars a year and production of axle components begun. There was even an assembly line—though nary a car came down it.

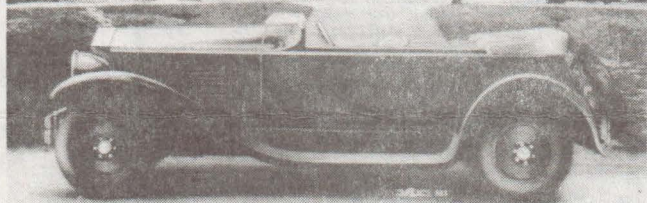
The old Birmingham car, now sporting a Wright emblem and used as a demonstrator as well as to encourage stock sales, would be bought into a town where prospective shareholders lived and driven down the main street over railway ties. It even made a trip to British Columbia. Late in 1929 there was talk of building trucks and buses. In January, 1930, Wright announced arrangements with the newly formed Wright Motor Car Corporation of America to build the Wright in the United States and use the Montreal plant for production of a \$500 light car.

The Depression, however, doomed these already-frail plans. In August, 1930, making a last stab at survival, Wright announced that the Montreal plant would build the **Martin**, an American baby car with a 60-inch wheelbase and rubberized cord suspension, as well as the Wright. The **Martin** was to sell for about \$300 and be exported to Britain as the **Dart**. Unfortunately, the **Martin** never got off the ground in the United States, let alone in Montreal East. By the following year James Wright was out of business and the saga of the Wright-Fisher axle was over.



Wright 2 door coupe, 1933 4 cylinder, \$1,750 U.S. Minimum.

WRIGHT - P.A.B. Motorcar	
Touring car, 4 cylinder	\$1,450
Runabout, 4 cylinder	1,450
Coach sport, 4 cylinder	1,950
Runabout, 4 cylinder	2,000



Hugh Durnford's photos of an artist's concept of the Wright bodies which were never built.

From, Walter S. Seeley, Rd 5 Carlson Rd., Jamestown, N.Y. 14701. I was delighted to learn about the BIRMINGHAM photos which were obtained from Chrysler and displayed in the latest issue of SAH along with Stan Yost's comments. I'd just like to add that a former employee who witnessed the BIRMINGHAM vs PARENTI demonstration related to me that it was staged as Stan indicated. He stated that he saw the Parenti driver reef on the steering wheel and purposely ditch the car. He also stated that when the Parenti was later repaired in the factory, he was ordered to drive it back to Buffalo and leave it at a certain address with no questions asked. Other demonstrations however were not rigged, and the factory wound up with some 18 cars of different makes which were forfeited when they lost the challenge.

The original Challenge by BIRMINGHAM MOTORS was for \$5,000 cash which would be placed in the hands of any local bank by the Company to back up their claim that, "The BIRMINGHAM is the easiest riding car in the United States. That it will go over rough roads faster and with greater ease and comfort than any other car, regardless of price." The company also stated the following: "BIRMINGHAM MOTORS offer an additional \$1,000 in cash that will be GIVEN TO ANY CAR DEALER OR OWNER who will follow the BIRMINGHAM at the same rate of speed over a road constructed by us and designed to test the strength and riding qualities of a car under exceptionally rough conditions. THIS OFFER IS OPEN TO ANY CAR REGARDLESS OF PRICE OR MAKE." The company increased the offer to \$10,000 when they opened a show room in New York City directly opposite the main entrance to the National Automobile Show. Six Birminghams cars bearing pennants with the challenge, were driven up and down the street in front of the entrance of the Show Palace. Not a single one of the 92 companies exhibiting in the show accepted the \$10,000 challenge. The photo on page 5 of November 1975 issue of SAH showing the \$10,000 challenge was taken at the same location shows two BIRMINGHAM tourings in front. This photo was enlarged from microfilm of the JAMESTOWN JOURNAL at that time which accounts for the poor quality. The photo on page 5 of SAH showing the test in Olean, N.Y., was in Stan's BULB HORN article as well as my article in ANTIQUE AUTOMOBILE, and is from the BIRMINGHAM catalogue. Six factory officials are in the photo, three on each side of the car, and my good friend Earl Lindquist who is behind the wheel, was 21 at the time and test drove the car for the company on this and several other occasions.

It has been said that the company was supposedly the victim of greed. Birminghams Motors might well have



Ruins of the original Birminghams factory at Falconer, N.Y.



Pillar of foundation remains of the second site of the uncompleted Birminghams factory, under construction when the company went bankrupt. Located close to the R.R. tracks near factory ruins in Falconer, N.Y. The foundation was nearly 250' x 500'.

succeeded in another area, since they encountered stiff opposition at the outset from local manufacturers who resented the prospect of losing their cheap labor to any industry that promised higher wages. Mayor Carlson who had already served 14 years as Mayor of Jamestown, was running for re-election and had been running large ads in the paper predicting higher wages. The Mayor was convinced that the company would do for Jamestown what Ford had done for Detroit, and when he accepted the position as president of Birminghams Motors he actually refused the salary of \$25,000 per year which was offered. He political enemies who were determined to undermine the success of the company especially with the Mayor as president, spread malicious rumors to retard the progress of the company. They gleefully exploited a defamatory article which had been arranged to appear in the U.S. INVESTOR, a stock market publication. Yet the company continued to flourish and had even begun construction of another plant for their 1923 production. (see photo).

The real crushing blow which led to the demise of the Birminghams was the federal grand jury indictment against

the company officials charging them with use of the mails to defraud. The Jamestown Morning Post, which was politically opposed to Mayor Carlson screeched with the headlines that the mayor had been charged with fraud by the grand jury. The adverse publicity impaired their stock sales and ability to secure any further credit. Bailey of District of Columbia Supreme Court declared the Mayor and 27 others innocent. It was quite obvious to those involved that their enemies had enough influence and power in Washington to bring about the indictment and stalemate it long enough to cripple the Birmingham company beyond all chances of recovery.

It was ironic that the Mayor who was motivated only by a genuine wish to benefit his city and its citizens, unwittingly contributed to the failure of the company, as a prime target of his political enemies. The company was indeed the victim of greed... but not their own.

## PREDICTIONS FROM FURTHER UP THE RIVER by John M. Peckham

Nat Dawes' article in Newsletter #46, on "The Poughkeepsie Seer," Andrew Jackson Davis, brought to mind a couple of attempts to foretell the future in Troy, New York in the early 1800s.

Over the years, Troy has been closely involved with various forms of transportation. Some were successful; some, failures; some, brilliant; and some, hairbrained. The city has been noted for its canal enterprises and its carriage, coach and railroad car manufacturing. In fact, Troy's, Gilbert built, "Celerity" coaches might be said to have "won the West," having carried the majority of the passenger stage traffic over the rugged western terrain. In addition, Don Berkebile, of the Smithsonian Institution, has expressed the opinion that the prototype for the famous Concord coach may have been a Troy built vehicle, and not one from Concord, New Hampshire.

Troy was a loser in 1826, however, when John L. Sullivan proposed building a railroad from Troy to Schenectady, and the local citizens turned the idea down. This would have pre-dated the first commercial railroad in this country by five years. As it was, Troy's rival, Albany, got into the act with Schenectady, and the Mohawk & Hudson railroad started operating its famous "DeWitt Clinton" locomotive on its line between those cities in 1831. That was the same year that someone suggested a canal between Troy and Boston!

Maybe it was because they were poor losers, but by 1832 the editors of two Troy newspapers were already predicting the demise of the railroad.

In October 23, 1832 issue of the *Troy Sentinel* concluding an article concerning William T. James' taking his experimental locomotive to Baltimore, Maryland for trials, Samuel B. Beach, the Editor, made the following prediction:

We cannot dismiss the subject without repeating our conviction that, save in peculiar situations, railroads will, in a very few years, be dispensed with. Good McAdam roads will supercede them; and on such roads we shall have locomotives, with their own train of cars, traversing the country over hill and plain, at an average speed of at least twelve miles an hour. The proof that this can be done is already extant.

Beach also suggested that the City Legislature should not let another season pass without obtaining the authority to build such a road to Schenectady. There is no indication that they ever followed him up on this idea.

In the December 4, 1832 edition of *The Budget*, in the same city, its Editor got his two cents worth into the prophecy business, too. His was a little more imaginative, though.

Commenting on an article about the steam carriage built by Ogle & Sommers in England, he said;

There are greater wonders in store for steam yet to work. Horses and such matters will soon be obsolete. We shall have our fields ploughed by steam — by steam go to mill, market, church — some churches go by steam now, — and such places. We anticipate the time when on the same

day we shall be able to breakfast in Troy — dine on the Rocky Mountains and take tea in Georgia.

It took a lot longer than these gentlemen predicted, and the source of power is different, but the condition of our modern railroads, tandem tractor-trailers, and high speed air transport have pretty much borne them out.

As it was, Troy did not see its first self-propelled road vehicle until Charles F. Mann, a local foundry owner, built a sort of half-track vehicle in 1859, pre-dating the Caterpillar type tractor by about 50 years.

The following year, a self-propelled fire engine, the "Niagara," built by Lee & Larned of New York City, was demonstrated on the streets of Troy. However, it wasn't until late in 1876 that the City actually purchased a self-propelled vehicle, and it, too, was a fire engine. This time, the apparatus was built by the Amoskeag Manufacturing Co. of Manchester, New Hampshire. Unfortunately, Troy's hills proved too much for it and it was returned, six months later, to the factory. In turn, it was then sold to the City of Hartford, Connecticut, where it served successfully until it was replaced by a larger Amoskeag propeller in 1901.

While Troy may not have proved successful, either in the prediction business, nor in the lasting introduction of self-propelled road vehicles, it showed far more genuine interest in such things than many of the major cities in the U.S. Other than that, Troy's excursions in to automobile manufacturing with such ill-fated marques as the Delcar, the Dormandy, the Harvard, and the Hiddley, were never enough to put it on the map as an automotive center, and its place in the automotive history of the United States has become justifiably minute.

## WHAT'S GOING ON AT THE NAHC OF THE DPL

The Detroit Public Library Commission, according to the Minutes of the Annual Meeting of the Friends of the Detroit Public Library, Inc., May 29, 1975, approved the proposal to file the name "National Automotive History Collection" with the U.S. Patent Office, and the Board of Trustees was enlarged to sixteen members with the addition of Les Henry, Curator of Transportation for the Henry Ford Museum, and Don Berkebile, Transportation Curator for the Smithsonian Institution.

The members of the Board are: Lee R. Kollins, Chairman; Don Berkebile; Robert C. Boello; Ralph Burton; John A. Conde (SAH); Joseph H. Karshner; Dr. David L. Lewis (SAH); Clifford Lockwood; William H. O'Brien; Wally Scott; Paul T. Scupholm; Samuel H. Thomas, Jr.; James Wren; Anthony Yanik; Stanley K. Yost (SAH); and James J. Bradley, Curator (SAH).

A fund raising campaign is planned to create an endowment that will accomplish three goals: (a) to move the collection to larger quarters in the Main Library. (b) to provide staff to catalogue incoming materials and provide better service to patrons. (c) to provide funds for acquisition of historical collections and current materials.

The NAHC of the Detroit Public Library is the world's largest archive of automotive materials. Tax revenues are only able to provide \$600 for acquisitions, and there is a desperate need for more staff. The reputation of the Collection is growing, and this has resulted in a great increase in mail and telephone requests for assistance.

In addition, the production of a three-screen movie production on the history of the automobile, highlighting materials in the Collection, which will be used as a fund raising and public relations tool next year, is well under way.

During the past year, the Detroit Public Library granted permission to the SAH to use the address of the National Automotive History Collection as its permanent mailing address, and Jim Bradley has been kept busy forwarding the Society's mail. Needless to say, this valuable service has been very much appreciated.

Society members interested in supporting, or in more information about the Friends of the Detroit Public Library and the National Automotive History Collection, should write to the Secretary, Friends of the Detroit Public Library, 5201 Woodward Avenue, Detroit, Michigan 48202. Donations are tax deductible.

## 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.

**Donald J. Banwarth**  
1915 Clinto Ave., South  
Minneapolis, MN. 55404

**Dr. Robin O. Barnard**  
Beckhams, Chiddingfold  
Surrey GU8 4QA, England

**George Basrance**  
c/o Jose de la Torre SA  
Patriotismo 399 er Piso  
Mexico 18, D.F., Mexico

**Michael A. Butler**  
907 Midway Dr.  
Auburn, In. 46706

**Thomas M. Edfors**  
117 E. North St. Box 44  
Cambridge, Wi. 53523

**Terry Ehrich**  
South Stream Rd.  
Bennington, VT. 05201

**Tom Farver**  
505 Buckhorn Rd.  
Sykesville, MD. 21784

**Bion H. Francis**  
47 Center Road  
Easton, Ct. 06425

**Patrick Fridenson**  
8 Rue St. Herbert  
75011 Paris, France

**Michael Frostick**  
19 Walkerscroft Mead  
London SE21 8LJ, England

**Larry Givens**  
Society of Automotive Engineers  
400 Commonwealth Drive  
Warrendale, PA. 15096

**Doug Johnstone**  
6195 Parry St.  
Brossard, Quebec J4W 1L2  
Canada

**Gary Kulp**  
Blackberry Lane, RD 1, Box 185  
Malvern Pa. 19355

**James M. Laux**  
History Dept.  
University of Cincinnati  
Cincinnati, Oh. 45221

**Bent Mackeprang**  
Solosevej 53  
2820 Gentofte, Denmark

**William F. Murray**  
Dept. 32600 RS 2N  
Volvo Parts Box 404  
S-401 26 Goteborg, Sweden

**James J. McGarvey**  
467 Allwen Drive  
Dayton, Oh. 45406

**Jack Pelzer**  
P.O. Box 978  
North Hollywood, Ca. 91603

**George and Margaret Vitale**  
Box 63, Hawkins Ave.  
Lake Grove, N.Y. 11755

Former members rejoining:

**John B. Rae**  
437 West 11th St.  
Claremont, Ca. 91711

**Harry H. Hastings**  
333 El Cerrito Ave.  
Hillsborough, Ca. 94010

**W.C. Hallenbeck**  
20 Biritz Drive  
St. Louis, Mo. 63137

## Classified Ads

### WANTED:

Back issues of **THE AUTOCAR** (1920-40), **THE MOTOR** (1920-40), **MOTORSPORT** (1925-40), **THE BROOKLANDS GAZETTE** [1924-25], **THE PACKARD** (1909-18) and **THE PACKARD MAGAZINE** (1921-31). Loose copies or bound volumes. Also want prewar Triumph literature. All for research, not random collecting. Buy, or trade for miscellaneous postwar literature and/or 1930 LaSalle deluxe color catalogue and some prewar Packard lit. **Dick Langworth, 'Dragonwyck,' Hopewell, N.J. 08525.**

### WANTED:

Photos showing racing cars, pits, personalities, etc., at the Atlanta 2-mile Motordrome during events held there in November 1909, May 1910 and November 1910. **C.L. Betts, 2105 Stackhouse, Yardley, Pa. 19067.**

### WANTED:

Information about the **General Vehicle Co.** of Long Island City, N.Y. which manufactured **Gnome** aviation engines in 1916-1918. Am working on history of **LOCOMOBILE** of Bridgeport and am particularly interested in the steam period. **James M. Laux, Department of History, University of Cincinnati, Cincinnati, Ohio 45221.**

## CUGNOT AWARD NOMINATIONS

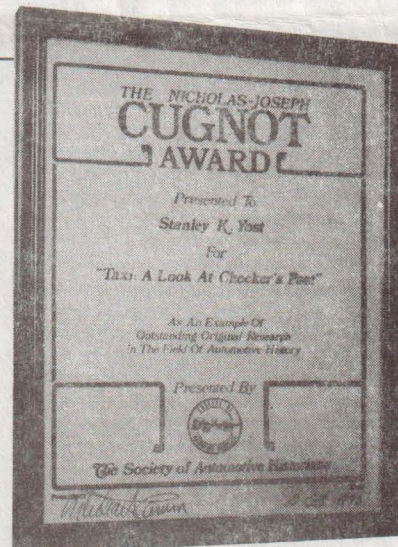
We invite your Cugnot Award nominations anytime. Please send your nominations to:

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.



Photograph of the framed Cugnot Award certificate.