



NEWSLETTER

The Society of Automotive Historians INC.

Issue No. 61

February 1979

REPORT OF OCTOBER BOARD OF DIRECTORS MEETING

A meeting of Directors, Officers and Committee Chairmen was held Thursday, Oct. 5, 1978, at the Palm Motel in Palmyra, Pa. Those present were:

Howard Applegate	David Lewis
Menno Duerksen	W.F. Robinson
John Peckham	James Bradley
John Conde	Charles Betts
David Brownell	

President Howard Applegate presided and called the meeting to order at 7:30 p.m.

The Secretary reported that while the Society had lost 48 members due to attrition, it had enrolled 111 new members during the year for a net gain of 22%.

As a result of a petition that had been signed by 10 members in good standing, the Board approved the elevation of Founder Members Richard and Grace Brigham and G. Marshall Naul to the status of Honorary Members beginning Jan. 1, 1979.

Reporting for the Nominating Committee, John Peckham announced the election of the following Officers and Directors for terms beginning Jan. 1, 1979:

President	Frank Robinson
Vice President	David Brownell
Secretary	Charles Betts
Treasurer	Howard Applegate
Directors	Fred Roe, Lois Watson Walter Haessner

Reporting for the awards committee, James Bradley announced the following 1977 Cugnot Award winners:

Tito Anselmi	<u>Isotta-Fraschini</u> (book)
Beverly Rae Kimes	<u>The Nash Story</u> (magazine)

The possibility of offering additional awards was shelved for further discussion at the Feb. meeting.

Howard Applegate and Charles Betts each read letters received from Walter Hassner presenting a proposed resolution regarding plagiarism. The Board voted that this matter be turned over to the Professional Standards Committee to report back at the February meeting.

Charles Betts read a letter from Michael Frostick regarding the formation of a British Chapter. Due to the fact that Betts had received no reply from G.N. Georgano requesting that he act as Director pro tem, acceptance of the proposed British Chapter was shelved for action at the Feb. meeting. Inasmuch as Detroit is the hub of the U.S. auto industry and many members reside in that

vicinity, it was voted that Michael Davis, Lee Kollins and George Hanley be requested to hold a meeting with the purpose of forming a Detroit Chapter.

It was pointed out that the frequency of publication of the NEWSLETTER could not be changed without an amendment to the By-Laws. With regard to the AUTOMOTIVE HISTORY REVIEW, discussion centered around its contents and lack of contributions from members.

Howard Applegate reported that James Bradley had visited Marshall Naul and had selected material for the National Automotive History Collection. The remainder has been sent to Louis Helverson who is now in the process of selecting material for the Automobile Reference Collection. If any further action is necessary, it will be discussed at the Board meeting in February.

It was decided to re-issue the SAH Brochure and Membership Application form with minor revisions. William Jackson will be given an order for 5,000 copies to be printed and sent to the secretary.

Howard Applegate stated that, with Fred Roe's consent, he would assume the responsibility of issuing the Membership Roster early next year. In the meantime, it was voted to issue an interim directory, made up essentially of members' address labels, which would include a questionnaire and a SSAE.

Due to the fact that previous proposals for changes in the By-Laws have not been implemented these and other revisions will be studied by the By-Laws Committee for presentation at the February meeting.

It was agreed that an Investment Committee be appointed to handle our endowment fund. In addition to himself, Howard Applegate appointed David Lewis, John Martin Smith and Frank Robinson, to serve on this new committee.

Howard Applegate pointed out that as of Jan. 1, 1979, two new members would have to be elected to the board to fill the vacancies caused by Frank Robinson and David Brownell being elected officers. It was decided this action would be taken up at the February meeting.

It was decided that the February Board meeting would be held at the Benjamin Franklin Hotel in Philadelphia, Pa., the same week as the Annual Meeting of the Antique Automobile Club of America (probably Friday, Feb. 9, 1979).

The meeting was adjourned at 10:30 pm.

Respectfully submitted,
Charles Betts

PRESIDENT'S PARAGRAPHS

Someone has said that the publications are the link between most members and the SAH. These periodic remarks are intended as a part of the chain of communication. It should be a two way street with this being an effort to keep the membership informed and the members responding.

Two significant steps have been taken in 1977. President Applegate created the Professional Standards Committee. This puts SAH on record on the sticky subject of misuse of material. That committee has worked on guidelines for proper acknowledgement and credit of sources and will act on complaints.

The second step was the affirmative reaction at the Annual Meeting to the proposal that SAH undertake a series of bibliographies. With the accumulated research the members have undertaken over many years the project has great possibilities for the mutual help which is one of our major purposes and will allow us to offer something of value to other students.

The Pioneer and Canadian Chapters are thriving. The British members are considering forming a chapter. There is talk of a Detroit chapter which seems an excellent idea and it is hoped people will step forward. Dick Brigham, one of our co-founders, wants to hear from those interested in a southeastern chapter.

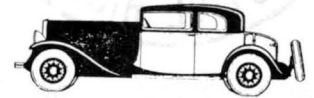
Oral History is another topic of conversation where support for the committee has been lacking. Doug Bakken says that the Ford Archives might host a training seminar on oral history. Let's hear from those interested. Michigan must bulge with subjects. Send the names, addresses, and background of persons worthy of being interviewed. Drafting questions in advance with others can be helpful here.

Voluntary organizations are as effective as the people who give their time and effort. The early members have worked long and hard; we need their experience and counsel but they deserve some rest. Existing committees will remain intact in the interest of continuity but there is plenty of room for members willing to help.

Anyone interested in a committee assignment should write to the president, who also will welcome expressions of opinion from members.

W.F. Robinson

Editor's Notes



The response to the new "Research Column" has been encouraging, if you want to be listed let me know. We do need articles for the Newsletter, very few have been sent in; it is YOUR publication, all donations are gladly accepted! This issue was a lot easier to do for me, mainly through the generosity of George & Margaret Vitale, who contributed an electric typewriter, for the editor's use. I can use it as long as I am editor of this publication. It has been a tremendous help and I want to thank them very much. If you do submit an article, you can make it a bit easier for me also by typing it on an electric typewriter, and keeping your text in columns of no more than 48 spaces wide. This will save me a tremendous amount of time.

Walt Gosden

MILESTONE TOUR OF BRITAIN OPEN TO SAH MEMBERS

There will be a visit to Aston Martin, Jaguar, M.G., Mulliner Park Ward, & Beaulieu. Basing plans on experience hosting UK club tours in 1977 and 1978, Barbara and Richard Langworth are arranging first-rate hotels. All meals, admissions, gratuities and transport are included in a double-occupancy price of \$950 per person for 10 days. Also, members may book their return flight for any day they wish -- at tour's end or later.

The Tour leaves Boston's Logan Airport on a British Airways jet on Friday, September 7, 1979 to return Sunday, September 15th; if for 12 days the tour returns Tuesday, September 17th. The first stop will be at Beaulieu, the timing to coincide with the Autojumble -- "England's Hershey" - a huge flea market of cars, parts, literature etc. It will be on to the M.G. factory next with a stay at the famous Whately Hall Hotel; a tour of the Jaguar factory is also scheduled while staying in this vicinity. The last three nights will be spent in London, with stops at Aston Martin and Mulliner Park Ward on the way to London.

Also being considered is a 12-day tour for \$125 extra per person, anyone pre-registering will be asked their choice and the majority will decide. The value for the money, as a club sponsored event is unbeatable ---up to 40% less than comparable commercial tours. Further details from: Dragonwyck Pub. Ltd., Box 385, Con-toocook, N.H. 03229. Telephone during business hours, eastern standard time. 603-746-5606.



**The Society of
Automotive
Historians**

NEWSLETTER

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SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1979

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Book Reviews

The American Car of 1921, as pictured and described by MOTOR AGE. 10 13/16" x 8 7/16". 63 pp. Softbound. Profusely illustrated. Edited by Richard B. Brigham and printed by the Brigham Press, Marietta, Ga., 30061. 1978. \$6.95

For those who have a special interest in American automobiles of the early 20's and who, for one reason or another, don't have the valuable and well illustrated rundown of some 119 of them exhibited at the 21st annual N.Y. Automobile Show, this book is a must!

That American motorists were car conscious goes without saying as any peruser of these pages may swiftly determine. Aside from the most impossible to obtain show numbers of MoToR for this period, this collection of automobile pictures and brief descriptions is one of the outstanding works of contemporary coverage in the field. The trouble is that there were just so many Jan. 27th 1921 issues of MOTOR AGE printed and of the comparative few surviving copies, there are zillions more automobile collectors, historians, researchers, and the like who neither can locate a dog-eared copy of this gem nor afford the wherewithal asked of an owner willing to sell a copy.

Dick Brigham has, by reprinting these pages, done a yeoman service to all those who have sought or are seeking same and doubtless would merit a paean of praise to the countless unborn who will fall into line in this common interest.

Scads of cars are shown, in all 119 makes save three -- Brewster, Harroun, and Harvard -- by from one to seven models. In addition the blurb assigned to each marque tells the reader something about the car, its components, prices and body styles available. The collection is a joy both to lovers of the commonplace and the obscure for folded in amongst the prosaic Buick, Pierce-Arrow, Ford and Studebaker are such elusive cars as Bour-Davis, Meteor, Premocar and Tulsa. There are a handful of exceptions - for example the American Rolls-Royce is conspicuous by its absence -- but taken by and large here we have a fairly representative selection of the metal rolling stock plying the lanes and turnpikes of 1921 in just about every shape, size, color, body style and price.

THE AMERICAN CAR OF 1921 is a valuable reference source but it goes far beyond that. It can be read and re-read with relish, affording its buyer and owner countless hours of pleasure. You will never regret the purchase of this book. The content is terrific, the price is right.

Keith Marvin

Trucks, An Illustrated History, 1896-1920; G. N. Georgano and Carlo Demand, Lusanne, Edita S.A., 1978. 9" x 11 3/4", 120 pp. Color and b & w, no index, hardbound. \$24.95.

As with any book that comes out of Edita, this one appears to be considerably overpriced. That is not to say that it is difficult to understand why it is an expensive book, or that some may feel it is worth the price, but that it gives the outward appearance of offering little substantive material in comparison to the overall cost to the buyer.

In spite of the fact that Demand produced about 170 black and white illustrations and 30 color ones, 120 pages for \$25 seems excessive, and Georgano's brief though enlightening, text and captions don't come across as a wealth of information.

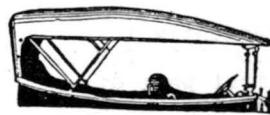
Georgano's text is easy to read, although I would hardly classify it as a "History" of trucks from 1896 to 1920, but it might qualify as a "synopsis". In the 26 chapters, covering 21 makes, eight are American, six English, four German, three Italian, three Swiss, and two French. If that doesn't add up to 26, it's because some receive double chapters or two are covered in one. In spite of the seemingly pro-American flavor of this list, there is little or no mention of either the Autocar XXI or the Ford "TT", nor one of my favorites, the Packard.

A small but annoying item is Nick's use of an apparently British form of reference when he writes of GMC Reliance and GMC Chevrolet. It was either a GMC or a Reliance, or to stretch it a bit, a Reliance/GMC, but a Chevrolet was never a GMC, or vice versa.

Carlo Demand's color art neither has the brilliance nor the general "snap" to make it really exciting. The detailing seems to be there, but the illustrations are rather bland. His black and white drawings fare much better, being one of the finest techniques of line and air-brush work I have seen. I only wish more of us (myself included) could do the job as well. The only problem with an artist turning out so many b & w drawings is that important details can be missed in the rush. Where are the rear portion of the rear springs on the 1921 International and the 1912 Rapid? And where is the top of the radiator on the 1912 Reo?

I would not suggest that this book be bought sight-unseen. For some, its price may seem worth it. For many, it will be a waste of money.

JMP



LETTERS

From Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89431: I would like to amplify member Robert O. Snouffer's statement in the last Newsletter that publishers, and authors have a responsibility to maintain a high degree of accuracy when publishing historical works and think that members should submit lists of known errors and corrections for the benefit of other members. Errors are never intentional but there are so many ways for them to happen that only knowledgeable proof readers are going to catch most of them. I would like to start off with-

Great American Woodies & Wagons - Crestline Pub.
Page 5 - 1906 Reo - the car is a c. 1912 Reo with an early 1920's body.

Page 22 the 1924 Dodge is either a 1925 or 1926 Dodge Brothers.

Page 27 Both 1927 Dodges are later (possibly 1930)

Page 29 the 1928 Chevrolet is a 1927 Chevrolet.

Page 30 the 1929 Buick is a 1925 or 1926 Dodge Bros.

Page 31 the 1930 Chevrolet is a 1928 Chevrolet.

That's the first 31 pages - there may be more that I didn't catch, and there are 287 more pages I have not gotten into.

Another book with photo caption errors that should be corrected is:

The American Car Since 1775 - Automobile Quarterly

- Page 114 the 1902 Cadillac is a 1903
" " the 1902 Franklin is a 1903
" " the 1903 Brush is a 1911
Page 116 the 1908 Brush is a 1910
" " the 1909 Hupmobile is a 1911
Page 117 the 1912 Studebaker is a 1913
" " the 1914 Dodge is a 1915 Dodge Brother
Page 120 the 1926 Erskine is a 1927
Page 121 the 1928 Plymouth is a 1929
Page 122 the 1930 Star is a British car and out of place in this section of a book about American cars.
Page 125 the 1939 Studebaker Champion is a 1940
Page 166 the 1921 Rickenbacker coupe is a 1926 Rickenbacker Super Sport (see ATJ 2/26) One of these cars survives in Harrah's Automobile Collection.
Page 168 I believe the 1925 Locomobile is a 1924
Page 171 Did Packard use these type of headlamps in 1928?

And again there may be more - these are what I have caught using the book almost daily. Mr. Snuffer is also correct in that these books are referred to like they were bibles by many hobbyists and historians.

We cannot eliminate all errors but let's bring them up for our mutual benefit, and with out any malice.

There are several makes of cars that seem to inevitably get into print with the incorrect name. One of them is the LEON RUBAY which has turned up as RUBAY, on occasion. I have just examined the sole survivor, the emblem at the top of the enclosed ad is the radiator emblem. Enclosed company ads, and sales brochure all specify LEON RUBAY. The hubcaps on the car read R with "the Rubay Company" around half the perimeter and "Cleveland, Ohio" around the other half. The R is also cast on both sides of the valve cover. A miniature emblem is in the instrument cluster.

Another is the LONG DISTANCE, frequently incorrectly referred to as the U.S. LONG DIDTANCE. Enclosed are the copies of the first page of both a 1902 and a 1903 factory catalog which is quite specific. Also the words LONG DISTANCE are cast into the left side of the engine block in 1903.

Perhaps this type of documentation will be more accepted than words pre se.

Knowing your appreciation of quality and style, I am confident, in presenting to you in the pages of this book, the Léon Rubay Voitures de Ville, that you will be interested not only in the unique mechanical design but also in the purpose back of that design.

Throughout my fifteen years of experience in designing and building custom bodies, I have witnessed a growing demand in this country for a small, highest quality car, appropriate for town use. Heretofore, American manufacturers have never combined highest quality with the small economical chassis and smart, graceful body lines of which only small proportions are capable.

This type has been procurable in foreign built chassis, but the excessive cost has been prohibitive to all but a few.

It is our aim to include in the Léon Rubay the best advantages of the European Voitures de Ville and to adapt them to the American needs.

Léon Rubay
CLEVELAND

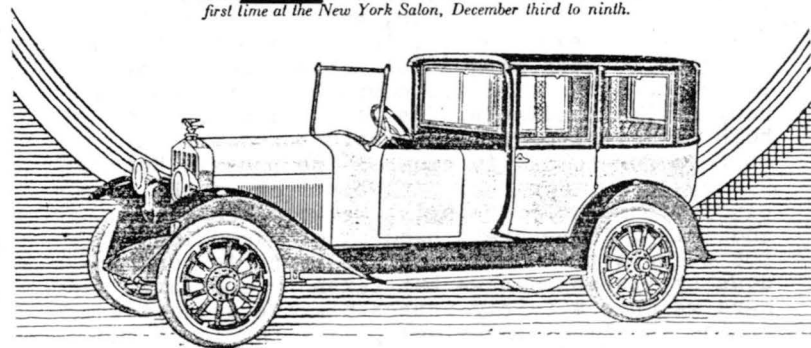


Introducing

THE LÉON RUBAY Voitures de Ville

*Brougham Coupe Cabriolet
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The Léon Rubay Voitures de Ville will be exhibited for the first time at the New York Salon, December third to ninth.



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The speed gear is so arranged that on the slow speed gear the steepest hill can be climbed, and when the high speed gear is put into action all gears cease to revolve and motor is coupled direct to the rear wheels.

(Editor's Note: I have received a number of comments from SAH members regarding G. Marshall Naul's item in Newsletter #59 on the Mass. Registration list. rather than print them all, I asked Marshall Naul to comment, since many of the letters made similar comments)

From G. Marshall Naul, 534 Stublyn Road, Rt. 2, Granville, Ohio 43023 : In regards to the Mass. Registration list; when I transcribed the article from hand scribble to type, I inadvertently omitted an important and qualifying phrase:

This survey does not pretend to be complete as it would be a massive task to separate all the data into individual makes.

This explains why, with a few exceptions, so many of the common makes are not listed. However, those listed are complete. There are two makes which got left out of the listing: Marmon 16, Moline 6. One of the more uncommon makes on the list which may need some comment on is the Watch City, which was a steamer built in Waltham, Mass. in 1903-04. By the way, the title of the list is Numerical List of Automobiles Registered in Massachusetts published by Auto List Publishing Co., 6 Beacon St. Boston. This is undated but copyrighted 1907.

From Ron Nicoson, Prof. of Advertising, School of Communications; Ithaca College, Ithaca, N.Y. This is my first year as a member of the SAH, and I have found members and the newsletter to be very helpful.

From Floyd G. Harden, 5875 N. Berry, Westland, Michigan 48185 : I thought you may get a chuckle out of this little paper I have enclosed. It is put out every week for the employees at Cadillac Motor Car Division. Now don't you think they would use an antique Caddy instead of a you know what. (Editor's Note: the paper sent named "The Conveyer" is a one sheet flyer with the Cadillac crest in the upper left corner, this being the Holiday edition. The lead off caption stated "Greetings and Best Wishes for the Holiday Season" and was accompanied by an illustration of Santa behind the wheel of a circa 1910 automobile with tree in the rear seat etc. The car is a Model T Ford! Also there was an informative article in the same publication by Mr. Jack Jeffery explaining the terms used by engineers. Some of it is reproduced below.)

Front Wheel Drive - A street in Bloomfield Hills

Disc Brake - Lower back problem

Independent Rear Suspension - Usually found in groups of three, as in "E" bodies and Charlie's Angels.

Lockup Clutch - A new anti-theft device

Rack and Pinion - a new punk rock singing group

From Haden Shepley, Box 171, Toughkenamon, Pa.: Please note the following additions and corrections to my book "Automobiles Built in Essex County, Mass." : Under contents, add the following:

Carriage Mach. Co.	1900	Amesbury
Amesbury Auto. Co.	1900	Amesbury
Worthen Electric	1899	Amesbury
Little & Congdon	1900	Amesbury
Locke Steamer	1900	Salem

On page 10 in the last sentence describing the Philbrick, change the word music to Buick. Noyes Buick was a large company having several locations around metropolitan Boston until 1942.

On page 23, the 1900 Thomson twin engine is actually the 1898 4 cylinder steamer described at the top of page 22.

On page 44 concerning the Upton, change the year 1904 to 1905. As the Upton was only built in Pa. by a different company in 1905 to 1907, I presume the Beverly which was listed in the business directories as manufacturing automobiles through 1907 probably had the same specs. as in 1904 and might have been left over 1904 models.

Page 58, change each name "Dusenberg" to Detroit Special.

From: Elliot Kahn, 58 Verbena St. Clearwater Beach, Florida 33515 : In regard to the Mystery Photo of the El Dorado Coach submitted by J. H. Valentine in issue #60. The El Dorado brand buses were products of the Motor Transit companies own shops, using a Buda engine, and some basic parts similar to the White of the period. They were apparently built from the early 1920's until 1930 when the firm was sold by its owner O. R. Fuller to Greyhound (Pacific Greyhound that is). Going to Mr. Valentine's continued list of Los Angeles area brands of motor vehicles; Leach-Biltwell, started building cars in 1919 and continued until 1923. As for Pendell, indications are the Pendell truck was still on the market in 1928. Trojan built its first truck in 1937 and was in fact pictured in a 1938 issue of MOTOR magazine. Moreland trucks were also in Burbank making trucks into 1941, and in business long afterward, as a truck dealer and service outlet. Crown, still a maker of fire trucks, school and special trucks in L.A. dates 1903 when they made farmwagons, and made their first school bus bodies in 1915. The firm also made airplanes in the twenties. I don't recall seeing the firm listed by Mr. Valentine. As I said before, much of what Mr. Valentine reports is among the most interesting material that has appeared in the newsletter of late.

While I did not answer any of the others directly, like Mr. Snouffer, I get very upset with new books that enter the market often bearing fairly hefty price tags at times, and containing a pack of misinformation and errors. Many periodicals do the same thing, some are chronic offenders, who almost never retract or correct any of their errors. Perhaps in some things a difference of a date by a single year does not mean all that much, but in our field of interest, it can mean a great deal. If this is "knit picking", then I am very much a knit picker.

General Motors divisions continue to make errors in dating material in their current sales material, just as they did with Buick and Pontiac recently. The current 1979 folders for the GMC truck states that they are builders of "quality trucks since 1918". Now what did they build before that? Junk? No doubt someone in the P.R. office has confused Chevrolet trucks with that of GMC, for the first Chevy trucks, factory built were 1918 models, but not so GMC, which dated its first so marked vehicles to 1911.

It seems to me, too often are members of the SAH so involved in looking up material of long ago, that they forget to even try to tabulate today's material all of which will be tomorrows history. Ask the adverage SAH member today about the OEME or the TAYLOR-DUNN, or perhaps the LAHER; or the VANGARD; or maybe the WESTCOTT (made in Portland, Oregon); how about the MINA, or the LORAIN, and I dare say that in 99 cases out of a 100, SAH members will give you a blank stare, and not even know such units are made today, or were in the past few years. Some like Lorain have been made since 1939 for example and still are being made. The Mohrs dates,back over ten years. How many members can name a motor vehicle assembled in Wyoming or New Mexico for example? I know darn few who are recording such facts at all, but instead they are recording data about a lone manufacturer who went out of the motor vehicle business forty or more years ago.

From Ken Browning, P.O. Box 543, Tillsonburg Ontario, Canada N4G 4J1 :Having just received issue #60 of the SAH Newsletter, I was disturbed to find no attempt at evaluating Rich Taylor's book "Modern Classics" in your (WEG)review. The following is an examination of the two-and-a-half pages devoted to Lamborghini as an example:

- 1) Photo caption page 322 "the 1964 Lamborghini 400 GT by Touring" - this should be " the 1968 Lamborghini Islero 400 GT by Marazzi"
- 2) "there's even a semi-legendary story behind the founding of Lamborghini, but it's a good tale nonetheless" -- In my opinion the following story is embellished with fantasy.
- 3) "he had a 330 GTC Ferrari...this was in 1961." -The 330GTC was introduced in Geneva in the spring of 1966.
- 4) " the first Lamborghini was..." - He goes on to describe the 350GT ny Touring. The first Lamborghini was the 350GTV designed by Scaglione and built by Sargiotto (one made).
- 5) "Quad headlights in little pods..." - referring to the 350GT, but the oblong lights of the 350GT were first replaced by Quad headlights in the 1966 400GT.
- 6) "about 500 of the early GT's (250 of them were 400 GT's)..." - the "History of Lamborghini says 378 and 247.
- 7) "By 1966, when Lamborghini had Ing. Dallara start work on his new Miura..." - The prototype Miura chassis was displayed in 1965 at the Turin show.
- 8) "the Miura is easily the most flamboyant body ever drawn by Giorgetto Giugiaro" - While Giugiaro started the Miura project, it was brought to completion by Marcello Gandini after Giugiaro left Bertone (late 1965). The Miura can not be thought of as a product of Giugiaro alone.

A skimming of the rest of the book indicates that this is probably typical. I would advise automotive historians to steer clear of this book. It should not serve as a reference source in my opinion.

I realize printing this would probably mess up your relationship with Scribner's, in regards to receiving review copies, but I wanted to get it off my chest.

David L. Lewis has been named chairman of the Professional Standards Committee, and Walter Haessner, Richard Langworth, and Jack Triplett, have been added to the present committee members: Douglas Bakken, Michael Lamm, and Tom Warth. Inquiries to that committee should be addressed to Mr. Lewis at: 2588 Hawthorn Rd. Ann Arbor, MI.

The Professional Standards Committee is conscious of the importance of its task to deal with the problem of misuse of another's work published or otherwise. It is essential for the Society to set and maintain standards and inform the membership. There have been disturbing signs of a trend toward laxness perhaps coincident with the increase in the amount of material published on automotive history.

The two functions of the committee, educational and disciplinary, were expressed at the 1978 Annual Meeting by David L. Lewis and Douglas A. Bakken.

Briefly the committee has reached the following conclusions. The general custom of citation of authority and acknowledgement of sources used in the learned professions should be followed. Turabin's manual on the subject is recommended. The direct use of previously published material shall be in quotation marks. Where use is made of original ideas or research the originator should be mentioned. This calls for common sense and courtesy. If a particular fact appears in only one source or obviously stems from only one, it is clear signal that credit should be given.

The guidelines are courtesy and fairness to those whose creative thought, energy, skill, or luck is being used. What is or is not an infringement of copyright is not the only test of what members have a right to expect.

As to enforcement, complaints will be referred to the committee. If preliminary review indicates the need, the committee will inform the parties, request further information and explanation, and submit its evaluation to the president and board. These proceedings will be conducted in confidence as in the case of the other professional organizations.

The committee is ready to help members with advice. The committee will also welcome comment and suggestions. The problems of crediting in the case of photographs and drawings have not yet been resolved.

A matter has been referred by the president. The chairman took no part in this because of close friendship with one of the parties. A final determination had not been made by the committee at the time this report was prepared.

PIONEER REGION NEWS

The last meeting of the SAH Pioneer Region was held in Hudson, N.Y. at the home of Fred and Betty Soule. Our hosts served up lots of cake and coffee while a tour of Fred's library and garage was enjoyed. The business meeting was conducted while we ate lunch at a local restaurant. Nominations and elections were held, and the new officers for 1979 are:

Director: Nat Dawes, Poughkeepsie, N.Y.
Vice-Director: Fred Soule, Hudson, N.Y.
Treasurer: Fred Roe, Holliston, Mass.
Secretary: Margaret Vitale, Lake Grove, N. Y.

There were a total of 18 people in attendance including Lois Watson and her brother from Canada, Lois is the Director for the Canadian Region of the SAH.

Nat Dawes is looking into some name plates for the region. A report of progress will be given at the February meeting. Lois Watson and John Peckham brought up the subject of a joint project for two regions. They suggested a bibliography be compiled and published. We look forward to further information at the February meeting. A tour of the Fireman's Museum in Hudson was enjoyed by most members after lunch. There was a very nice write up with pictures in the local Hudson newspaper of our meeting and tour of the museum courtesy of Fred Soule.

The next meeting of the Pioneer Region, SAH, will be FRIDAY EVENING, FEB. 9, 1979; in PHILADELPHIA at the BEN FRANKLIN HOTEL at 8:00 P.M. in the Gosden, Vitale Suite.

Respectfully submitted: Mararet M. Vitale

THERE WILL BE A FIRST AT THE AACA ANNUAL MEETING, IN PHILADELPHIA, PA.; AT THE BEN FRANKLIN HOTEL ON FEB. 10th, 1979. A SEMINAR ON AUTOMOTIVE HISTORY RESEARCH WILL BE HELD. HENRY AUSTIN CLARK JR. IS THE CO-ORDINATOR AND WILL HAVE A PANEL OF HISTORIANS TO COMPLIMENT HIS VAST KNOWLEDGE OF THE SUBJECT. PLAN TO ATTEND A MOST INFORMATIVE SESSION.

Classified Ads

WANTED: Factory literature and other information on Continental 12K and 14K engines. R. E. Riegel Jr., Box 58, Rockland, Delaware 19732

Wanted: Parts, or parts car, and any literature for a 1936 Baimler E20 Six, plus correspondence with any owner of such a car. Floyd G. Harden, 5875 North Berry, Westland, MI 48185.

WANTED: Any automobile film advertisements intended for television; particularly those from the late 40's and entire 50's. Will buy or duplicate and return your original immediately. Ron Nicoson, School of Communications; Ithaca College, Ithaca, New York 14850.

WANTED: MoToR show issues: any before 1905, 1918, 1919, 1921, 1923, 1929, 1931, 1936, 1937, 1939; also want MoToR magazines monthly issues from 1920 to 1926, Motor Life and Motor Age from the early 20's. **Will Trade:** MoToR magazines (12 issues for 1905), ATJ's from the 1920's, catalogs and folders 1930 to 1960, magazine ads, some books, and miscellaneous magazines about cars. Gilbert Bureau, 1540 Bernard West (25), Outremont/Montreal, H2V 1W8 Quebec, Canada.

TRADE: Thousands of magazine ads, all different makes 1900 - 1970's; many Packard ads. Want to trade for any Packard ads I don't already have in my collection. Robert Zimmerman, 365 St. Leger Ave., Akron, Ohio 44305.

WANTED: Commercial vehicle periodicals from 1906 thru 1966 for research library. Also need truck catalogs and 8 x 10 photos from 1900-1950. Can trade some automobile material for the items I need. John Montville, 8 Mockingbird Lane, Poughkeepsie, N.Y. 12601

FOR SALE OR TRADE: Good run of Motor World magazine 1915 thru 1925, not complete but several hundred issues with a few duplicates. Will sell as a lot or trade for certain truck magazines 1906 thru 1966. John Montville, 8 Mockingbird Lane Poughkeepsie, N.Y. 12601

Research Column

Willard J. Prentice, 2419 Chetwood Circle, Timonium, Md. 21093: Collecting information on automobiles manufactured in Maryland and the District of Columbia or manufactured elsewhere by companies located here. Will appreciate any material on these cars or references to such material.

Vic Johnson, 630 Valley NW., Grand Rapids, Michigan 49504: Information on L.C. ERBES, who was a promoter and involved in several car companies or the salvage of car companies assets. He was involved in the Henry car at Muskegon, Mich.; also supposed to start a new car company in Grand Rapids, Mich. called the LCE. Was related to S.C. Erbes of St. Paul, Minn. who was involved with the Cutting car. There is a possible connection with Puritan Machine of Detroit that supplied parts for obsolete, orphan cars. Anyone know anything about him at all?

Walt Gosden, 197 McFair Avenue, Floral Park, N.Y. 11001: Need information on the life and work of J. Frank de Causse, automobile designer. I need any information on his very early work, training, etc. while he was living in France and his association with Kellner. Also anything about the bodies he designed for Healey of N.Y. circa 1916 especially a convertible he did for them for the Salon in that year, anyone have a photograph of it or know what chassis it was built on? What work did he do with Locke? Would like to write or talk to anyone who worked with or for him.

W.F. Robinson, 14615 SE 55th Street, Bellevue, Wa. 98006: Information on Clarence E. Jeffers, Chief Engineer of Nordyke & Marmon in the late teens and early twenties. Dates of birth, death, education, career before and after Marmon, addresses of descendants, or any other information would be helpful.

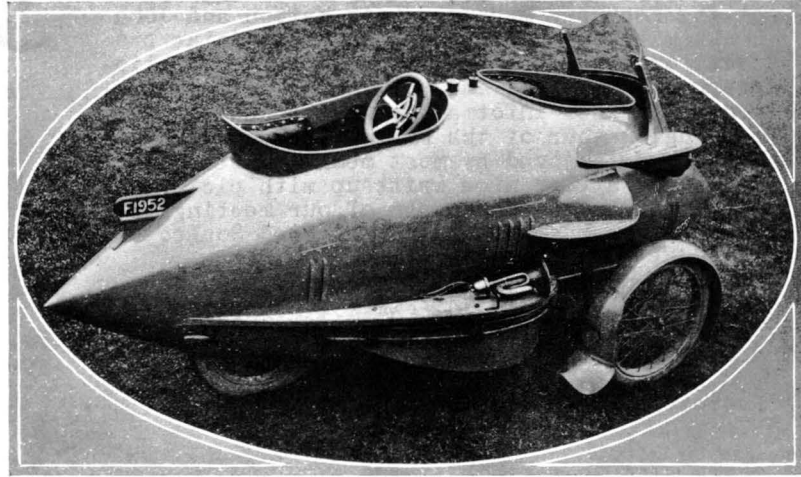
Alistair I. Dick, 2 Rainsford Close, Clifford Chambers, Stratford-Upon-Avon, Warwickshire, CV37 8Hy, England: Need anything on american and european cyclecars; photo copies of catalogs, annuals, correspondence, magazine and newspaper articles, and photographs.

Robert Zimmerman, 365 St. Leger Ave. Akron, Ohio 44305: I have been researching the Packard magazine advertising program and trying to make a list of all the magazines that Packard advertised in and what particular magazines each ad appeared in. I have been able to make a listing of most of the popular magazines, but I am still in need of much information of Packard advertising in the automobile trade magazines such as: MoToR, Motor Age, etc. Also, I am in need of information on Packard ads in the early issues of Life, Vogue, New Yorker and a few other magazines. Especially need information on magazines Packard advertised in prior to 1922.



Mystery of the Month

This vehicle was found in an issue of THE SPHERE for Sept. 14, 1912 by John Peckham. The caption to the photo said "A curious vehicle was recently seen in the streets of London, and I illustrate it as showing its designer's idea of what a passenger car ought to be in order to contend with our climate" Anyone know what running gear it used? Is that a French license plate? Who was the designer?



Factory Photo Section: What could be more appropriate for February and St. Valentine's Day than a Brewster conv. sedan, with heart shaped shell!

