



# NEWSLETTER

*The Society of Automotive Historians* INC.

Issue No. 69

July-August 1980

## PRESIDENT'S PARAGRAPHS

This is written after returning from the National Summer Meeting and the Board meeting the following day. The mood of enthusiasm persists. It was a pleasure to meet so many people known only by correspondence and those not known at all before. There were a host of old friends present. The exposure to the flow of ideas and hearing of the wealth of projects of members has stimulated me. Part of my personal approach to automotive history has been to do all I can to encourage others to write the articles and books I want to read. I came away thinking there was a lot of good reading in store for me. The Henry M. Leland Chapter, Henry Ford Museum, and Ford Archives merit the thanks of the Society for providing such a good meeting.

The SAH Board met the day after the Summer Meeting and coped with the Society's problems. Prominent among these is its financial base. It appears almost certain that the most pressing item on the agenda for the Board's October meeting at Hershey will be consideration of a dues increase. The major expenditure is for the publications. Walt Gosden is getting out six issues of SAHN a year and there will be four AHR to make up for 1979. Several members have mentioned their appreciation of the 1980 Directory Charles Betts produced. A directory is a necessity but it too costs money to produce.

From time to time I'm asked about money the Society received from the Franklin Mint. That ten thousand dollars has been kept as a nest egg and is now drawing over 13% in time deposit status. Ideally it will form the basis of an endowment which could help with operating costs. The present income, however, is not enough to fend off the need of increased dues.

The Board did act to reduce expenses by deciding SAHN and AHR would henceforth be mailed 3rd Class without provision for the Postal Service returning undeliverable copies or supplying forwarding addresses. The charges for these services are high. This puts the responsibility for keeping the Society informed of the current mailing address directly on the members.

Some uncertainty about where the Society will stand at the end of this year deferred consideration of a gift by the Society to the National Automotive History Collection of the Detroit Public Library. The individual Board members raised a small sum and wish to recommend gifts to that organization by the members.

## MAY BOARD MEETING

The SAH Board met May 31, 1980 in Lovett Hall at Greenfield Village, Dearborn, Michigan. Two officers and five Director's attended (W.F. Robinson, David Brownell, James Bradley, Fred Roe, John Conde, Marshall Naul, David Lewis) John Peckham and Douglas Bakken were also present by invitation. The latter agreed to act as secretary in the absence of Charles Betts.

The financial condition of the Society was discussed. John Conde pointed out that of 27 automotive organizations with which he was familiar only 4 had annual dues under \$15.00. Action on any dues increase was deferred until the October board meeting at Hershey.

The question of method of mailing the publications was considered and motions were passed that both the SAHN and AHR should be mailed Third Class without requests for return to sender or address correction. It was hoped that with regular production of the SAHN the delay in transit would not be critical.

A proposal that the Society give the National Automotive History Collection of the Detroit Library some money was deferred to how the Society stood later in the year but a pass of the hat raised \$80.00 from those present for that worthy cause. A motion that the Chapter Liaison Officer could be any member of the Society was passed. Vice President David Brownell reviewed the progress of the Task Force to date. Jim Bradley gave the welcome news that Chrysler intends to keep its Historical Collection intact.

It had been proposed that the Nominating Committee take over the preparation and submission of ballots to the members and the counting of the votes. This and a related proposal that the Annual Meeting Committee handle the mailing of the notices of the meeting and collection of money was deferred and recommended to the Resources and Planning Task Force in the absence of Director Bill Jackson who is the head of both committees.

Director Charles Weaver had tendered his resignation because of the inability to attend meetings in a letter of May 15th to the President. He also had thoughtfully considered a replacement and obtained his assent. The Board accepted Mr. Weaver's resignation with thanks and approved the selection of David Bell to fill the remainder of Mr. Weaver's term.

\*\*\*\*\*ADDRESS CHANGES\*\*\*\*\*

Mailing the Newsletter by 3rd Class mail instead of 1st class to reduce costs and deleting provision for obtaining the new address from the Postal Service and paying for the return of that item make it imperative that ALL CHANGES OF ADDRESS BE SENT IMMEDIATELY to the Secretary: Charles L. Betts Jr., 2105 Stackhouse Drive, Yardley, PA. 19067. He will then pass on the information to the editors and the Directory Committee.

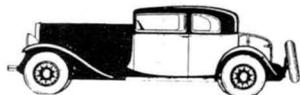
ANNUAL CUGNOT AWARDS

The Cugnot Awards Committee is again soliciting nominations for the 1980 Awards. The awards this year will be for the most outstanding book and magazine article in the field of automotive history published in 1979. Each nomination will be carefully reviewed and will help the committee discharge its important obligation to honor those who have contributed in a very special way to the increase of our knowledge of the history of the automotive industry. Nominations should be sent to: James J. Bradley, Chairman, Cugnot Awards Committee, National Automotive History Collection, Detroit Public Library, 5201 Woodward Avenue, Detroit, Michigan 48202

SAH AUCTION\*\*\*\*\*SAH AUCTION\*\*\*\*\*SAH AUCTION\*\*\*\*

SAH Treasurer, Howard L. Applegate, who will serve as the auctioneer again at the 1980 Annual Meeting in Hershey, has already received donations of books and prints to be auctioned. Also to be auctioned will be the last two silver etchings from the Franklin Mint series, a 1930 Packard and a 1932 Ford. Members and friends who wish to contribute choice books, literature, or related automotive ephemera in good or excellent condition are asked to contact Applegate at their earliest convenience, at 1410 Stallion Lane, West Chester, Penna. 19380.

Editor's Notes



There were a lot of typographical errors in the last issue of the SAHN and I want to apologize for these. I do all the typing for each Newsletter with no help, plus the pasteup etc. hopefully this will be a bit better, with this issue.

If it seems this issue took a long time to reach you it is because we have gone to a cheaper rate of mailing, and NOTE if you don't let our secretary Charlie Betts know that you have moved, you won't receive any more publications as they will no longer be returned by the post office to us.

Before you know it October will be upon us, if you can, plan to attend the annual meeting this year. Its a good chance to renew old acquaintances and meet new people. Many new members attended last year and had a great time don't miss it.

Walt Gosden

RACING COMMITTEE REPORT

Indianapolis Auto Racing Hall of Fame: Members of the special selection committee for the period prior to 1919 picked George Robertson, David Bruce-Brown and J. Walter Christie to join the 49 men already members. Eight committee members nominated a total of 27 individuals but only those who received 75% of the vote, six ballots, were elected. As the eight committee members selected by the Speedway Foundation included a majority of SAH members, I am listing the full committee: Charles Betts, Al Bloemker (chairman) Albert Bochroch, Russ Catlin, Jerry Gebby, Peter Helck, Bob Laycock, Bill Tuthill.

Even if the Indy 500 leaves you cold, don't miss the Speedway museum. Jack Martin, who took over after Earl Kiser's death, is running one of the world's finest collections of race cars and classics. Never a tranquil sport, the organizers of motor racing from F/1 to the SCCA to USAC/CART, are at each others throats. Only NASCAR, IMSA & the NHRA, all of whom have strong leadership, have escaped. Perhaps that "leadership" bit is the answer... keep the mail coming.

Al Bochroch, Chairman Racing Committee



The Society of Automotive Historians

NEWSLETTER

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The Society of Automotive Historians Inc.

SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1980

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Howard L. Applegate
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THE BIRTHPLACE OF SPEED ASSOCIATION

INC.



Dr. Reeve Swezey was elected president of the Birthplace of Speed Assn. at its annual meeting at Ormond Beach. Major Robert E. Berry and Samuel J. Packard were named Vice Presidents. David Wilson continues as treasurer, and Helen Wood, associated with auto racing for many years was named secretary. William R. Tuthill, a founder of the Assn. and author of "Speed on Sand" was named board chairman and consultant.

## Oliver Evans Chapter

A meeting was held on April 19, 1980 at the Best Western Motel in Carlisle, Pa. Discussion centered around the points Dave Brownell mentioned in his Task Force report in the March-April SAH Newsletter.

Ed Clarke gave a short summary of his efforts on the roster, and will report further at the future meetings.

Bill Jackson talked about his work on the bibliography project, and asked for members to help with any additions.

Chapter dues were discussed and the fee of \$5.00 due annually when the national dues were also required.

Howard Applegate offered to oversee the history writing seminar to take place the same time as the annual AACA meeting in Feb. 1981.

Further information about the Oliver Evans Chapter is available from : Edward Clarke, 1310 Tudor St., Philadelphia, Pa. 19111.

## National Summer Meeting

The May 30th general meeting of the Society in the Detroit area was an unqualified success. The Henry M. Leland Chapter skillfully handled all of the arrangements. George Hanley, the HML director, and the others in that chapter produced an outstanding program from coffee and rolls before the meeting to the concluding feature, John Conde's tour of the automotive collection of the Henry Ford Museum. Stacey Hanley presided over an interesting collection of SAE and other publications for sale. There was also an excellent selection of "freebies" including contributions from Buick, Ford, Kenworth, MVMA and others. For the early and lucky there were some copies of Jim and Genevieve Wren's MOTOR TRUCKS OF AMERICA which had been donated by MVMA. The meeting was held in the new quarters of the Ford Archives in Lovett Hall in Greenfield Village in Dearborn.

A brief report by the President was followed by an informal report by Vice-President Dave Brownell on the work of the Task Force. Doug Bakken talked about the current inquiry being made by the Bibliography and Index committees into the feasibility of some kind of indexing projects by the Society. A question and answer period in which the officers present and others responded to the questions and comments of members gave an opportunity for an increased awareness of what the Society is doing and useful interchange. George Hanley concluded the morning session with a report of the SAH participation in the 75th Anniversary of SAE.

Robert Leinert, the editor of AUTOMOTIVE NEWS, was the luncheon speaker. He covered his long career with the newspaper in terms of news stories which seemed important and weren't those which seemed minor at the time but turned out to be major. There were suggestions of the current somber mood of Detroit.

The afternoon session was stimulating, beginning with a talk by Dr. Roger Van Boldt the retired curator of the Sloan Museum in Flint. Mike Davis handled interviews with Harry F. Barr and Carl F. Bachle. The two famous engineers got into the spirit of things and talked freely. Doug Bakken gave a mouth watering quick tour of the Ford Archives before the meeting ended in overtime with Conde's tour.



Members of the Henry M. Leland Chapter photographed in the MVMA Board Room during the February 16, 1980 meeting.

Seated: Jim Wagner, Secy/Treasurer; George Hanley, Director; Jim Wren, Asst. Director

Bill Bailey, Ron Putz, Don Butler, Jeff Godshall  
Jerry Eberhardt, Herb Zieman,  
Dave Lewis, Dick Sarchburg, Doug Bakken, Eleanor Paton, Jim Bradley, Ralph Meeks,  
George Svede, Bill Shull, Bill Sherman.

Sinclair Powell and Tom VandeGrift also attended --

## REPORT OF SAE 75th ANNIVERSARY EVENTS

The Board of Directors at the February 1980 meeting appointed George Hanley, Director of the Henry M. Leland Chapter, to be the Official SAE Representative to the activities commemorating the 75th Anniversary of the Society of Automotive Engineers (SAE), and requested that he report those activities in the NEWSLETTER. The following is George's report:

The theme of the 1980 SAE Congress and Exposition, held in Detroit's Cobo Hall, February 25-29, 1980 was "1905-1980...celebrating seventy-five years of freedom through mobility." Certain "Pioneer" technical papers were republished and re-presented at Congress sessions. Others, e.g., "Diesels From the Woodshed" by C. Lyle Cummins, Jr. the 1968 Horning Memorial Lecture, were reprinted (SAE SP-357) and available (on the origin and early days of the Cummins Engine Company by the son of the founder). A "History and Progress Center" was reached by escalators from the main exhibit floor and included a theater area where a 75th Anniversary Film was shown continuously. A number of manufacturers had displays ... Chrysler displayed engines from 1925-1980, Cummins Engine Company displayed a restored 1936 Auburn with Cummins diesel power which is the sole survivor of three made that year out of a projected offering of 50 (usually displayed at the A-C-D Museum in Auburn, Indiana). A Borg-Warner display was particularly well done

with photographs and antique product displays; the Mechanics Division noted their origin as the Mechanics Machine Company who manufactured, in Rockford, IL in the 1920's, a "Tarkington" automobile and a "Rockford Truck;" copies of a 50 page Borg-Warner history "The First Fifty Years" by H. Lee Geist and published in 1978 were available gratis.

On the opening morning of the Congress, a "75th Anniversary Reflections" panel presentation included William L. Mitchell - GM Styling V-P, James W. Shank - Chrysler Director of Body Engineering, Carl E. Hadeen -Fisher Body Chief Engineer, and Victor G. Raviolo - Executive Director of Ford Engineering Staff -- all now retired or otherwise employed -- Harry Mundy of Jaquar Cars and James H. McNeal - President of the Budd Company.

Wednesday morning featured a session on the "Development of Braking Systems and Future Trends" with a series of oral presentations led off by Charles D. Holton, retired Brake System Staff Engineer at Buick with "Historical Development and Testing of Early Braking Systems for Passenger Cars." A session "Automotive Lighting - Past and Future" addressed on Thursday the history of domestic and European lights but was quite superficial.

During the remainder of the year, monthly issues of "Automotive Engineering" will feature "Springboard" Articles. An example is "Milestones in engineering materials -- a retrospective view" by Julius Harwood, Director of Material Sciences Laboratory, Ford Motor Company which appears in the March issue. Each of 40 people at Ford, with wide experience in a diversity of disciplines, named the ten most important developments in engineering materials during the past fifty years; these were condensed to 75 items. The paper, however, reaches backward to the pioneer work of e.g., Hyatt in plastics in 1870 and Kondakoff in synthetic elastomers in 1901. Dr. Harwood has compiled a highly commendable documentation of noteworthy pioneers and presented a most interesting perspective of their individual and collective contributions.

The Volume 1, No. 1. January 1906 charter edition of the "Transactions of the Society of Automobile Engineers" was reprinted (25 pages) in commemoration of the Diamond Jubilee.

Of significant interest to SAH members will be "75 Years of SAE --Springboard to the Future -- FREEDOM through MOBILITY." This is a 63 page document for which William F. Sherman is primarily responsible. Bill is a 50 year SAE member and is the retired Vice President for Engineering at Motor Vehicle Manufacturers Association of the U.S. (MVMA) and served as SAE's historian for the Diamond Jubilee. The Leland Chapter is proud to have Bill as a member.

It recounts the founding of the Society, reproducing a 1928 letter from a founding member -- E. T. Birdsall, describing the organizational efforts and early crises. The development of the Society over the years is illustrated by carefully selected photographs, and reflects extensive research. It concludes with well matched photographs of each of the 74 SAE Presidents and a brief but excellent commentary on each by Bill Sherman.

Members and subscribers to the SAE periodical "Automotive Engineering" received a mailing of a special February 1980 issue which includes the same historical material interleaved with advertisements. The cover bears the legend: "The SAE Challenge: Freedom Through Mobility" and features an SAE Diamond Jubilee Painting on the cover. The work by noted artist Ted Goerschner was commissioned by SAE and 24x30 poster reproductions are available from SAE. The historical content is preceded by "International Transportation Status Reports" by Giovanni Agnelli (Europe-highway), Henry Ford II (U.S. personal transportation), and Neil Goldschmidt (tomorrow's car). Then nine challenges in three categories, Societal, Technical Skills, and Education are addressed by, among others, Dave Potter (GM Group VP-Public Affairs), Sid Terry (Chrysler VP) and Phil Myers (University of Wisconsin).

Outstanding event of the anniversary was the Commemorative Assembly held at the Plaza Hotel on February 28 in the Cartier Room which was presided over by the retiring (L. Fleuelling) and incoming (H. MacDonald) SAE Presidents and the General Manager (J. Gilbert). Presidents and/or Executive Directors of more than sixty societies and associations from all over the world assembled to voice congratulatory messages and in many cases, to present commemorative items. Only the Chinese, French and Eastern European invitees failed to attend. Regretably the Society of Automotive Historians involvement came too late to be included in the program booklet; but the SAH representative was paged to the rostrum between calls for the presidents of the National Society of Professional Engineers and of the Spanish automotive society. An audience ranging from the American Institute of Physics to the SAE Australasia (Australia), from Aerospace Industries Association to Verein Deutscher Ingenieure heard the SAH message:

Officers and Distinguished Guests of SAE:

I come to you this morning not as a representative of a society celebrating a 100th anniversary as is ASME or a 75th anniversary which is the occasion of our gathering, but I can share with you a 10th anniversary. I represent this morning more than 500 people worldwide who are dedicated to the preservation of the business and

technical history of the automotive industry. I commend SAE on its many accomplishments over these past years, not the least of which is its very commendable management of this total anniversary event. I commend a Society whose accomplishments are of such magnitude as to have warranted the foundation of a sister society to document those accomplishments for posterity in an historical perspective.

Diamond Downs, President Federation Internationale Des Societies D'Ingenieurs Des Techniques De L'Automobile (FISITA) (and Director of Ricardo, Ltd.) made a major address. Since his return to the UK, I have received from him a copy of "Harry Ralph Ricardo 1885-1974" by Sir William Hawthorne, F.R.S., reprinted from Biographical Memoirs of Fellows of the Royal Society and expressing the interest of Mr. John Hempson of Ricardo in learning more about SAH.

For me, a highlight was the presentation by Carlos Carreras, President of Sociedad De Technicos De Automocion from Barcedona, Spain who brought a commendation plaque featuring, in the upper right corner, a Hispano-Suiza and in the upper left a WELCH (Welch Motor Car Co, Pontiac Michigan), each selected to signify the height of automotive achievement by the respective nations in the first decade of the twentieth century. Dr. Carreras' careful selection agreed with the late Bill Harrah's and my own personal opinion. An interesting example of international unanimity. I would, however, have been equally in agreement had Dr. Carreras and associates selected a Marmon, although my father owned a Welch 1907-1916. An SAH congratulatory plaque to SAE was subsequently produced and forwarded to Mr. Gilbert, General Manager. These plaques and the many others received will hang in SAE Headquarters in Warrendale (Pittsburg) PA.

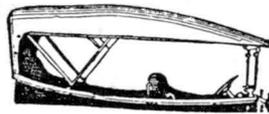
The following are available prepaid from SAE, 400 Commonwealth Drive, Warrendale, PA 15096 at the indicated prices:

"Transactions Vol. 1 #1 Jan. 1906"	\$1.95
"75 Years of SAE"	\$5.00 (3000 printed)
"Diamond Jubilee Poster"	\$4.00

#### AUTOMOBILE & AMERICAN CULTURE COURSE

The Northwestern Connecticut Community College will again offer a course on American Culture as it relates to the automobile this fall. SAH member Jack Perretti, Prof. of English will be giving the course. The course will start Sept. 16th and further information may be obtained by calling 203-379-8543 extension 226.

Last year the course was a good success and had an enrollment of 25 people, and was coordinated to take place with two art exhibits in the College gallery which featured the work of Peter Helck and John Peckham.



## LETTERS

From Max Gregory, "Beltana", Korumburra Road Drouin South, Victoria, 3818, Australia: The poser of the Victory car, as set by George Brooks, is surely a tantalising case and his contention that it must have had an identity in the U.S. is sound in just the same way that the Australian Six was Louis Chevrolet's American Six hailing from Plainfield, N.J. The only discernable difference between the American Six model B and the Australian effort was that the U.S. product had Gray & Davis electrics whereas Westinghouse were specified in Australia.

Marshall Naul would be spot-on by querying the power figure of the Victory as I believe that the 22.5 hp. given by George Brooks in SAHN # 63 is the one to work from because that came from motoring registration records. From that starting point, and assuming the Victory to have been an assembled make, we can look out for a proprietary engine which measures up. From my limited resources it would appear that only the golden, Belknap & Swartz and the Wisconsin firms offering a unit of this size and, with the Wisconsin being a longer stroke type which might have been a bit much for a relatively light chassis, the G. B. & S. seems the one most likely. Perhaps someone can recognise an unwrapped G. B. & S. on sight might advise if the engine illustrated in SAHN # 65 looks familiar.

This matter of proprietary engines must be a study in itself. I have another problem with what I assumed to be a fairly familiar Lycoming 4 as employed by Dort, amongst others with dimensions  $3\frac{1}{2} \times 5$  in.. The 1924 Besst car in Australia used, so I am informed by a former owner, this same engine as the last Dort 4, but my certainty that it was by Lycoming has been upset by the description of the 1923 Dort in the "Australian Motorist" journal wherein it is stated that it was "fitted with a Herschell-Spillman engine of the same type as previously used". Although by this time having a 3-bearing crankshaft instead of the two bearing used when this size was first adopted by Dort in 1919, this would still fit into the pattern of development traced by the Lycoming which appears to have started out at about  $3\frac{1}{2}$  in. bore and grew up, via a  $3\frac{3}{8}$  in. size as employed by Eco in Australia, to  $3\frac{5}{8}$  in. bore with a five bearing crank shaft by the mid-twenties which was used in the Auburn 4-44 and the Summit in Australia and I therefore tend to view the bit about Herschell-Spillman engines in the last Dort Fours with a jaundiced eye and welcome wise counsel on the matter.

To get back to the Victory again, a wheelbase figure of 106 in. has been sighted which is at variance with the greater figure of approx. 113.5 in. obtained by Marshall Naul scaling the illustrations. My scaling gives the same result which raises the possibility of there being two chassis lengths as I also have another illustration of the Victory roadster which does scale out right for the shorter figure. For my money the animal we are hunting is an assembled make using a G.B. & S. engine, having fully-floating rear axles attached to the frame by cantilever springs, 23 in. wheels

to take either 30 x 3½ or 31 x 4 tyres, a Zenith carburettor and Ward Leonard electrics. The nearest car I can find to such specification is the Pullman Model 24 which only misses by using a Stromberg carburettor and Dyneto electrics. Another close runner would seem to be the Laurel 35 with Schebler and Disco equipment and 25 in. wheels. Other possibilities appear to lie with the Princess and Moore 30, although the latter, if I can correctly discern the only illustration I have of one, may have used semi-elliptic rear springs. The fully floating rear axle of the Victory appears to me, from comparisons with other illustrations I can find, to be the same as the Peru unit as fitted to the Moore and Hatfield A42, another car which would have matched up quite well, Zenith carb. and all, if it had not appeared to late to have been on sale in Australia by 1916.

From the Commercial aspect I would not be surprised to find either Princess or Pullman making this kind of marketing arrangement as both makes have been noted in Australia, in particular the Princess with the earlier small model which, incidentally, used the Perkins engine of Massinck-Phelps for Australia instead of the Farmer type mentioned in the Encyclopedia of Motorcars.

So much for speculation. Unfortunately Mr. Douglas P. Keep is not able to assist with this matter as he joined the Company in the 1920-21 period when the Victory interlude was well past although he well remembers the little Trumbull which was marketed concurrently, as he used to drive one about as a young fellow. Mr. Keep has been most helpful with my inquiries, having an understanding of the needs of historical research because of his own great interest in history, he being a council member of the Royal Historical Society of Victoria and a member of the Carriage and Harness Committee of the National Trust. His involvement with horse drawn vehicles has led him being associated with setting up the Trust's fine Carriage and Harness Museum in Beechworth and to being the consultant on horse vehicles to the painting of Melbourne's massive transportation mural.

Due to Mr. Keep's good offices I was able to obtain a copy of a brochure for a motor buggy which was offered by Keep Bros. and Wood when they first attempted to move towards motors in 1909. This vehicle, called the Franklinite, which name was derived from the firm's location in Franklin Street and applied to most of their offerings, was identified as Model D, and would also most likely have originated in the U.S. and gone under another name there.

In all respects a typical example of the high-wheeler of the day, it had the unusual option of two engine sizes, one previously quoted as being 12 hp. and 13-14 hp., and the other of 17-18 hp. Apart from what can be learned from the enclosed illustration direct from the brochure the machine had a flat-twin air-cooled valve in head engine driving via a 2 speed planetary transmission. Unfortunately the brochure is very short on specification data so there are no demensions available.

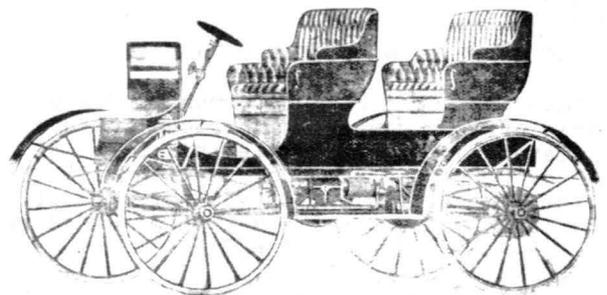
I took a look through my old Clymer scrapbooks and was taken by the number of similarities to the Kiblinger featured on page 64 of book 5. The odd carrying foward of the front mudguards so far down the wheel, the two piece dash/wind-screen area etc. all appear identical and

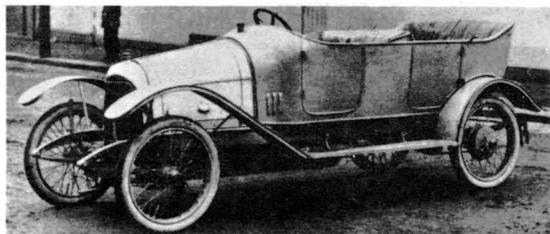
both illustrations contain the same fault of perspective to the axles and wheels which could suggest that both drawings were the work of the same person.

Furthermore, there was another motor buggy offered in Australia in this same year, the 12 hp. Gaudin which was advertised with the very same illustrations as the Kiblinger shown in Scrapbook 1 on page 35. In this instance no differences are apparent. And as the Kiblinger became the McIntyre at about this time perhaps one, by now, should not be too surprised to find another illustration of the same machine, this time with the top furled, gracing the advertisement for the Tudhope-McIntyre in that excellent work, "Cars of Canada". Another illustration of the Gaudin depicts a delivery van and it displays the self-same form of two-piece dash windscreen construction, the same underbody mechanicals and the same style of drawing, faults and all, as are seen in the Kiblinger and Franklinite presentations.

Both the Tudhope-McIntyre and a McIntyre advertisement in Clymer's "Those Wonderful Old Automobiles" on page 16 refer to a model HH of 12 hp. Yet another ray of hope that this is not a false trail is that this last reference also shows a McIntyre truck, model 200, with an engine of 18 hp. which would explain the source of the larger engine offered in the Franklinite. So maybe both the Gaudin and the Franklinite were Kiblinger/McIntyres, models HH and D respectively, and both parties might have decided that their own brand names were better than the Kiblinger handle which would have been current when negotiations were initiated. Just how two firms could have the rights to the same make at the same time is a bit puzzling unless Gaudin was the Tudhope version from Canada.

The Victory was the last effort by Keep Bros. & Wood to market complete cars but they carried on their motor body building until nearly the end of 1927 when a slackening of demand in the motor market was becoming apparent and inflation was affecting profitability. They still trade in motor spare parts, garage equipment and offer their own brand, "Hallmark" of cycles.





Yet another example of the export aMas which comes to mind was the Bayonet, which differed from the others in that it was of French origin. This "neat and natty French Bayonet" as it was advertised in 1913 was apparently not known by that name in its home cuntry. Four sizes have been noted, 8-10 hp., 10-12 hp., 13.9 hp., and 21.87 hp., while from a surviving relic it has been learned that the 13.9 engine, at least was a Ballot 4 cyl. fixed head side valve unit. The specifications of the 10-12 model show engine demensions of 65 x 120 mm. which correspond with an engine in the Ballot line. A list in Bolster's "French Vintage Cars" shows a 60 x 100 mm. size which approximates that in the 8-10 Bayonet one could presume that top by Ballot. They also produced a larger 4 cylinder engine.

Regarding other specifications, nothing else is known of the big model and not much about the smallest except that it sold only as a two seater for £275. The 10-12 is well described in "The Australian Mororist" of Dec. 1913 as having a wheelbase of 109½ in., Bosch magneto, Claudel carburettor, selling for £ 400 with four seater body. Other features were that engine and gearbox were carried in a sub frame, the clutch was cone type, gearbox had 3 speeds with gate change, and changes to suit the Commonwealth included a speering column. Other details from 1916 reveal that the 13.9 had a wheelbase of 115 in., 3 speeds, Zenith carburettor and bodywork by Munro's who were the importers of the chassis.

As a further aid to identification a photostat of the radiator from a relic which shows full frontal aspect and compliments the view of the radiator on the car which highlights the degree of a compound curvature, or "Bull nose" effect, evident.

Finally, another item, that of John Conde's piece on the Buick proprietary engines, strikes a responsive chord with me. By dipping my oar in here I will be able to tie up some loose ends on a matter I raised as long ago as SAHN # 12, namely that of the Galloway motor buggy of 1905-06, which I am sure John will recall. From data supplied to me by the Galloway owner here it transpires that the Wm. Galloway mail order emporium made up the passenger-cum-goods vehicle on the base of the Dart truck of that period. The Waterloo, Iowa, concern apparently made a habit of putting their name on all kinds of merchandise, farm equipment, etc., made

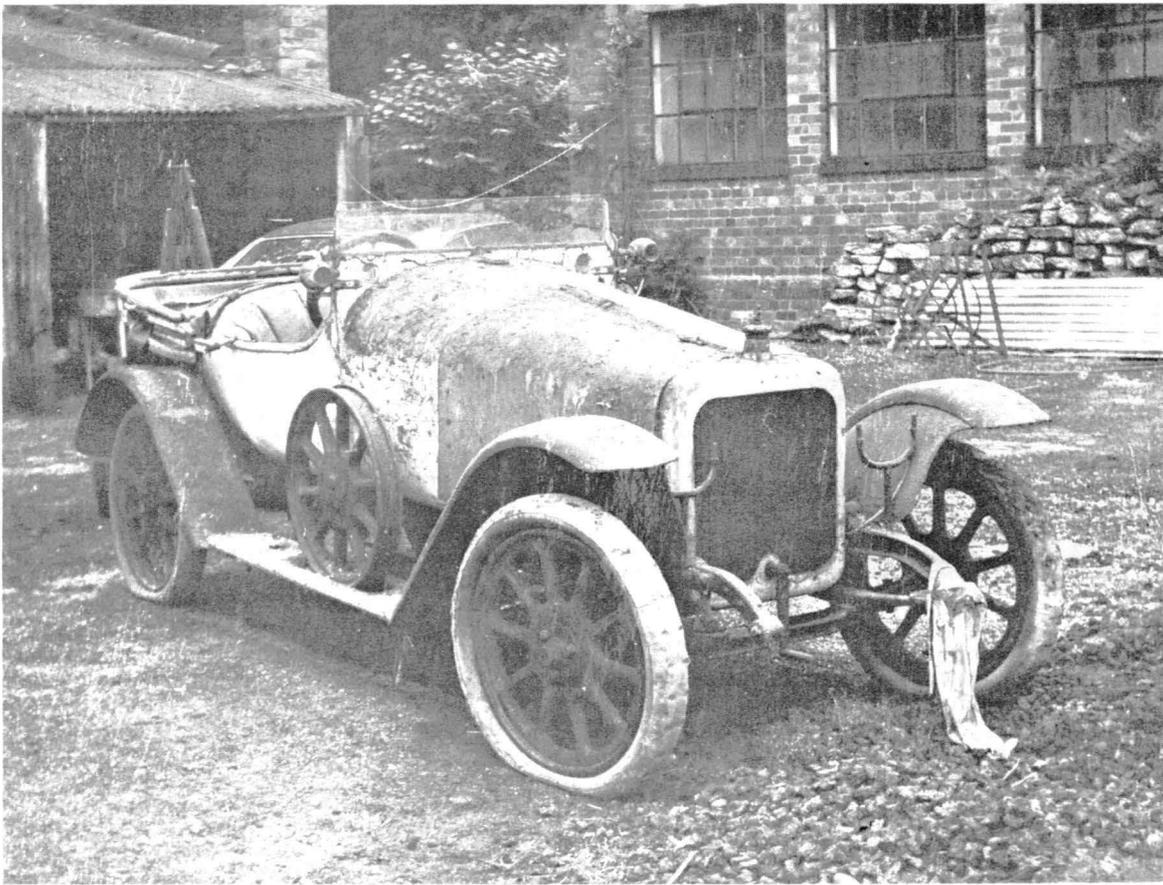
by other firms, another of which was the Waterloo boy stationary engine which was the first item bought by the Australian farmer who felt that if the vehicle was as good as the engine had been it would do him. Waterloo Boy also had a tractor later which became John Deere. The successor to the Dart truck is, I understand also still to be found in off-highway dumper trucks built by Kenworth. Buick; What about Buick? Well according to information supplied to the Australian Galloway owner from an owner in the U.S. the 2 cylinder horizontally-opposed engine used in the Dart truck of the time was by Buick.

From Hayden Shepley, Box 171, Toughkenamon, PA.: If you want the newsletter to be accurate, I suggest you consult the member who specializes in a particular make before publishing a photo such as the one from Naul who's misleading duPont information I proved in my article on the duPont-Sphynx. The duPont building in Wilmington was used from 1919-1933 by duPont Motors. The name is still incorporated. The building is still owned by the duPont family as is the rest of the factory and rented to various industries. Twice as many duPonts were built at that plant than in any other state, 1919-23 and 1926-30.

(Editor's Note: Sorry you were so distressed I didn't check the photo out with you before it was printed, The 'misleading' information has been corrected by your note, thats what we have a letters section for, for people to add additional information.)

From Michael Worthington-Williams, Glaspant Manor, Capel Ifan, Newcastle Emlyn, Dyfed SA38 9LS Wales: Thought you may like to publish this photograph of the Brinton White Knight sleeve valve car in the Newsletter for the sake of interest. The photograph was taken shortly after we had hauled the car from its resting place after a sojourn of some forty years at the Brinton estate at Belbroughton, near Kidderminster.

The missing headlights we found by pure chance mounted on poles at each end of an overgrown tennis court as we were leaving the premises. The radiator mascot, which doesn't show up well, is of a silver chessman - a White Knight - but the name of the car derives from the Knight sleeve valve engine which it wore (probably a small Daimler or BSA) and from the fact the whole car, including the radiator shell, was painted white, and the tyres were of white rubber also. An interesting rarity built by a wealthy and talented engineer who had made his fortune designing carpet looms and from the fortunes of the family carpet weaving business, had also in 1910 built another car from scratch which he called the Silver Slipper. This car boasted a V6 engine with rivited water jackets. The engine of this car I found in the coal house underneath a pile of coke, and we later discovered all the original wooden patterns for the crankcase and gearbox castings in an old motor house.



## Book Reviews

The Encyclopedia of the Motorcar, General Editor Phil Drackett; Consultant Editor A. R. Bochroch. 400 pages, distributed by Crown Publishers, 1 Park Ave., N.Y., N.Y. 10016, \$30.00. This is a very large volume, beautifully illustrated in color and black & white - literally hundreds of photos and drawings. It is laid out in fourteen sections beginning with the History of the Motor Industry and ending with Motoring Organizations. Some of the sections seem to be quite trivial such as Motoring Organizations which is merely a listing of AAA types. Sections written by SAH members include Motor Sport in the USA by Al Bochroch and 100 Great Cars by Nick Georgano and Mike Sedgwick. (Incidentally there should be some good prospects for the U.K. Chapter among other contributors.)

This is a superb piece for your coffee table, designed especially for friends who are not too well acquainted with cars and their history. It should impress them.

However, to the serious historian, this book has little to offer as its treatment is more superficial than will generally be attractive at the quoted price.

G.M. Naul

Panhard - La Doyenne d'Avant Garde, by Benoit Perot, EPA, 83, rue de Rennes, 75006 Paris, hardbound, 7.5 x 9.75 inches, 493 pages, 466 black & white photos, 55 in color, 72 drawings. French text, captions in French and English. Price 210 French francs.

For those not already acquainted with EPA, the initials stand for Editions Pratiques Automobiles and the name is that of France's largest publisher of automotive books as well as that country's largest book seller in the field of transport. EPA's 100-page color catalog for 1980 is, as always, thoroughly international and lists currently available publications in many languages on cars, trucks, scale models, off-road vehicles, motorcycles, trains, aviation, military vehicles and nautical subjects. The big, well-presented catalog costs 15 francs.

EPA, in a series called Prestige de l'Automobile evidently is in the process of publishing, systematically, major historical treatments of all the great French marques. Equal emphasis is placed on graphic and editorial content and the quality of presswork and reproduction is quite good.

This new history of the grand old firm of Panhard et Levassor begins with the very dawn of the automobile and continues to the present day. In fact, author Perot traces the traditions of the firm back to its tool-making beginnings in 1845, but he swiftly brings together Rene Panhard and Emile Levassor in 1886, adds Gottlieb Daimler, his French agent Auguste Sarazin, and the latter's soon-to-be-widowed wife. Chapter One ends on 17 May 1890 with the marriage of Levassor and Madame Sarazin, heiress, through her late husband, to the French and other rights to Daimler's German patents. The series production of Daimler's one and two cylinder engines begins soon after at 19, rue d'Ivry in Paris, quickly to be followed by the first internal combustion engine vehicles to be manufactured commercially in France. The automotive industry is born.

The author's concise, clear writing style permits his encyclopedic text to be kept within the bounds of this single large volume. It is extremely thorough, covering the history of the marque and the evolution of its products in excellent detail. Everything is there: The heroic age of racing; early experiments in aviation; the beachhead in the United States; the battle with the ALAM over the Selden patent; the first P&L Six in 1907 and the first Eight in 1908; adoption of the American Knight sleeve-valve engine; woman-oriented marketing policies dating from 1920, based on the conviction that "It's the woman who chooses"; the epoch of P&L record-breaking, 1925 - 1934; the trucks, buses, aero engines between the wars; The CS and DS cars of the Thirties and the "golden age of the sleeve-valve engine": the aero dynamic Dynamic. 52 well merited pages are devoted to the story of the marvelous latter day Dyna-Panhard, including its beginnings under German occupation. 15 pages follow, dealing with the road cars built by small artisan manufacturers around Dyna mechanical components. Another 24 pages concern the characteristics and exploits of Dynas and Dyna-based cars in competition, followed by 28 pages devoted to the Deutsch-Bonnet DB saga. Then there is extensive coverage of those last, wonderful Panhard cars, the 24s, which were built between 1963 and 1966. In all, some 375,000 Dynas of all types were made. The strictly automotive portion of the book concludes with tables of technical data, which began in 1907. Chassis numbers are given for the Dyna series, beginning with the X 84 of 1945.

But the story does not end there, an additional 108 pages follow consecrated to P&L's activities as a producer of military machines. This is a most valuable reference work. It does, however, lack an index.

Griffith Borgeson

The Specification Book for U.S. Cars 1930-1969.  
Edited by G. Marshall Naul, 399pp., including appendix. softbound. 9 1/4 x 7 3/8. Motorbooks International, Osceola, Wis. 54020. 1980. \$12.95.

This is a companion book to the previously published study of the 1920-1929 period (see SAH Newsletter, Nov. 1978) and should be welcomed by one and all who are interested in automobiles from any point of view. The title is something of a misnomer as Canadian production is included, this section having been compiled by A. Perry Zavitz.

What surprised me upon spending my first hour or so with this work is the tremendous number of MAKES of car which proliferated out of factories and machine shops during the four decades covered. Many of them are as common as household words. But there are other interesting abortive attempts which DID get somewhere- briefly- and travel our highways and byways in small numbers. I'm not talking about prototypes but such short lived makes as the Littlemac or Delcar. Who recalls the Jaeger of 1932-33? Ever hear of the Marquette? Sure who hasn't. How about the Markette? Gotcha there. I never did either. But its in the Specification book.

Counting the one-offs and other pilot models along with the limited production makes and the big boys, the Naul-Zavitz combine has managed to dig up a grand total of 337 makes. Try and see how many makes you can come up with from memory of the 1930-69 period. I did and I came out with less than a hundred, even including the oddballs.

This is the sort of volume which, if it doesn't enhance bathtub or bod reading in quite the same fashion as Agatha Christie, will become more interesting as you read it. And you WILL read it -- not only from curiosity or a quest of becoming a walking encyclopedia of facts and automotive trivia, but because it contains a wealth of information which has never before been available between two covers.

It is a bargain at the price and no decent automotive library will be complete without it.

Keith Marvin

South Australian Motoring History Book No. 4 Motor-Cycles, 1899-1930 edited by G.H. Brooks, compiled by The Sporting Car Club of South Australia Inc. 56 pages, softcover, 8 3/4 x 11. Numerous photographs. Price \$3.50 (Australian) plus postage. Sporting Car Club of S.A. Inc. 260 Portrush Road, Beulah Park, South Australia 5067.

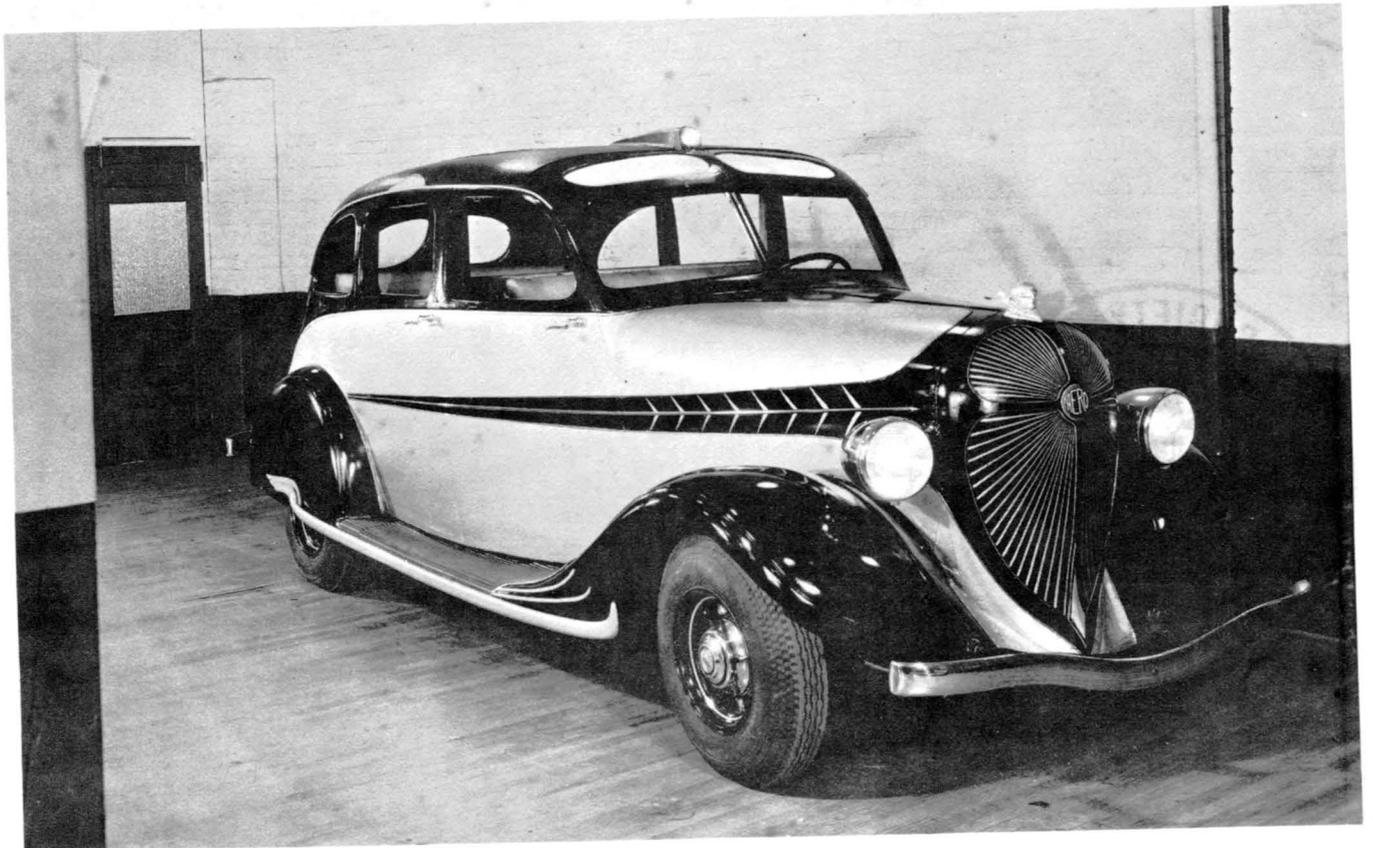
The motorcycle has always been very popular in South Australia, in fact it wasn't until 1920 that the number of motorcars registered exceeded the number of motorcycles, so the introduction to this well illustrated book tells us. Period photographs run throughout the book and the quality of reproduction is excellent. Motorcycles manufactured in Australia and those imported from Europe and the U.S. A. are shown in use on the road as well as in races. A fine photographic history, and worthy addition to any library.

W. E. Gosden

## Classified Ads

FOR SALE: AUTOCAR(BR.) magazines, many complete years from the 1950's and 1960's. \$25.00 per year includes show numbers., UPS shipping extra. James G. Fitchett, 238 Jefferson St., Franklin Sq., New York 11010

Wanted: "ON FOUR WHEELS" (British Publication) desperately need #133 to complete set. Will pay your price or have much interesting stuff to trade. Ross Maclean, 601 Newton, San Fernando, Ca. 91340



# Research Column

## NEW MEMBERS \*\*\* WELCOME \*\*\*

W. William Tilden 766  
2375 Leisure Lake Dr.  
Dunwoody, GA. 30338

Karl S. Zahm 767  
3111 Burrmont Rd.  
Rockford, IL. 61107

James R. Baldwin 768  
Box 188  
Marysville, Ohio 43040

Richard D. Johnson 769  
840 Spring Grove Ave.  
East Liverpool, OH 43920

Robert H. Cramer 770  
4821 Woodburn Dr.  
Madison, WI 53711

Timothy K. Tilton 771  
185 Cty NN  
Rosholt, WI 54473

Richard E. Meikel 772  
328 N. Fleming St.  
Indianapolis, IN 46222

Wendell Stump 773  
R R 2, Box 111 H  
Brownsburg, IN 46112

Rector R. Seal 774  
4005 Ridgecroft Rd.  
Baltimore, MD 21206

John T. Murphy 775  
4176 Knollwood Dr.  
Grand Blanc, MI 48439

Delbert M Bates 776  
73401 McFadden Rd.  
Romeo, MI 48065

Tom Furdom Jr 777  
1274 Blueberry Trail  
Decatur, GA 30033

Roger H VanBolt 778  
2020 Glendale Ave.  
Flint, MI 48503

David G. Casdorff 779  
P.O. Box 1458  
Monrovia, CA 91016

Gary Hoonsbeen 780  
3455 Florida Ave N  
Minneapolis, MN 55427

Jim Petrik, 7275 Berwood Drive, Maderia, Ohio 45243: Want documented proof that the 1975 Thunderbird with the Silver Luxury Group Option could have a dark red half-roof (vynil) and a dark red side moulding. This was probably a 1975½ model. The catalog makes no mention of a red roof and moulding on a Silver Luxury Group, nor does the "Car Buying Made Easier" booklet on the 1975. MIGHT be shown in an "Armchair Estimator" price list, if dated about April of 1975.

Walter Gosden, 197 Mayfair Ave., Floral Park, N.Y. 11001: Want any information, photographs, etc. of the bodies designed and built by the Misura firm of Budapest, Hungary, during the twenties and thirties. Any information on the Collins (circa 1920) of Huntington, N.Y.; the Collinet (circa 1923) of Garden City, N.Y.; or the Collins 8 (1921-23) of Detroit, Michigan.

R.C. Threlfall, Cove House, Aston Keynes, Swindon, Wiltshire, England: Need any information to help in the proper restoration of a 1902-03 YALE, built by the Kirk Mfg. Co. in Toledo, O.

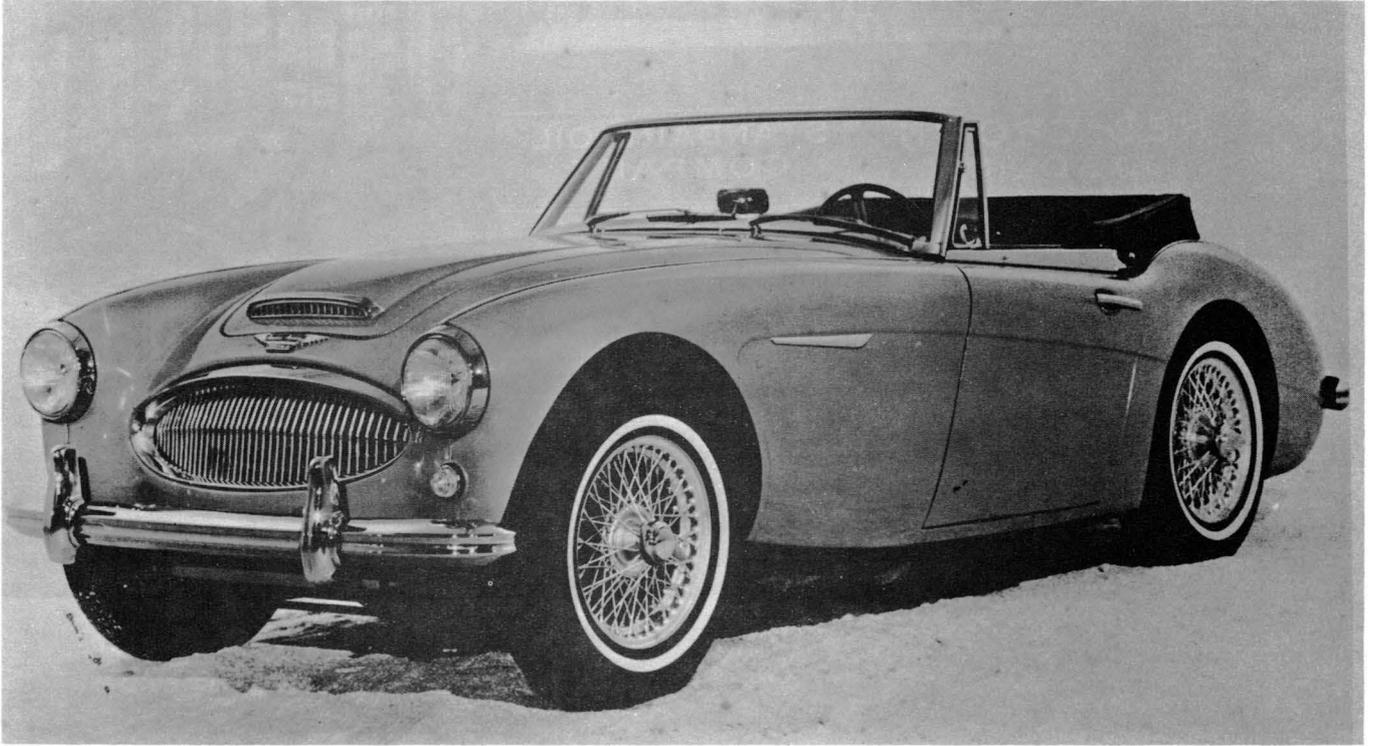
## Mystery of the Month

There were no letters as to the questions posed by last months Mystery photos, lets hope we have a few members who can help us out on this months photographs. The truck photo comes from member Jim Petrik of Ohio, it looks to ye editor like a White, but what year, model, etc? The 1950's sedan comes from John Conde, perhaps our European SAH members can help on this one; John also sent in the photo of the strange 1930's "Aero" sedan, , it certainly makes an attempt at being aerodynamic, but who built it? What is it?



# Factory Photo Section

This issues factory photograph is of an Austin Healey 3000 Mark III,  
from the collection of the editor.



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