



# NEWSLETTER

*The Society of Automotive Historians* INC.

Issue No. 68

May-June 1980

## PRESIDENT'S PARAGRAPHS

There isn't any specific requirement for a report for a report from the president except as one of the items in the order of business at the Annual Meeting and that may be varied at discretion. The membership is entitled to something of that nature once and a while.

This will be an attempt in that direction. What has the Society accomplished in the past 16 months and what are the lapses? The most important achievement is that the publications are now coming out regularly. This is due in large part to the belated recognition that the editors need to have a group of people close at hand on whom they can count for help.

The Society has grown but this is primarily a sign of recognition of its role as the unique group dedicated to the study of automotive history. That growth will continue and we all can help it.

The place of the Chapters will become clearer in time. Selection of Chris Halla as Chapter Liaison Officer is a positive step. The Chapters give members the opportunity to meet and work together. The various chapter projects have much promise. Chapter cooperation with such Society activities as oral history and indexing are two possibilities. The Henry M. Leland Chapter made arrangements for the May 30th meeting in Detroit which I am keenly anticipating.

Being president is educational in several ways. I think I have stumbled upon a great truth, that people won't volunteer in great numbers, but if requested, will work and handsomely. I've enjoyed the fact that members do read President's Paragraphs and that some of them have been moved to write.

Another principal discovery is that the Society has not yet worked out a reliable system of spreading the workload. We have made progress with the publications, but we need to spread the burden of the secretary. We also need to adjust attitudes about committees. Some now function wonderfully, others not at all. In either case it is often erroneously assumed that the chairman does most of the work. The chairman should be the coordinator and idea man. The work of the committees should spread among the committee members.

Despite the negative tone of some of these observations, the overall outlook is rosy. The Society is operating more smoothly and systematically. The Society is rounding the corner between being a little club and a worldwide organization.

W. F. Robinson

## FORD ARCHIVES MOVES TO LOVETT HALL

The Ford Archives at Henry Ford Museum is being moved into modern facilities at the Museum's Lovett Hall, reports Archives' director Douglas Bakken.

The Archives was founded in 1951 by Ford Motor Co. to preserve its records and to present a comprehensive history of the company and the automobile industry to the General Public. The Archives was originally housed in Ford's Fair Lane mansion in Dearborn and then moved to the old Ford Rotunda exhibition building. In 1965, Ford Motor Co. donated the Archives to the Edison Insitiute, the corporate name for Henry Ford Museum and Greenfield Village. The Insitiute is not connected with the Ford Foundation or the Ford Motor Co.

The Archives contains the complete papers of Henry and Clara Ford including everything from gas bills and menus to personal diaries and family deeds. It contains the complete records of the Ford Motor Co. from 1903 to 1950. Printed material on Ford products from 1903 to the present includes ads, owners manuals, factory letters and promotional brochures. Also among the many holdings are over 400,000 negatives glass slides, prints etc. In addition in the 1950's, Owne Bombard conducted 300 oral history interviews with people connected with Ford or important Ford Co. projects.

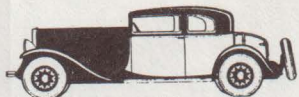
Moving these holdings has been a major museum project. A grant of several hundred thousand dollars from the Ford Motor Co. made the new facility possible.

The archives is open to anyone with legitimate educational or journalistic interest. Office hours are 8:30 am to 5 pm, Monday through Friday. Persons planning to visit are encouraged to write ahead to identify themselves and the purpose of their visit.

## AACA M.J. Duryea Memorial Cup 1979

The Antique Automobile Club of America awarded the M. J. Duryea Memorial Cup to SAH member Willard J. Prentice of Timonium, Maryland at their annual meeting on Feb. 9th, 1980. It was awarded for Mr. Prentice's article "Maryland and the District of Columbia: Their Part in Automotive History", published in serial form in Antique Automobile issues for Sept.-Oct., and Nov. - Dec. 1979.

# Editor's Notes



The May 30th Board meeting in Detroit is history and a full report is expected to be in the next issue of the Newsletter. The SAH was well represented at the 75th annual meeting of the Society of Automotive Engineers; George Hanley, Director of the Henry M. Leland Chapter was appointed by the board to represent us. He reports many interesting displays were on hand to be seen at the meeting all showing the progress of the industry during the past 75 years. George has called to say the meeting went very well and the representatives of automobile organizations around the world now know of the efforts of the SAH via Georges' address to them. A full report has been prepared and will appear in a forthcoming issue of the Review or the Newsletter.

I am running a bit late with this issue, this Spring has been a very busy one, and trying to find the time necessary to type up this issue has been sparse.

Walt Gosden

### Notes from the Chapter Liaison Officer by Chris Halla

I'm very happy to accept the position of first SAH Liaison Officer. I think it is a good way of tying the chapters and the national together. A sort of unifying factor if you will. I will be putting my thoughts on the job and what it should entail into a letter to all the chapters and the newsletter in the next couple of weeks, but in the meantime, I would like to call upon all SAH members and chapters to write to me and give me their thoughts on the matter. This will help me to form-

ulate in my own mind a final plan on how to handle things. I cannot over stress the importance of the chapters keeping me informed of their every action. This can be accomplished by my receiving all newsletters, plus regular correspondence from chapter officers and the membership in general. I will also want to be kept informed by the national directors of any matters that concern the chapters. That's all for now. Wish me luck and help me out!

### \*\*\*\*\*CHAPTER NEWS\*\*\*\*\*


#### OLIVER EVANS CHAPTER

A meeting was held on Feb. 2, 1980 by members of the Oliver Evans Chapter in the skyline Room of the Free Library of Philadelphia. Officers elected were:

Director: Louis Helverson  
Assistant Director : Warren Steele  
Sec/ Treasurer: Edward Clarke

Discussion about activities of the national SAH were discussed and it was resolved " The Oliver Evans Chapter offer to conduct a seminar for automotive research and writing in Philadelphia in Feb. 1981, concurrent with the annual meeting of the AACA, with the approval of the national board of the Society of Automotive Historians. Discussion followed and three projects would be undertaken William Clarke would start to organize a list/roster of vehicles produced in the area. Bill Jackson would centralize a listing of sources of information relating to the industry (in a broad sense) in the area. Martin Shant would investigate oral history projects in which chapter members may become involved.

A meeting was also held on April 19th, in Carlisle, Pa.



## The Society of Automotive Historians

# NEWSLETTER

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**SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1980**

<p><u>PRESIDENT</u> W. F. Robinson Jr. 14615 S.E. 55th St. Bellevue, Wa. 98006</p> <p><u>SECRETARY</u> Charles L. Betts Jr. 2105 Stackhouse Drive Yardley, Pa. 19067</p>	<p><u>VICE PRESIDENT</u> David W. Brownell Box 196 Bennington, Vt. 05201</p> <p><u>TREASURER</u> Howard L. Applegate 1410 Stallion Lane West Chester, Pa. 19380</p>
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Photo caption:

At the Feb. 2nd meeting of the Oliver Evans Chapter are: seated l to r: Bill Jackson, George Beal, Lou Helverson, Ed Clarke, Marty Shantz. Standing l to r are: Warren Steele, Dave Bausch, Shelby and Howard Applegate, Ken Karger. Photo courtesy Charles Betts.



CANADIAN CHAPTER

meeting was held on April 19th at the Constellation Hotel in Mississauga, adjacent to the Toronto International Airport. In addition to the business meeting, a mini flea market and auction sale was held. Members of the Canadian Chapter were asked to donate two pieces of literature for the auction to help raise funds for the Chapter treasury. A full report to follow.

The Spring issue of the Canadian Chapter newsletter "Canadian Automotive Historian" had an article on the 1904 Vanderbilt Cup Race, by Ralph D. Paine. and newsy notes about members.



PIONEER CHAPTER

A meeting was held on Feb. 9th at the Free Library of Philadelphia in Philadelphia, Pa. The meeting was chaired by John Montville, Vice President in absence of Nat Dawes, President. A number of National SAH officers and directors attended. A recording was played and it was Fred Soule giving a summation of the course he completed on Grantsmanship, the chapter having sponsored Fred to take the course. He outlined the requirements for an organization to receive a grant from the government or private industry. The Chapter compilation of the listing of New York State automotive manufacturers was discussed and submissions solicited. Vice President Montville read a letter from John Peckham about the research at American LaFrance and the possibility of the company creating an archives at the plant area in Elmira. Other topics discussed were the establishment of our chapter files in the Plattekill Library in Modena, N.Y. and the possibility of a literature flea market sponsored by the Chapter was proposed by John Montville.

A meeting was also held on May 4th at the Dawes home in Poughkeepsie, with 8 people in attendance. Utilization of the new Chapter logo, as designed by Peter Helck was discussed. Fred Soule gave a further report on Grantsmanship, and the literature flea market was discussed further. The next meeting of the Chapter, so far as location, would hopefully take place in the Hartford, Conn. area.

RACING COMMITTEE REPORT

Cunningham Register: \*B. Bruce-Briggs, 25 Hillcrest Ave. Fort Lee, N.J. 07024, author of THE WAR AGAINST THE AUTOMOBILE, has compiled a register of passenger and race cars built by Briggs Cunningham. Although the numbers are small, I appreciate the compiler's problem as Briggs Cunningham, who helped

me with and wrote the introduction to my book on Le Mans, is the first to admit that he is a bit uncertain re Cunningham car numbers and detail... copies of register available for 10 bucks, address above.

SAH members may find it interesting to learn that 5 of the 8-man Indianapolis Hall of Fame selection committee, for the years prior to World War 1, are SAH members. 27 candidates were chosen with election requiring votes by 6 of the 8 committee members. The Speedway requested that the committee members and nominations not be named at this time but we hope to give results of the balloting in an early issue of the newsletter.

We plan to have something from the Racing Committee in each newsletter. Let us know how we can help. If I don't know the answers such racing committee stalwarts as Charlie Betts, Carl Hungness, Fred Roe, Karl Ludvigsen or new committee member, Mickey Mishne, who covered racing for the Cleveland Plain Delaer and is editor of the American Bugatti Club magazine "Pur Sang", are on hand.

Al Bochroch, Chairman - Racing Committee  
P.O. Box 90, Solebury, PA. 18963



**LETTERS**

From Robert F. Gibson, 132 North Cassady Rd. Columbus, Ohio 43209: In the Jan-Feb 1980 issue of our newsletter I submitted a letter asking members to share with me information they might have concerning the E.A. Nelson automobile. The reason for my letter was the interest of my father, Robert W. Gibson, now retired, who spent his whole life working in the automobile industry, most of it in the engineering department of Chrysler Corp. It was he who was interested in the E.A. Nelson because of a special project involving that car. I am writing to those of you who so kindly and most helpfully sent so much information about the E.A. Nelson. I wish to thank you for your responses and to share with you my father's memory of that car.

A personal reminiscence about E.A. Nelson by R.W. Gibson.

In September, 1919, I had a call from a Harold Elfes with whom I had worked previously and who was setting up an office in Detroit on 2nd Blvd. between Ledyard and Temple. It was in a ten-car garage at the rear of a large residence. The garage had living quarters on the upper floor which were converted to an office and drafting room. I was hired along with Malcom Reid and Francis Sheehy to design a "new" car. The project was financed by an official of the Motor Products Corp., a large supplier firm in Detroit. Mr. D.B. Lee was a silent member of our group. Mr. Elfes had some great and revolutionary ideas and decided to build an engine based on the E.A. Nelson overhead valve-overhead camshaft type. The parts for this car were farmed out to various manufacturers, pattern makers, etc. and was assembled in the garage. I stayed with the project until 1923 when the project was moved to Motor Products plant. The project was called L.B.D. Engineers as a takeoff on D.B. Lee. An E.A. Nelson car was disassembled and used in the project. Later the Nelson car was reassembled and sold to Malcom Reid.

From G. Marshall Naul, 534 Stublyn Rd., Granville, Ohio: Enclosed is a photo of the buildings in Wilmington, Del., where the DuPont car was built. According to Nick Georgano, the company was at this place only 1920-1923. However, I suspect the last year may have been later than 1923. The photo was taken in 1968.



From E. Jarvis Erickson, 21421 Climax Rd., Alderwood Manor, Wa. 98036: The articles on the Marmon scale models was of great interest to me as I have always wondered if any of the model T Speedster Body Companies ever made scale models. One man bought and then later resold a RAJO paper weight at Hershey last year. A lady answered an ad and beat me to an Ames of Ownesboro stick pin by 15 minutes, so I know there were a few items.

I recently picked up a 1921 Auto Show program from the Binghamton (N.Y.) show. and there are the Marmon modles mentioned again!

Be sure to see  
the wonderful  
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From Cornelius W. Hauck, 8400 Summerhouse Rd. Cincinnati, Ohio 45243: In regard to the Mystery photos in newsletter # 66 - #2 caught my eye immediately .its a 1916 National Highway series cloverleaf (I have a 1917). #5 is a 1913-14 Cartercar; #6 a 1916-17 Chevy "490"; #4 might be a Locomobile, I am not much of a truck 'expert'. #1 is not a Schact or Holsman. In newsletter # 67 the mystery touring sure looks like a Roamer.

From Jim Petrik, 7275 Berwood Dr., Maderia, Ohio: I'd say the Mystery touring car in newsletter # 67 was a circa 1922-23 Roamer, Just a guess.

From Dave Brownell, Box 196, Bennington, Vt. : Congratulations on an exceptionally fine issue of the Newsletter. There's something of interest on every page. In regard to Tom Stewart's mystery car, it has Roamer written all over it, though this flies in the face of no written record that Roamers ever used Herschel-Spillman engines. Still, that's my guess.

(Editor's note: I thought the Mystery touring car in #67 was a Roamer too, but cards and letters from three members have definately proved exactly what it was, Robert B. Myers of Mattapan, Mass., Ralph Dunwoodie of Sun Valley, Nevada, and Keith Marvin, of Menands, N.Y. have all come to the conclusion the car was a Murray. I have reproduced Keith's letter below, as his gave the most detailed explanation. Thank you gentlemen for sharing your knowledge.)

From Keith Marvin, Apt. A-13, Village One Apartments, 587 Broadway, Menands, N.Y. 12204: I have studied the very pretty pheaton with the Rolls-Royce-type radiator from every conceivable angle and I am convinced that it is a 1918 Murray Eight manufact-ured in Pittsburgh.

I realize that the owner of the photograph claimed the car had a six cylinder Herschell-Spillman engine and this is the only fact which doesn't line up. I must advance the theory that the engine was actually an eight instead of a six. Herschell-Spillman is correct. I enclose a xerox of the 1918 Murray Eight so you can compare them. This is an extrodinarily pretty automobile and was advanced ahead of its time from the standpoint of its lines. This is why at first I decided it had to be built later say between 1920 and 1924.

Initially I checked out all American automobiles built in that period and the magic number came to 25, including the following: Ace "TL", "H" and "L"; American "C-60", "C-66" and "D-66"; 1924 Barley; 1922 Bell; 1922 and 1923 Birch Light six; Cliber; 1921 Commodore; 1922 Crow-Elkhart, 1922 Drake six; 1923 and 1924 duPont; 1924 Hatfield; Kurtz automatic; 1920 and 1922 Lone Star; 1922 Northway; 1921 and 1922 Pan-American; Pilot; Raleigh; Riess-Royal; Samson; 1920 Singer six; Southern Six; 1922 Sterling; 1922 Tulsa; Vogue and Winther. Checking out these with an eye to the radiator, by process of elimination, the 25 were reduced to four possibilities -- Commodore , Drake Six, Northway and Southern Six.

All of these I eliminated for the following specific reasons:

Commodore: Announced but possibly/probably never built.

Drake Six: Announced but possibly/probably never built.

Northway: The 1922 model WAS announced but IF it ever appeared, it most assuredly must have been little more than a prototype.

Southern Six: There was one built and this was destroyed in a raid between bootleggers and Prohibition agents. (See "the Southern Six" by Paul R. Coppock of the (Memphis) COMMERCIAL APPEAL, reprinted with permission in the Upper Hudson Valley Automobilst, Summer, 1971, page 21)

o much for the early 1920's.

But compare the picture in the SAH Newsletter against the enclosed xerox and I think you'll agree that the cars are one in the same, the only difference being that the one in the Newsletter carried a shield shaped emblem whereas the xerox (taken from "The not so Merry Murray-Mac" by Arthur Lee Homan and yours truly, published in the April 1957 issue of the UHVA) carried no insigne on the water tank. To complicate matters, most Murray Eight cars favored a horizontal oval emblem.

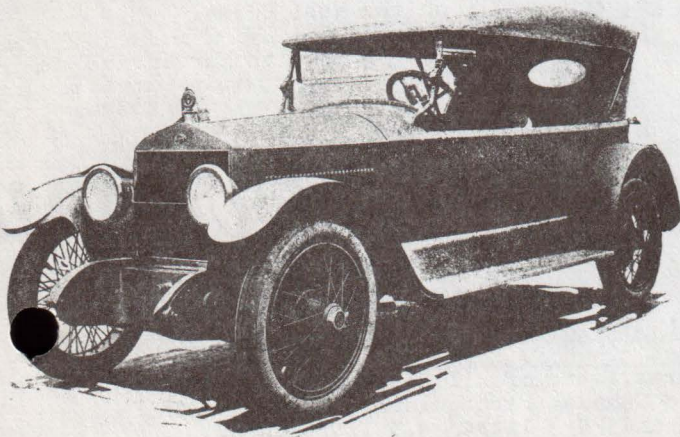
This, however is explained by Stanley K. Yost writing on the Murray Eight in the UHVA for April 1961. It appears that the make used two shapes-- shield and oval, or none and there was little rhyme or reason which models used which or didn't use an emblem at all!

So what do we have? The only other two things which I noted were the condition of the front tires-- excellent, implying to me the car was new or near new, plus the fact that there must have been a purpose in photographing the machine in the first place. I think the car was brand new and the pride of ownership brought out the Kodak Brownie to record it for posterity. (If only they could have known WHAT posterity!)

One other thing, Is the guy in the front passenger seat a military man? I think so. The year 1918 would be right for this as the war was on.

1918 was the last year of the Murray Eight, which subsequently went to Newark where as many as five cars MIGHT but probably weren't sold with six cylinder Continental engines, before the operations were taken over by one John McCarthy of Boston who maintained the company and touted the cars under the titles of "Murray Six" or Murray Mac" clear through 1928. At least one of these were known to have been built from the ground up -- a roadster used as a personal car my Mr. McCarthy and for promotional purposes.

What you have is a 1918 Murray Eight touring car, which cost its buyer \$2,800 and which registered in the Bay State, shortly afterward being photographed in pleasant surroundings. I wonder what happened to it?



## Book Reviews

Automobilia - A Guided Tour for Collectors by Michael Worthington-Williams. 7 1/4 x 9 5/8, 192 pgs. Color and B & W photos; 12.50 (approx. \$28.00) Pub. by B.T. Batsford and the Royal Automobile Club.

This is a delectable book by a fellow SAH member. The book should have great appeal to most of us. So far as I know, the average SAH member may or may not have an antique car, but almost without exception he does indulge in the collection of peripheral mementos connected with the automobile. We have specialists in hubcaps, Motometers, name plates manufacturers' catalogs, license plates etc. (Collectively we represent a whale of a flea market) It is just this ephemeral material that this book is concerned with. All this and more is treated both extensively and colorfully, in 14 chapters or sections.

Posters, brochures and sales catalogs are covered in a single section. If there is any weakness in the whole book, it is in the rather brief coverage of manufacturers' sales catalogs. Possibly this reflects lesser interest in this subject than there is in the U.S.. While "Automobilia" is written and composed with a U.K. outlook and with some continental touches, material from "this side of the pond" is not neglected.

In section 2 entitled "Setting it down, The Study and Recording of Motoring History" there is mention of the S.A. H. This section is followed by "Perennials, Monthlies, and Weeklies", "Enamel (sic) Signs", "Treasures of the Toy Cupboard", "Cartophilily" (postcards, cigarette cards, etc.), "Accessories, Tools, Etc.", "Heraldry and Art", "Branded Trade Gifts", "Cups, Trophies, Etc.", "Show Me The Way To Go Home" (re early road signs) and finally, "Household Items and Ephemera". Added to this is an appendix with names of pertinent organizations and listings of more important current books and periodicals.

The section which I found to be particularly intriguing is cleverly entitled "Caught in time" and covers very well early photographs and their preservation.

Considered strictly as a book, the text is very well and interestingly written, the topography is above criticism as is the choice and reproduction of both color and black and white photographs.

To sum all this, "Automobilia" is a pourri deluxe and a welcome change form the stereotyped book on automobiles/motorcars, and is the first book to cover the above miscellaneous subjects in a single volume. The price, though not bargain-basement, is well worth it.

G.M. Naul

Cadillac: Standard of Excellence, 1903-1980, by the Editors of Consumer Guide. 96 pp. 341 illustrations including 41 in color. Softbound (hard cover now available also) 8 1/8 x 10 13/16. Consumer Guide Classic Car Bi-Monthly, 3481 Oakton St. Skokie, Ill. 60076, July 1980. \$2.95

This is a welcome work in the latest series of publications by the editors of Consumer Guide coming hard on the heels of that publisher's Cars of the 30's reviewed in April's SAH Newsletter.

Like the earlier volume, this study of "The Standard of the Worlds" presents a well balanced coverage of Cadillac right up to the newest Seville models and covers every aspect of the make from its conception and birth in 1903 right through to the present, embellishing the text with photographs showing the progress of the car from year to year.

The book isn't in any way aimed to compete with other published and more complete works devoted to Cadillac. Most of these other histories-- notably Maurice Hendry's study published some years ago by Automobile Quarterly -- are geared more for the specialist. The book at hand is published for the average enthusiast and carries more than necessary in most aspects.

In addition to the story of the car and the illustrations, several tables are included, one of them relating to current going prices for various models. As the text explains, Cadillacs of the Classic Era are almost universally out-of-bounds pricewise for the average collector. Consequently the asking prices for the various post-war cars is a real bonus and for many collectors these alone are well worth the price of the book.

Keith Marvin

BMW -- A History, by Halwart Schrader, translated and adapted by Ron Wakefield. Automobile Quarterly Publications, Kutztown, Pa. 19530 USA and Osprey Publishing, London, England. Hardcover, 10 x 11; 392 pgs., over 1000 illustrations, including 49 in color. \$49.50.

This well-concieved book opens with a panoramic view of the European auto industry, and of that of Germany in particular, as they found themselves during the Twenties. German manufacturers clung to the view of the motorcar as a luxury product for a wealthy clientele long after the light car for the mass market had become firmly established. Men who were ready to think differently were two long-forgotten tycoons whom it is a pleasure to discover through this book. One Camillo Castiglioni who, after playing a major role in shaping the destinies of Astro-Daimler, obtained a large interest in BMW. The other, Jakob Schapiro, whose holdings in Daimler-Benz, NSU, and a bundle of other firms gave him, in 1928, control of the second largest block of the German car and motorcycle industry. In 1927 Schapiro decided to make a play for the potential market for light cars in Germany. His product would be the well-proven British Austin 7, which he would build under license at his Eisenach Vehicle Works in East Germany, maker of Dixi cars. Schapiro's empire became over extended and in Nov. 1928 he sold the Eisenach Fahrzeugbau to Castiglioni of BMW, who moved the whole shebang to Bavaria.

The next chapter is devoted to the prior history of BMW, the merger of the pair of aero-engine companies, in both of which Castiglioni was financially involved. The story is covered in depth, with full justice being done to BMW's air cooled flat twin engine in 1921 and the introduction of the classic R32 motorcycle.

The following chapter deals with the history of the Eisenach Fahrzeugbau up to its takeover by BMW in 1928. All of the threads join together in Chapter 4, a very long and fascinating one which traces the development of the BMW Co. and its products from the 3/15 through to the end of WWII. The next chapter traces the marque's post war saga until 1979.

The succeeding 46 pages are devoted to specification tables and photos of Wartburg-Dixi-BMW production from 1899 to present. Commercial, coachbuilt, and racing vehicles are dealt with in detail in chapters of their own, and the Isetta isn't overlooked. A chapter concerned with BMW derivatives built by Bristol, Frazer Nash etc. is included and tables show annual production and specs of every model ever built.

Photography and reproduction is first class and the entire range from 1928 onward is covered in full color. This is a thoroughly professional treatment of a great marque, and certainly is a must for every BMW enthusiast. It needs only an index to rate full marks as an important reference work.

Knut Strang

Who's Who Behind Personalized California License Plates by Mike Farley, Edited by Jeff Minard. 231 pp. 169 photographs plus hundreds of plate illustrations. softbound, 10 3/8 x 7 3/8. privately published. May be ordered from Jeff Minard, 2665 32nd St. Santa Monica, CA. 90405. \$6.95.

License plates isn't everyone's bag but for those whom magic numbers titilate the sensibilities, this is a worthwhile item, particularly to those residing in California and adjoining states who must frequently wonder about some of the unusual vanity plates issued in the Golden State.

Mike Farley, an Australian who calls himself an entrepreneur, and Jeff Minard, erstwhile production assistant at Clymer Publications, have done a worthy job in research and presentation on plates issued in California, a state which by far exceeds any other in production of vanities. For the non-plate enthusiast, the book is still of more than passing interest as a large number of photographs included with the text - showing both the oddball numbers AND the cars to which they are assigned-- feature all sorts of antique, classic and sports car types of car. And for the numbers cited, there is an apt rundown as to whom the tags are issued, perhaps why and any other pertinent information to the reader at large.

Some of the combined listed are amusing, sometime unbelievable-- for example CAR SICK, F YOU (which has caused considerable concern to both the assignee and the Motor Vehicle Bureau which wishes it hadn't issued it.), MY LOVE 1, and a set of two owned by the same party - MY PLACE and OR YOURS, RATS 1, SEXS OK, XCYTE ME, YAK YAK, 1 ON TAP and 1927 BUG the latter assigned to a 1727 Bugatti, natch.

Its a fun book- not for everyone but worth the effort to obtain it for those who conscientiously spot tags, especially on the West Coast.

Keith Marvin

## Research Column

James L. Taylor, 47 Evesham Rd., Emmer Green, Reading, RG4 8RD, ENGLAND: Seeking information, brochures, etc. of all Rover cars imported into USA and Canada. Particularly interested in P4 60-110 and P5 3-litre/ 3.5 litre cars.

Sinclair Powell, 8 Ruthven Place, Ann Arbor, MI., 48104: I am conducting a research study on the life of Charles Brady King, auto pioneer. Would appreciate receiving any and all information on Mr. King, his association with the auto industry, and on the Silent Northern and King automobiles.

Lucky Wright, 2 Yorkwood Station Rd., Liss, Hampshire GU33 7AF, ENGLAND: Wanted contemporary photographs of Keikhauser race team cars and other contemporary pictures of the Chrysler 300 Letter series cars. Also want contemporary photos and information on the 1940 transparent Pontiac made for the 1940 New York and San Francisco Fairs.

Joseph Wulfken, 58 Sunnyside Blvd., Plainview, N.Y.: Need any information, photos, brochures on IHC low wheelers, especially on roadster. Does anyone have a photo of the low wheel IHC roadster?

## Classified Ads

**WANTED:** Photographs of classic cars owned by famous or not-so-famous opera singers, with the singers pictured with the car. Robert B. Myers, 116 River St., Mattapan, Ma. 02126.

**TRADE:** Have 810 pages of Packard Service Letters between 15/8/27 and Mar. 1955. Like to trade for other Packard printed matter or material. What do you have? Please describe your materials fully. R. Percy, 663 Colinet, Coquitlam, British Columbia, V3J 4X3.

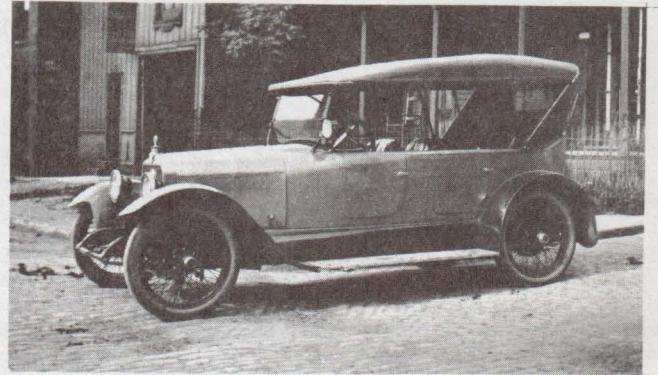
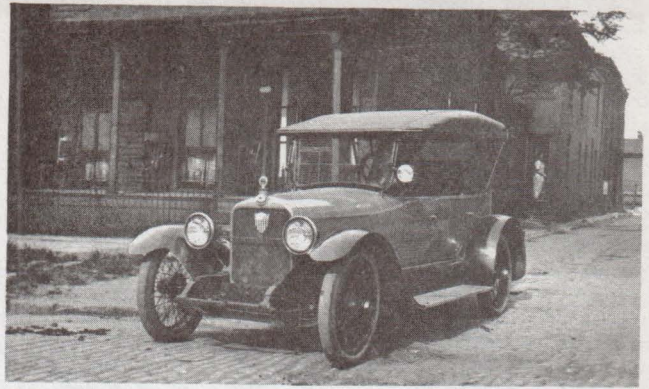
**SELL OR TRADE:** The Automobile - Hashuk, Aug 1902, good, marbled cover-hard cover. \$35.00; Receivers' sale catalog of CT Electric (the Commercial Truck Co., Philadelphia, Pa.) Excellent. \$5.00.; OR TRADE for anything I can use researchwise. WANT CATJ 1899-1905, pre 1917 issues of Motor World, the Automobile pre 1905, 1910, 1916. Automotive Industries 1921, 1931. ATJ 1936 to 1940. Horseless Age 1899-1903 and 1916-1918. Have duplicates of many magazines to trade. Ralph Dunwoodie, 5935 Calico Dr. Sun Valley, Nevada 89431. phone (702) 673-3811.

Details of the Templar - Oral History "Pay-Dirt"

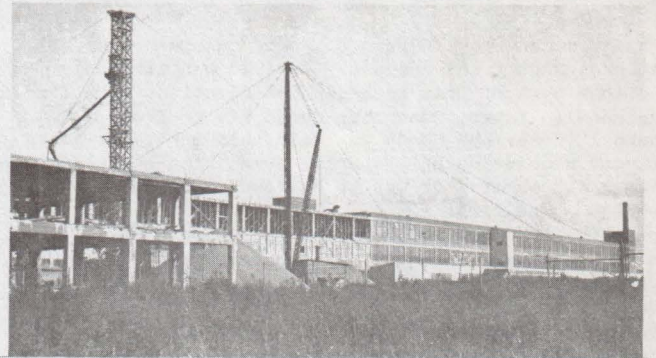
by G. Mashall Naul

My first taped interview as working Chairman of the Oral History Committee has been particularly rewarding. I will admit that the interview may not be polished or complete but the person with whom I spoke is particularly knowledgeable about Templar and Rubay, cars built in Cleveland. The interview was a pleasant experience in conversation with an 86-year old man whose memories are vivid. His collection of unusual photos added a valuable dimension to the information he was able to share. The taped interview is the basis for this short article.

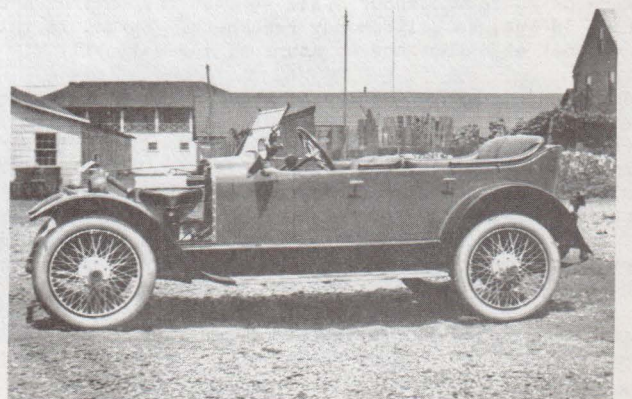
Clifford B. Moody came from a family which was very early connected with the automobile business. His father was Purchasing Agent for Mora Motor Car Co. in Newark, N.Y. and they were neighbors of Arthur Malcolm Dean, and engineer at Mora designer of the Browniekar. (Dean previously had been with Matheson.) About 1916, Cliff Moody was hired by Ferro Machine Co. of Cleveland, Ohio. There he worked on the Ferro V-12 engine, road testing it after installing it in a Paige chassis. Mr. Moody also "sectioned" one of the V-12s for exhibition



1,2 First Templar, photographed in Youngstown, O. This car appears to be much lower than subsequent touring cars. Shield on front was not standard.



3. Templar factory under construction.



at the various auto show. (Apparently this engine was never used in any production automobile.) When he left Ferro, Cliff Moody went to New Orleans where he later received a letter from A.M. Dean, inviting him to Cleveland to work on a brand new car. He returned to Cleveland where he saw Dean's designs for the car which had been named the Mohawk. The name was subsequently changed to Templar as both Dean and the financial backer, M.F. Bramley, were Knights Templar.

The Templar engine was Dean's design and was machined in Cleveland by S.P. Manufacturing Co. This had overhead valves operated by pushrods from a lower camshaft. One peculiar feature of this engine was a cross-shaft in front of the block driven by a worm gear from the camshaft. The cross-shaft drove the oil pump at one end and the distributor at the other. The worm gear originally was made of laminated phenolic-cotton fabric. The latter had the unfortunate property of expanding in hot oil causing excessive wear of the worm. The worm gear was changed to steel which solved this problem. Moody also fashioned an oil trough to fit around the worm/gear connection to assure proper lubrication.

Mr. Moody says that once assembled, the first Templar needed to further changes, except some tests to determine the best type of spark plugs to be used.

Cliff Moody drove "Number One" on its maiden trip through central and northern Ohio on a mission of publicity and promotion. Two of these photos were taken on that trip. Moody also "sectioned" a Templar engine for exhibition at the New York Auto Show. This same engine is shown in Alec Ullman's article, "The Templar Four" in The Bulb Horn, March-April 1978, p. 18-21. (Moody's single correction of this article is that Paul Hackenthal was not hired by Templar until after the design work was completed and thus was not an influence in that part of the Templar.) Later, Moody bought a Templar touring car with optional wooden spoke wheels. He says he liked wooden wheels better and the standard wire wheels were too "springy" anyway.

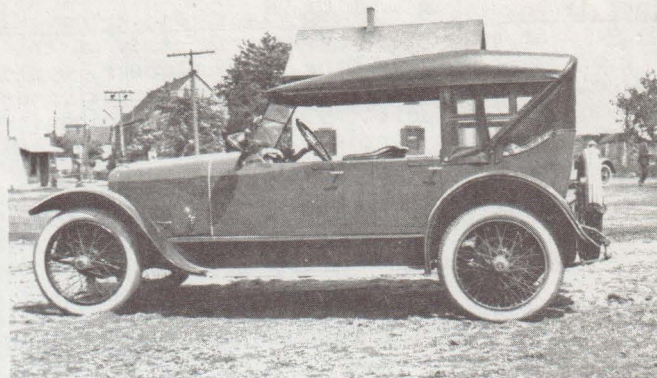
Cliff Moody was in charge of the Templar Experimental Department where various modifications were tried out in a stripped down chassis. He recalls putting 1000 miles on this car over a weekend trip to Niagara Falls.

After being a doughboy in France, Moody rejoined the Experimental Department and early in 1920 was given instructions by A.M. Dean to begin modifications to a Templar touring model. Later, Dean introduced him to Erwin "Cannonball" Baker and Moody was told that Baker was going to set some records using a special Templar to be called Recruiter. The Recruiter was to be fenderless and to have disc wheels. The first run for a record was to be from New York City to Chicago, and Moody was to be Baker's mechanic. Baker was frequently at the Templar plant to observe work on the Recruiter. His first observation was: "Mr. Dean, this steering wheel will have to be changed." The standard Templar wheel was much too small in diameter and rim size for Baker's immense hands. Cliff Moody had a larger wheel built to Baker's sketch but even with a 1½-inch rim diameter, it had to be overwound with cord and shellacked to suit Cannonball.

The rear-end ratio was about 4.5:1 so that the maximum speed was about 68 mph, as Cliff Moody remembers. Speed, in this case, was not as important as stamina, and reliability.

Considerable testing was done near the Templar plant before the trial run. During these tests it was found that the Templar radiator lost water by overflow. Moody corrected the problem by fabricating a copper coil with a small vent to replace the standard radiator cap. Baker also wanted much stiffer brake and clutch return springs. While installing these, one slipped and skinned one of Cliff Moody's knuckles. This explains the finger sheath which can be seen in two of the photos.

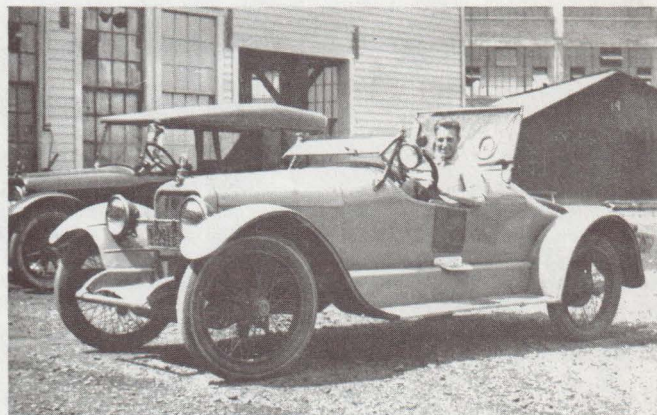
The first run from New York to Chicago in 1920 came to a sudden end near Fort Wayne, Indiana when a steering knuckle broke, and the car nearly collided with a telephone pole. Examination of the part indicated it had been over-hardened



5 Templar touring. Curtains in this model were double-paned, and curtains opened with doors. Car in 4 is different from 5 as 5 has leather or simulated leather flaps over a part of the door. Both doors and windshield differ from "Number One".



6. Templar service yard - preparing cars for final checkout. Five Templars are shown. Four are standard touring models. The second from the left is similar to those in 4 and 5. The standard touring cars have much higher windshields and do not have a "groove" at side of front seat and around the rear seat. Possibly those shown in 4 and 5 and the second from the left in this picture are the four-passenger Sportette listed in Templar ads.



7. Clifford B. Moody in roadster belonging to Templar Service Department.



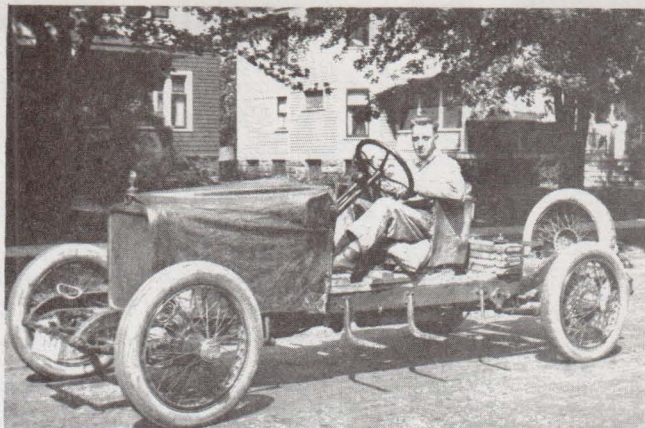
and a new axle was installed. The second run was begun from New York City on a May morning in the same year. A fair selection of spare parts and tools were carried along, plus some sandwiches and thermos jugs. None of the spares or tools were needed on the 27-hour run. (A listing of records made by Baker in the Templar Recruiter can be found in Automobile Quarterly, Vol. 13, No. 1, p. 36-37. In the same issue, on page 43, is a photograph of the Templar Recruiter with Baker in the driver's seat and Cliff Moody beside him, being greeted by a contingent of Army officers at the end of the run, in Chicago.)

Sometime after this NY-Chicago run, Cliff Moody was asked by Dean to help with the building of the first Rubay. Leon Rubay, the force behind this make, had obtained the designs for the Belgian S.A.V.A. and, most likely, a license to build them in the U.S. under his own name.

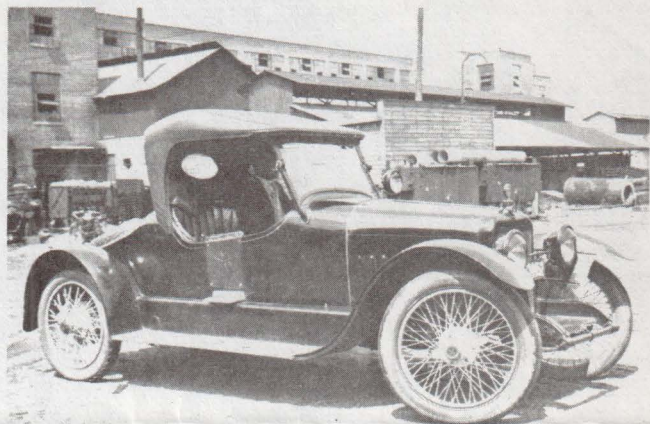
Rubay convinced Paul Bastian, a Frenchman, to come to the U.S. to assist him. Moody says that A.M. Dean had to convert the drawing dimensions from metric to English units

Mr. Moody said that the Rubay four-cylinder engine was as clean an exterior design as he had ever seen, without any exterior bolts. The overhead camshaft was driven by a vertical shaft, and mounted in this shaft was a coupling which allowed easy timing adjustments by turning one half in relation to the other half. He said that the one-liter engine may have been suitable for European customers but was grossly underpowered by U.S. standards. Rubay was quite a formal man and was always called "Mr. Rubay", but among themselves he was known to plant personnel as "Pink Whiskers" because of his red hair and facial adornment, Mr. Moody recalled.

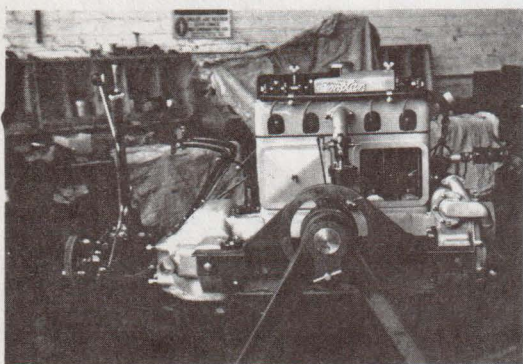
Mr. Moody was later sent to Columbus, Ohio to assist a Templar dealer organize his Service Department, and on a return trip to Cleveland, found Templar was in poor condition and about to close the doors. In Cliff Moody's opinion, Templar's failure was solely caused by manipulations and other irregularities by M.F. Bramley. It was Bramley alone who "did in" Templar, Mr. Moody went on to operate the truck service department for a Youngstown lumber company and eventually was in charge of the vehicles for the city of Newark, Ohio. He has been retired for some ten years and is an active photographer with an interest in flowers and bridges.



8. Test car belonging to Experimental Department with Clifford Moody.



9. Standard two-passenger Templar roadster. Possibly a later model than shown in 7 as this has hood louvres. Templar plant in rear.

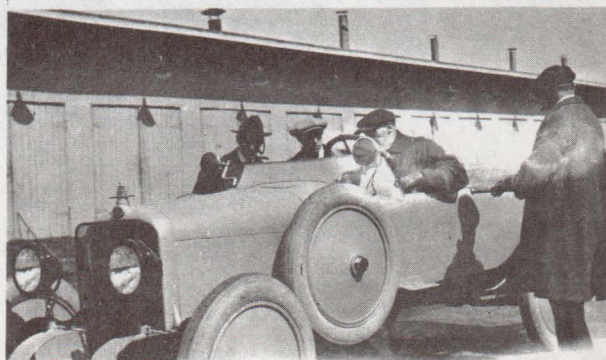


10. Templar engine sectioned by Clifford Moody for New York Auto Show. Shown in Templar Experimental Dept.

11. Clifford B. Moody on left with Cannonball Baker. Baker's watchfob was given to him by Indian Motorcycle Co.

Templar Recruiter with, left to right, A.M. Dean, C.B. Moody, Cannonball Baker and Samuel Anderson. Anderson was in Templar Sales Promotion and in charge of the speed runs.

13. C.B. Moody and Templar Recruiter showing the special cooling cap for radiator. Baker at left. 12-14 taken during trials in preparation for NY-Chicago run.



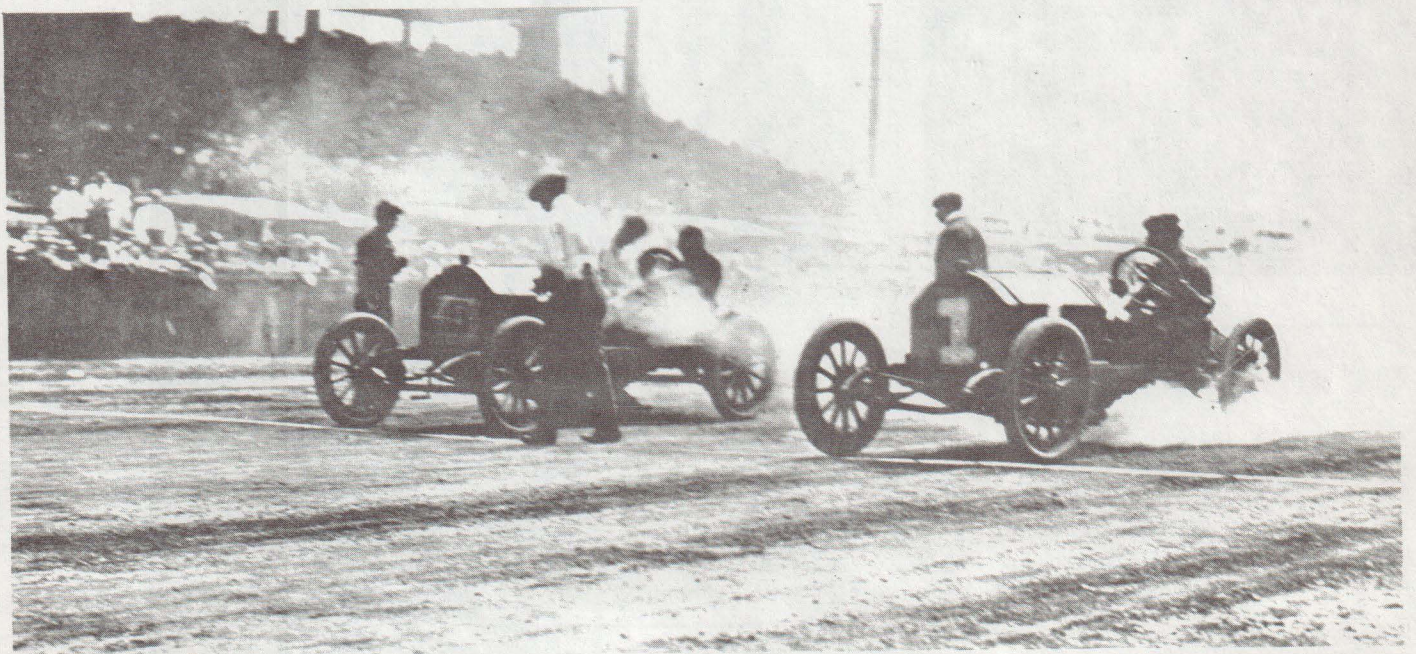
## Mystery of the Month

This month's trio of photos, have some added notes by their contributors: Henry Austin Clark Jr. tells of the race photo- it is from the collection of Crawford Robertson (son of Vanderbilt Cup race winner George Robertson), the note on the photo says "1909 Brighton Beach-American Track Championship" "#5 Simplex of George Robertson Jr and #1 Fiat of Ralph DePalma" Austin says he can find no record of the race in any periodical of the day, can anyone help with information? or verify the year?



The tractor trailer rig comes from Jim Bibb, who tells its a post WWII rig with 1948 Ohio plates, with 1948 Mass. ICC plate too. Operated by Mid States Freight lines out of Chicago. Question is, who made the rig? What kind of truck is it?

The Farnam chain drive panel truck comes from John Conde's collection. It has a 1910 Michigan license plate, but who, what, where was the Farnam Motor Car Co.???



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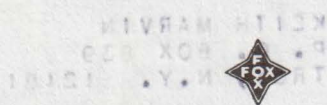
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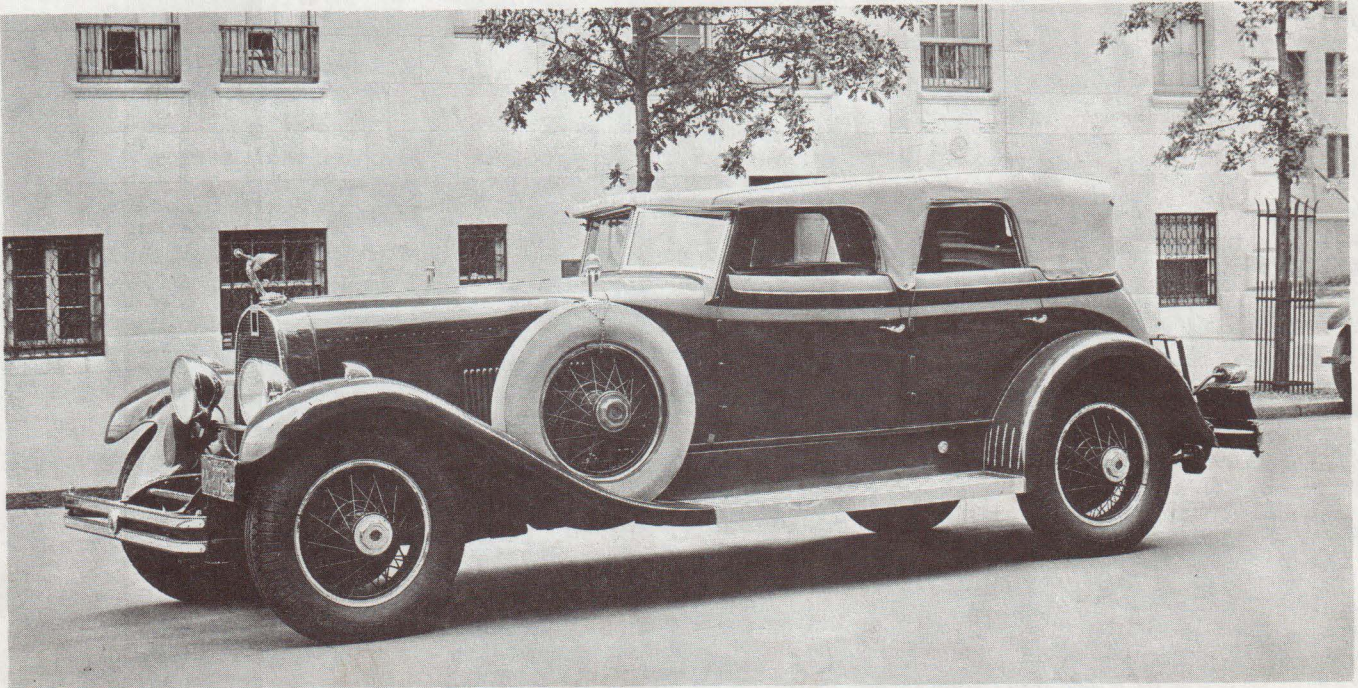
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