

NEWSLETTER

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

DECEMBER 1980

ISSUE NUMBER 70

President's Paragraphs

The purpose of SAH is to further the gathering and writing of automotive history. Any organization can do more than separate individuals. The existence of the Society has brought many people in touch with others of similar interests. In a short span the Society has been established as the respected institution in its area. The Cugnot Award is the prestigious one in the field of automotive writing. The best part of the Society is its members who have talent, writing skills, energy, and an unrivaled body of knowledge. Whether this pool of expertise has been ably tapped may be a matter of opinion but I am increasingly enthusiastic about the prospects of SAH.

For all of this solid achievement there remain the twin questions; what more can we do, and what can we do better? Or to put it another way, what can we do to advance the goals which are expressed so well in the brochure?

All action needs to be preceded by thought. The Resources and Planning Task Force under Dave Brownell has been engaged in that kind of intensive thinking. This is being written in early September in anticipation of the Fall meeting of the Board and the Annual Meeting of the Society of Hershey about a month away.

The publications are now appearing regularly. John Rae has established a tradition for the activity of the Publications Committee and Walt Haessner is already busy following up on this. We can look forward to our publications speaking not only to ourselves but also to an increasing audience of others.

Some of the other committees have been functioning and some have not. One of the areas to be explored by the Board at its next meeting is whether to combine or abolish some committees and what can be done to improve their performance. What may have been appropriate to a group of a couple of hundred members most of whom knew each other may not work effectively for a Society of five hundred members world wide where there is a tremendous potential for that number to double and redouble in a short time.

The Board faced reality at the October 9, 1980 meeting. It voted to increase annual dues to twenty dollars. It did so reluctantly but there was no real choice. As of the end of September the Society had spent about three thousand more dollars over its income for the year. SAH has been below the norm on dues for a long time. John Conde made an informal survey last spring and found only a few automotive clubs below fifteen dollars. The major expense is in publishing. With the newsletter and magazine now coming out regularly there is no place to go but up. We held the line as long as we could.

There is also good news. You will note that the annual dues notice is included in this issue thereby saving the cost of a separate mailing. Other notices will be sent this way also.

W.F. Robinson

Committee Changes

Walter R. Haessner, Director, has been named to head the Publications and Publicity committees. He follows John Rae at Publications. Mr. Rae has been unable to attend meetings as he feels should be the case and he is currently immersed in a number of projects including a book. Dave Brownell, the former head of Publicity, hasn't been able to give the time he should have liked to the post. The Publications Committee has been functioning after a period of quiescence and the Society owes Mr. Rae a vote of thanks. Thanks are also due to Dave Brownell who is currently up to his ears in the work of the Task Force. Walt, as many of you know, is a publisher and his experience will be helpful to the Society in both of his new posts.

Editorial

Not too many items in the Research or Classified Columns this month, these are free to use by all members, and they do work. My own request for items on the Collins and Collinet cars built on Long Island produced a number of responses, and I thank those gentlemen for the information they supplied. This is your publication, use it! By the time you receive this our annual meeting-dinner will be history, the good fellowship shown at this meeting and reflected in the publications is what the recording of automotive history is all about.

Walt Gosden

Special Note: This issue of the Newsletter is very late, due mostly to the new format; it is now being typeset in Arizona, pasted up in Troy, NY, and printed and mailed from Tucson, AZ. The smaller size than usual is due to the lack of dollars in the treasury. The more members we have, the larger the issue we can produce due to the increased funds we will receive from the additional dues from our new members. It's up to you.

WEG

We Shall Remember

It is with sad heart that I report herein the passing of one of our members and Director of the SAH.

Sometime during Thanksgiving evening James J Bradley passed away in his sleep.

Jim, as he was known to the membership, was the curator of the National Automotive History Collection at the Detroit Public Library, Detroit, Michigan. He joined the Library in 1953 and was the prime mover for the preservation of all types of automotive material. Jim was also a member of the Antique Automobile Club of America since 1975. As Chairman of the Cugnot Award Committee, it was Jim's responsibility to see that this very important aspect of the SAH was carried out with the most professionalism, which he and his committee did, without any flying of feathers. Jim's feeling about whether there should be more than one Cugnot Award was expressed as follows:

"Would not prefer change from present formula . . . awards for best book and best magazine article are all we should encompass I think. Have had suggestions: awards for best photography, for outstanding cinematography for short amateur articles and books vs. "professional" works, for fiction, biography, layout, etc. Can be no end. . . would dilute importance of what we now have. There might be a good case to call the award for magazine by some individual name. . . e.g. The Oliver Evans Award, etc."

It would behoove us to heed Jim's words—as he can no longer express his feelings I feel we should consider what Jim would express if he were still with us.

Not only do we and Jim's family feel the loss of Jim as an person, but the world of historians and journalists will no longer be able to call on Jim's personal mental catalog of what was on file at the Detroit Public Library.

Jim had wanted to see the Collection at the Library grow. I believe we should consider what we can do to fulfill this end—strive to continue the work that Jim started, as a continuing example of how an idea can be perpetuated.

I would welcome any and all ideas. Please write me and let's keep this effort moving—for Jim, who is dearly missed by all of us.

W R Haessner
Chairman of Publications

MQR—Auto Issue

In how many ways and to how great an extent has the automobile influenced American culture?

The *Michigan Quarterly Review's* special Fall 1980/Winter 1981 double issue is the most comprehensive document ever devoted to this question. The 350-page, illustrated edition will be published in November.

David L. Lewis, professor of business history at the University of Michigan, is guest editor. Lewis is the author of the prize-winning book *The Public Image of Henry Ford*, of two regularly-appearing old car columns, and of more than 350 articles on automotive history.

"Our automobile and American culture issue is without doubt the most significant statement ever made concerning the auto's impact on our nation," Lewis says. "We expect it to serve as an important reference work for years to come and as a benchmark for any future analysis of America's car culture.

"Given Americans' high level of auto consciousness," adds Lewis, "we expected our special issue to attract a wealth of material, and it did—hundreds upon hundreds of poems, short stories, full-length works of nonfiction, and graphic works galore. Perhaps our most difficult task was selecting the forty or so manuscripts we could publish.

"The issue's mix of 'scholarly' and 'popular' writing is unique in automotive publishing annals," Lewis continues. "It should appeal to everyone interested in American history and especially to those interested in automotive history and the car culture."

The issue explores past, present, and future, and offers both pro and anti-auto perspectives. It includes the reminiscences of those whose lives have been touched by the auto, appraises the manner in which poets, artists, filmmakers, and others have viewed cars, and examines the myriad ways in which the auto has changed our manners, mores, and morals—including our sex lives.

The auto issue is MQR's second special edition. The first, "The Moon Landing and Its Aftermath," was published in the spring of 1979, and sold out two printings. The auto issue is expected to be one of the most popular issues ever published by the *Michigan Quarterly Review*, a general interest journal and leading publication of the University of Michigan.

"The auto industry and motoring are in a state of transition, and the golden age of both perhaps can best be viewed through the rear-view mirror, rather than the windshield." "So," says the editor, "this seems the right time, eight decades into the auto era, to thoroughly analyze the auto's impact on American culture, and to peer a few kilometers down the road as well."

Copies of the special issue may be obtained by writing the Michigan Quarterly Review Office, 3032 Rackham Building, University of Michigan, Ann Arbor, MI 48109, or by telephoning the office at (313) 764-9265. The issue is priced at \$7 per copy. Special rates are available for large orders.

Chapter Liaison's Report

by Chris Halla

To say that I am disappointed in the response I have had from the various chapters on the formation of the post of Chapter Liaison Officer would be putting it very mildly. Only two chapters—besides the Wisconsin, which I am secretary for—have sent newsletters and kept me posted on their activities. Three out of seven, when 100% is required, is just not satisfactory. So again, I ask the various chapter officers to see to it that I receive their newsletters and minutes from their meetings, as well as a list of current officers. Please help me out. Without the support of the chapters, the CLO position is pointless.

On a positive note, on a recent trip to Indianapolis, I had the pleasure of talking to James Hogget about the formation of a Hoosier chapter. I think it's a great idea. If there are other SAH members who would like to discuss forming a chapter in their area, get in touch (Chris Halla, 509 W. Fulton, Waupaca, WI 54981).

In my next report to the membership, I would like to include a calen-

dar of chapter activities and a list of projects underway. Hopefully, the chapters will provide me with the necessary information.

Second Annual Summer Meeting of the Wisconsin Chapter of the Society of Automotive Historians

by Chris Halla

The Society of Automotive Historians/Wisconsin Chapter held its second annual summer meeting on July 12 at the Iola Old Cars Show where it was the sponsor of the special Wisconsin Vehicle Display. The chapter also had a booth set up at the show to take new memberships, answer questions and take orders for their list of Wisconsin Vehicle Manufacturers (that list is available for \$1 from Chris Halla, c/o Krause Publications, 700 E. State St., Iola, WI 54945).

A business meeting was held during the afternoon. The first order of business was to announce the new board of directors. That board includes the following: Matt Joseph, Director; Wally Wray, Associate Director; Chris Halla, Secretary; Bob Lichty, Treasurer; and Bill Cameron, Tim Tilton, and Phil Hall, Directors-At-Large.

Other matters that came up during the meeting included: Annual winter meeting in Milwaukee; a report on the SPARK, the bi-monthly newsletter; the possibility of buying books at a group discount; a membership drive; and the Wisconsin Automotive History Project. The membership voted to adapt a separate class of membership for senior citizens, at \$3 annual dues as opposed to the regular membership fee of \$5. A resolution was also passed to express the Wisconsin Chapter's concern about the possibility of raising dues for membership in the national without a financial report and demonstration of need to the membership.

The Wisconsin Chapter is now 38 members strong and growing steadily. Several ongoing projects and continuous contact between members keeps the chapter healthy and active.

SAH REVIEW Narrowly Escapes Disaster

The printing plates were made, and the presses were ready to roll the next day, but the SAH REVIEW didn't make it on schedule.

About 6:30 pm on September 16th, what turned out to be a two alarm fire was discovered at Walter Snyder Printers in Troy, New York. All the material for Issue #12 was on hand with the hope that the magazine would be in members' hands by Hershey weekend.

Three of the firm's employees were working overtime when a pressman smelled smoke from the basement. Without much consultation, the 100+ year old building was evacuated, and all four floors were rapidly involved in flames.

Quick action by the City's Fire Department kept the fire largely confined to the rear half of the building, although damage was severe enough for it to be considered a total loss. The six hour fire caused the destruction of all but one press and the loss of all other production equipment. Damages are estimated at nearly one million dollars.

Fortunately, all REVIEW material was stored in the front part of the building, and the flats (printer's negatives), and the mechanicals (pasted-up artwork), photos and other illustrations received very minor damage.

The negatives were immediately sent to another printer, and while the magazine will not be in members' hands by Hershey, they will be at the mailer's by that time.

The SAH owes a debt of gratitude to Walter Snyder Printers, Inc., Brown Printers of Troy, Inc., Dave and "Tip" Snyder; Jack Dolan and all the other employees for their help in locating and caring for the little job. Thanks, too, to the Fire Department of the City of Troy.

JMP

Archives Column

by Howard Applegate

The following is a listing of surviving automotive archives:

Current Automotive Companies

AMERICAN MOTORS CORPORATION
Public Information Officer
27777 Franklin Road

Southfield, Michigan 48034
Includes Hudson, Nash and Seaman Body Company

CHRYSLER CORPORATION
Department CIMS 417-24-18
P O Box 1919
Detroit, Michigan 48288

FORD MOTOR COMPANY
Ford Archives
The Edison Institute
Henry Ford Museum
Dearborn, Michigan 48121

FORD MOTOR COMPANY OF CANADA, LTD.
The Canadian Road
Oakville, Ontario,
Canada L6J E54

INTERNATIONAL HARVESTER COMPANY
401 North Michigan Avenue
Chicago, Illinois 60611

Defunct Automotive Companies

AUTOCAR COMPANY
The Edison Institute
Henry Ford Museum
Dearborn, Michigan 48121

BREWSTER BODY COMPANY
New York Public Library
Manuscripts Division
New York City, New York

J.G. BRILL BODY COMPANY
Manuscripts Division
Historical Society of Pennsylvania
1300 Locust Street
Philadelphia, Pennsylvania 19107

JAMES CUNNINGHAM & SONS COMPANY
Automotive Reference Division
Free Library of Philadelphia
Logan Square
Philadelphia, Pennsylvania 19141

National Automotive Collection
Detroit Public Library
Detroit, Michigan 48202

LOCOMOBILE COMPANY OF AMERICA
Historical Collections
Bridgeport Public Library
925 Broad Street
Bridgeport, Connecticut 06004
These archives will be restricted until the collection is processed.

MAYTAG COMPANY
Records Management Department
403 West Fourth Street, North
Newton, Iowa 50208

MOYER AUTOMOBILE COMPANY
Onondaga Historical Association
311 Montgomery Street
Syracuse, New York 13202

PACKARD MOTOR CAR COMPANY
National Automotive Collection
Detroit Public Library
5201 Woodward Avenue
Detroit, Michigan 48202

Studebaker-Packard Archives
Discovery Hall Museum
120 South St Joseph Street
South Bend, Indiana 46601

PIERCE ARROW MOTOR CAR COMPANY
Engineering-Transportation Library

University of Michigan
Ann Arbor, Michigan

REO MOTOR CAR COMPANY
Transportation Library
Michigan State University
Lansing, Michigan

STUDEBAKER CORPORATION
Studebaker Historical Collections
Discovery Hall Museum
120 South St Joseph Street
South Bend, Indiana 46601
Includes Erskine, Rockne and Avanti materials.

VELIE MOTOR VEHICLE COMPANY
Deere and Company
John Deere Road
Moline, Illinois 61265

Farm Machinery and Equipment Companies

ALLIS CHALMERS CORPORATION
1205 South 70th Street
P O Box 512
Milwaukee, Wisconsin 53201

DEERE AND COMPANY
Archives Department
John Deere Road
Moline, Illinois 61265

INTERNATIONAL HARVESTER COMPANY
Archives Department
401 North Michigan Avenue
Chicago, Illinois 60611

**TO BE CONCLUDED
IN THE NEXT ISSUE**

Letters

From: *F.W. Crismon, 321 Godfrey Ave, Louisville, KY 40206*: Ref Newsletter issue #66: Mystery car #3 is a c. 1937 Wanderer (part of the Auto Union conglomerate). Ref Newsletter issue #68: The tractor appears to have a Federal radiator and hood of c. 1934; furthermore, heavy Federals later made much use of the big shock absorbers shown just ahead of the radiator shell. I think the cab was grafted from some other vehicle.

From: *Michael Sedgwick, Automobile Historian and Writer, Flat 1, June Cottage, June Lane, Midhurst, West Sussex, GU29 9EL, England*: The John Conde puzzle picture in SAHN #69 is easy enough to identify make and approximate date, though I'd say it was a development model, since the combination of rear quarter detail and grille didn't happen on anything that reached the public.

The car is clearly a member of the Fiat 1400/1900 family announced in March 1950 and produced thru late '58. The car was also produced in Spain (by SEAT from 1953) in Germany by NSU-Fiat, in Austria by Steyr-Puch, and in Yugoslavia by Zastava. The general shape and absence of belt moldings show that it must be an early model prior to 1956, when a wrap round rear window was introduced, while the rear quarters look a little handmade. The grille, however, is too elaborate for 1950 (made higher and with a pattern of plain horizontal and fine vertical bars or for the 1954 'A' series (bars on your photograph are far too thick and Oldsmobile-like). The closest one can get in production Fiats is the second-series 1900A introduced in 1954, and on this car the grille, though barred in a somewhat similar fashion, is much higher and also slightly narrower.

The background of the picture looks very Lombardian plain, and could have been taken in prototype tests in 1949.

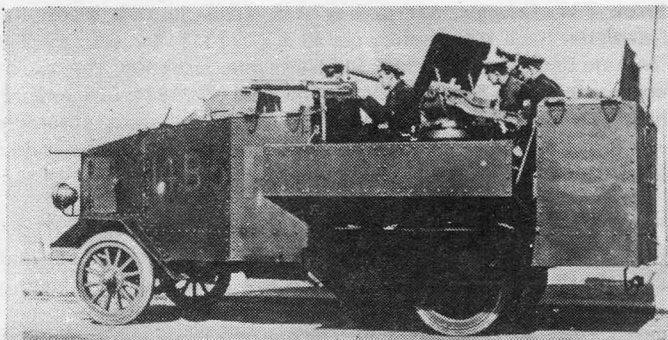
One interesting pointer as to source: A.E. Barit of Hudson was an admirer of this Fiat shape (?) and his wife reputedly had a 1400. He is said to have used the 1400 as an inspiration for the Jet. Though why a prototype pic. should have turned up in America when the shape was there for everyone to see from the '50 Genève Salon onward, heaven knows.

From: *Michael Worthington-Williams, Glaspant Manor, Capel Ifan,*

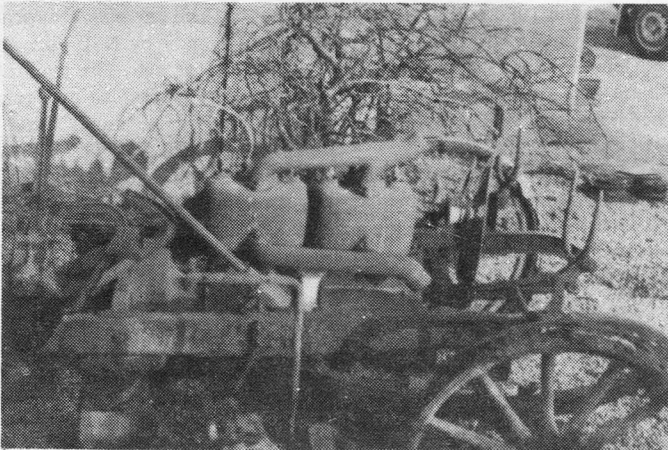
Newcastle Emlyn, Dyfed. SA38 9LS: In the March-April issue, R.A. Wawrzyniak, Chairman of the Motor Truck Roster Committee reports "nil foreign response"—a pity, since truck history is still, despite Nick Georgano's Encyclopedia (on which both Mr. Wawrzyniak and I contributed) very much in the embryo stage and much remains to be researched before truck enthusiasts can count themselves as well-served as other early vehicle enthusiasts.

So here's my two bits worth. Can anyone throw any light on the following makes of truck?: 1919/20—Heavy Aviation (believed of U.S. origin, but marketed in England); 1924—"Q.P." (Quadruple Purpose) built by London Lorries Ltd Spring Place Kentish Town, London N.W.5. 1927—Alldays Rigid Six Wheelers (Passenger and commercial vehicles) built by Alldays Commercial Motors Ltd. of 78 Jermyn Street, St. James' London S.W.1. (This address must have been the office only). 1924—Longframe Rigid Six Wheelers. Built by Longframe Six Wheeler Construction Company of 58 Bredgade, Copenhagen K, Denmark. 1915—Seabrook. Extensively used by the British Admiralty as armoured cars and gun lorries in the Great War. See photograph enclosed.; 1916—(Approx date) Rhodia. One of these has just turned up in Scotland. It is rated at 16 hp, has a four cylinder engine cast in pairs with the letters "MI" cast in each pair. The gearbox is in-unit with the engine with "B2" cast into gearbox. Half elliptic springs at front, 3/4 elliptic at rear. Wooden wheels, external and internal brakes with single shoe. Chassis side members constructed of 3" channel steel. Electrics by Eismann, Holley Bros carburetor. Local informant says vehicle was one of about 100 originally shipped from U.S. to France during Great War for use as ambulances. The license disc indicates that the vehicle was last taxed for road use in 1922—the Reg. No. was G 7416, indicating original registration in Glasgow, this series having commenced with G 1 in 1921. If this is so, the vehicle can have seen very little civilian use, and probably spent the period from 1918 until 1921/22 in one of the Government War Disposals dumps.

1915 Seabrook, R.N.A.S. gun lorry.



Circa 1916 Rhodia engine.



From: *Ralph Dunwoodie, 5935 Calico Dr., Sun Valley, Nevada:* The last of the three "Mystery" cars in SAHN #69 was designed in 1934 by Hal Holtom and was to appear as a taxicab—whether it ever got beyond this single specimen, I do not know. I carry it filed under Holtom for lack of better identification.

Hal Holtom designed and built a rather unique touring car in 1919 which was called the Holtom (see Motor, June 1919, p. 66) Mr. Holtom was an automotive consultant and spent two years developing this steamlined taxi. The radiator shell carried concealed lighting which gave the effect of illuminated grill bars. All seats and backs were of air cushion design rather than springs. The car had a periscope type rear vision mirror on the instrument panel. The drivers seat was elevated to insure maximum vision. The body contained a washed air system and the rear doors were controlled by the driver.

Mr. Holtom did styling in Great Britain prior to WW I and did styling for the Selden truck in 1925.

From: *G.M. Naul, 534 Stublyn Rd., Granville, OH 43023:* Am interested in learning of the existence of any automobile registration lists for the period 1916—1920 for NY, NJ, PA and/or New England states. Registration information should include: make, serial number, taxable HP and, preferably, model year. Willing to pay for photo copies, or take on short loan. Would be willing to share same type information for New England states for period 1912—1915.

From: *Peter Helck, Boston Corners, RD 2, Millerton, NY 12546:* The photo submitted by my good friend, Crawford Robertson which appears in your May-June issue is the well remembered match between great rivals, Robertson and DePalma, staged at Brighton Beach mile track on August 19, 1910.

It was the second set of matches between these aces, the first of which had also been staged at Brighton on July 23rd.

On both occasions Robertson's 90-Simplex track Sp1 won all heats from DePalma's 60-Fiat Cyclone. In this writer's opinion—a witness of the second match—Robertson's supreme confidence and advantage in litres had the race won before the starter's pistol sent them off.

From: *Ronald B. Irwin, 18319 Grayland Ave., Artesia, CA 90701:* In reference to the "Aero" sedan pictured in the #69 Newsletter. See the enclosed photocopy. The same picture is used in the December 8, 1934 *Automotive Industries* page 694. The car is an experimental taxicab. I have also enclosed a photocopy from *Modern Mechanix and Inventions* March, 1935 page 67. This car has a similar trim stripe along the side although the grille and fenders are of a different shape from the car pictured in the Newsletter.

From: *George Risley, 4863 Second Ave., Detroit, MI:* In the May-June issue of the Newsletter there appears a picture of an unidentified truck and the legend "Farnum Motor Car Co." I can't solve the Farnum Mystery but the vehicle is I'm sure, a Grabousky ca 1911—12. Incidentally, I have found another view of this particular vehicle in a photo collection in the Detroit Public Library, Auto History Dept.

Another truck appears in the July-August issue, also unidentified, which is certainly a White ca 1922—25.

Enclosed are copies of similar vehicles to support my contentions. These pictures are in the Automotive History Collection at Detroit Public Library.

From: *Elliot Kahn, P O Box 869, Clearwater, FL 33517:* In regard to the letter, from Max Gregory, in issue #69 about the VICTORY car in AUSTRALIA. Apparently none of your readers are acquainted with fact there was a VICTORY brand engine made by the GRAY firm in Detroit, from 1918 into the early 1920s. Pretty much the same engine eventually powered the GRAY cars and trucks of the 1922—26 period, but by this time, the VICTORY nameplate had been dropped. The VICTORY engine was used in several taxicabs and trucks of the period, and had a 3-1/2 by 5 inch bore and stroke. Its taxable rate of H.P. was given as 19.6 in 1930, but this was later upped to 22.5 figure by GRAY. Among users of this engine was the mail order BIRCH, who sold both cars and trucks. Of course they built none of them, and various firms, such as ELCAR; BELL (of YORK, PA), and others have been reported to have been actual builders. It seems that many of our fellow historians refuse to consider badge engineering, as it is often called, which has long been with us, and cars and trucks like peas, and gasoline are sold by brand name, which may or may not also be maker.

My own guess was that the AUSTRALIAN car indeed used a VICTORY Brand engine and caused car name to be same, and most likely the actual builder was either GRAY; ELCAR or PIEDMONT, and I would bet this was case. But it is also likely the car may have even been purchased through one of so called mail order or body builder's too, such as BIRCH, and shipped without a name.

PULLMAN of York, PA is known to have built some cars for BIRCH. Who is to say what year BIRCH actually sold them?

His comment on the DART truck, is quite interesting to me as I have been trying to date and source the early parts of early models. DART brand trucks are still made today, quite correct and under that brand name NOT KENWORTH, even though they are owned by that firm today, which in turn is a division of PACCAR (one time Pacific Car & Foundry), and units are built both in the DART Kansas City, MO plant and also the joint PACCAR plant, one time SICARD plant in Quebec. DART units are not always OFF highway, as a Tucson, Arizona firm uses one as an over the highway heavy tractor type transporter (also used a CLINE, which was named after same MAX CLINE who saved the DART brand name back in 1920s); and DART also makes aircraft refueling trucks, industrial trucks and other items.

No doubt that the so called mystery truck in this issue is a WHITE, but since they made similar models for about six years, it would be impossible to date it down to year, but a guess would be 1923. The truck in a previous issue looks very much like a Biedermann to me, though it could also be a CORBITT, who made many of parts for Biedermann's, and it may actually be pre-war that is built 1939-40 or so rather than after War. Both firms, along with Ward La France used those Westinghouse air springs even into the 1950s on some models.

Sad to report, but the current WHITE MOTOR firm that built the WHITE trucks for 80 years is now in Chapter 11 receivership (Bankruptcy proceedings) and while it looks a bit fishy to me, it could herald end of several of oldest brands still on market, including AUTOCAR.

From: G.H. Brooks, 493 Magill Rd., Tranmere, South Australia: Max Gregory's further thoughts on the Victory car in "Newsletter" No. 69 were posted just before he got a letter from me with the results of another line of investigation. He agrees that my suggestion has possibilities, but there are some differences to be explained away.

The known data on the Victory gives us Ward-Leonard starting and lighting and Atwater-Kent ignition. What cars of 1915-16 had this combination? Going through the index of the "Reed Service Manual" we find only two, viz. the King Model C and the Saxon four-cylinder. The latter can be ignored as it bears little mechanical resemblance to the Victory, but when we look at pages 111-113 of the "A.L.A.M. Handbook" for 1915, showing the King offerings, we may be getting somewhere, as the following tables show:

Similarities:

	KING Model C.	VICTORY
Horsepower Rating	24.8 N.A.C.C.	25
Wheelbase	113 inches	113.5 inches approx (Scaled)
Rear suspension	Cantilever (could be 1/4-elliptic)	Cantilever
Cylinder arrangement	En bloc	En bloc
Radiator	See comments below.	

Differences:

Tyres	33 x 4	30 x 3-1/2
Chassis dumbirons	Shorter and deeper	Longer and shallower
Steering wheel	Spokes curved	Spokes straight
Hand controls	Above steering wheel	Not above steering wheel
Front hub plates	12 bolts	6 bolts
Hub caps	Same front and rear	Rear larger than front

Comparing the radiator and maker's emblem in the illustration, "Newsletter" No. 65, with those in the "Handbook," page 113, it appears that they are identical. On the complete Victory car the emblem has been removed.

Grace Brigham's "Serial Number of the First Fifty Years" shows numbers 2201 to 7005 for the 1915 King Model C, a lot more than the "500 cars in use" claimed by Keep Bros. & Wood.

From 1916 there was no King four-cylinder car, only a V8, which could account for the demise of the Victory. On the other hand the whole plan for car production by Keep Bros. and Wood may have been based on the intended purchase of a number of obsolescent chassis from the King Motor Car Company.

Is there a member of the S.A.H. with information on the King Motor Car Company and the cars it produced who could help to clear this matter up?

Research Column

Col. Robert J. Icks, 438 May St., Elmhurst, IL 60126: Need drawings and front view of Holt steam wheel tank design of 1917-18.

Classified Column

Wanted: The following books authored by William K. Vanderbilt II—*Log of My Motor 1899-1908; Log of My Motor 1908-1911; Through Italy, Sicily, Tunisia and Algeria by Motor*; also *The Log of the Alva* (nautical). Will purchase outright or trade sales catalogs I have. Walt Gosden, 197 Mayfair Ave., Floral Park, NY 11001.

Some Clues to the Elusive Med-Bow and Medcraft.
by Fred Roe

Although they are rather rare and not always complete, Automobile registration lists for the various states are a source of historical information from which a great variety of detail can be extracted. A great deal of patience is required and research in these volumes may only be appealing to those few "squirrels" (James Melton's term) among us who can find enjoyment in reading a telephone directory. But sometimes putting together little pieces from these lines of fine print can bring interesting and useful results.

Consider the 'Med-Bow' and the 'Medcraft,' two entries in the 5000 Marques list in *The Automobile since 1775*. These entries appear to have been extracted from the 1909 Historical Table in *MoToR* (copies available from SAH) and the interpretation was that the first was believed never to have reached production, while the second was thought to be an erroneous name for the first, with the company doing business only in 1907. The 1775 list also states that the same outfit may have built some cars called 'Springfield,' in the same year. Some time ago I found a 'Med-Bow' listed in a volume of the Massachusetts registration list for 1913, which kindled the hope that in earlier years there might have been more. Recently a couple of earlier volumes of Massachusetts registrations for 1907 and 1909 have been made available to me, and naturally I have kept an eye open for earlier 'Med-Bows' as well as numerous other quaint forms of automotive life. I should say that Massachusetts lists have an advantage to the researcher because this state's early registration forms gave the registrant wide leeway in the way he entered the name of his vehicle. At least as late as 1913, and I think for some years thereafter, the registration form provided almost two lines headed "Description of Vehicle," followed by the usual spaces for maker's number, horsepower, etc. In searching these records, therefore you must be prepared to do some editing and interpolating, as unusual and questionable descriptions do come up, as well as welcome extra information.

Although a line by line reading of the 1907 list left me without any 'Med-Bow' entries, I did find that the owner of a 6 HP Jeffery, reg #2569, was Harry C. Medcraft, 57 Piney Woods Ave. in Springfield, which is where the 'Med-Bow' is supposed to have been produced, if at all. Since the name 'Medcraft' appears in the 5000 Marques list it seems reasonable to deduce a possible connection.

So on to the 1909 list after a day or two of eye-resting. Thumbing through the pages at random before settling down to a line by line reading I despaired of finding anything to advance this project until I caught sight of #5662 when I had to stop and rejoice, for the owner of that number, Mr. Carl L. Hoffmann, 33 Beacon Hill Ave., Lynn, screwed his porcelain tags on a 35-40 HP 'Medcraft'! Does this mean that

Harry C. has gone into the car business? Maybe, maybe not. On to #6663, what do you know, a genuine 'Med-Bow,' 30-35 HP, owner William H. Sargent, 169 Forest Park Ave., Springfield. Is this the one and only? Did Harry C. have anything to do with it? Don't know, but we do know that Mr. Sargent was still driving the beast in 1913, for his name and same address are on the entry which I had previously noticed in the 1913 list. By that year the listers had generously added year and serial number to the information compiled, and Mr. Sargent's 32 HP car was dated 1907 with serial number 116.

After this no more grazing but down to a page by page check. By the time this was finished my tabulation included nine entries, and this volume contains only about a third of the complete Massachusetts 1909 registrations. So probably there are more to be found. Here is the list.

2880	40 hp	H.C. Medcraft, Christian J.J. Thelen, Newton.
2881	35	Med-Bow, Christian J.J. Thelen, Newton
3246	35	Med-Bow, Fred H. Loveland, Newton.
3376	30-35	H.S. Medcraft, William Small, Dorchester
4048	35	H.C. Medcraft Auto Co., Bartels, Thelen & Co., Chelsea.
4537	35	C.H. Medcroft, George C. Parker, Saugus.
5662	35-40	Medcraft, Carl L. Hoffman, Lynn.
6663	30-35	Med-Bow, William H. Sargent, Springfield
6733	30	Medcraft, Daniel E. Leary, Springfield

Looks like Harry did go into the car business after all. Allowing for a few typos and misspellings this is a reasonably consistent list showing three 'Med-Bows' and six 'Medcrafts,' with one owner possessing both brands and apparently having a second 'Medcraft' registered to his business as well. While this should be enough to establish that both these names were used on cars, there are still plenty of questions to be answered. Maybe some sleuths in Springfield can finish the story some day. Which came first, 'Med-Bow' or 'Medcraft?' Were they similar or did the name change also signify a difference in design? Were some of these vehicles trucks? The lists do not distinguish types in these early years. How original were these vehicles, or were they strictly assembled? Lets hope sometime someone can come up with some answers to these and other questions about this shadowy operation, complete with specifications and pictures.

The Duesenberg II by G.M. Naul

History is made or created day by day in a never-ending process of accretion. Ignore the recording of today's events and, as time passes, the retrieval of this information becomes increasingly difficult, and in a few years time they become non-retrievable. This is a perpetual risk and can be attested to by one who has in vain attempted to obtain information on certain of the obscure makes which surfaced momentarily in the 1945-1960 period.

The recording of current automotive events such as the announcement of the yearly models by the Big Four is not necessary as that sort of information is suitably covered in innumerable other publications and will be readily available at any future date. Rather it is the uncelebrated and obscure things which must be carefully documented when they happen. This is the least which should be done for the automotive historians of the future. If the SAH had existed, in say, 1920, there would have been much less automotive information lost. It is a case of acquiring a historical outlook for those things which today are ubiquitous but in an amazingly short period of time will be rare. A very mundane example is the neon sign, once plastered over the fronts of most stores but now seldom seen except in the windows of less-than-first-class bars. The non-appreciation or insensitivity for what is now occurring creates headaches for tomorrow's historians.

Replicars are a current phenomenon in the automotive business, albeit a small segment of the overall business. (It is likely that the first use of the word "replicar" is already lost.) However, as historians, we cannot afford to ignore it. Here is automotive history being made, be it good or bad. (There are cases for both.) At least to me, the term "replicar" is synonymous with a cheap imitation, and unfortunately all too many fall into that category. Even the 8/10 Cord, one of the first, was a poor copy of what it intended to copy, and I would put the Classic in the same category. The Bugatti and the like are a little lower on the scale. Those just mentioned cannot be considered to be serious replicas but rather ersatz types.

Some recent efforts toward the re-manufacturing of desirable cars do deserve credit for the re-creation of outstanding cars of the past and for this reason do deserve credit. Among these serious efforts are the full-sized Auburn speedsters and the Duesenberg of 1971 (to ?) by Duesenberg Motors Corp. of Gardena, Cal. This latter was based on a Dodge light truck chassis and has a Chrysler engine. There was also an abortive Duesenberg of 1967 but this car was not based on the original Model J but was an updated version. The latest serious effort is deserving of a better term than "replicar" and could be called a "re-construction" or "re-manufacture." Unfortunately the last term is already in use and implies re-built. This automobile is called Duesenberg II and is built by Elite Heritage Motors Corp. of Elroy, Wisconsin. The motto of this make is "A Masterpiece of Classic Elegance" and the product certainly justifies that phrase. It is a faithful duplication of the famous boat-tail roadster which was designed by Gordon Buehrig. Mechanically it differs from the original in using a Lincoln V8 of 351 cu. in. displacement with an automatic transmission. The wheelbase is a true 153.5 inches and the body is of fiberglass over a steel frame. An undated press release from EHM claims that each car requires 5000 man-hours for construction—even the frame is made at Elroy. Nine such roadsters were built during the first year of production, presumably 1979. The present price is \$79,500. The market for such an automobile is somewhat limited, to say the least, but the sustained interest in the outstanding U.S. classic car may be sufficient to sustain the Duesenberg II. Somewhere there are people with sufficient money to be able to indulge in this faithful reproduction of the original Duesenberg.

Book Announcements

Reviews on the following titles will appear in future issues of either the Newsletter or Review.

Great Cars From Chevrolet, by the Editors of *Consumer Guide*. 96 pp., 169 illus., incl. 28 color photos. Softbound. 8-1/8" x 10-7/8". *Consumer Guide Magazine Classic Car Bimonthly*, 3841 W. Oakton St., Skokie, Ill., 60076, October, 1980. \$2.95.

Encyclopedia of American Cars, 1940—1970, by Richard M. Langworth and the Editors of *Consumer Guide*. 416 pp., More than 1,500 factory photos plus 58 full color pictures. Hardbound. 11-1/4" x 9-1/4". ISBN: 0-517-294648. *Consumer Guide Publications International, Ltd.*, 3481 W. Oakton St., Skokie, Ill., 60076. 1980. \$14.98.

La Scuderia Ferrari, by Luigi Orsini and Franco Zagari, Editoriale Olympia, Florence, Italy. Hardbound, 11 x 9.5 inches (28 x 24 mm), 431 pages, 459 photos, 30 drawings, Italian text. Price 26,000 lire.

Historia del Automovil en Espana, by Joaquin Ciuro, Ediciones CEDA, Via Leyetana 17, Barcelona, Spain. Hardcover, 6.5 x 9.75 inches (16.5 x 24.8 cm), 453 pages, 368 black & white illustrations. Spanish text, 750 pesetas.

La France et l'Automobile, by Charles W. Bishop; Librairies Techniques, 27, place Dauphine, 75001 Paris. Softbound, 6.25 x 9.5 inches, 469 pages, 22 black & white photos. French text, 100 French francs, plus 7.30 francs for registered overseas shipment.

75 Years of New Hampshire License Plates 1905—1979, by Josiah H.V. Fisher, 50 pp., 47 color photographs. Softbound. Privately published by Josiah H.V. Fisher, Oak Ledge Road, Meredith, NH, 03253. 1980. \$8.95 postpaid.

Book Announcements continued

Tootsietoys: World's First Diecast Models, by James Wieland and Edward Force. Photographs by Thomas Budney. 100 pp., 287 photos. Softbound. 9" x 6". Motorbooks International, Osceola, Wis., 54020. 1980. \$8.95.

Motor Trucks of America, by James A. Wren and Genevieve J. Wren. For the Motor Vehicle Association of the United States, Inc., 378 pp., 200 illustrations. 8-1/2" x 5-3/8". Softbound. ISBN: 0-472-06313-8. University of Michigan Press, Ann Arbor, Mich., 48106. \$8.50.

Lincoln & Continental: The Postwar Years, by Paul R. Woudenberg. 152 pp., more than 225 illustrations. 10-1/8" x 7-3/4". Hardbound. ISBN: 0-87938-063-2. Motorbooks International, Osceola, Wis., 1980. \$18.95.

75 Years: A Commemorative Album, Edited by David Roscoe. 46 pp., profusely illustrated. 11-5/8" x 8-1/4". Softbound. Available from Publicity Department, Rolls-Royce Motors Limited, Crewe, Cheshire, England. \$6.00.

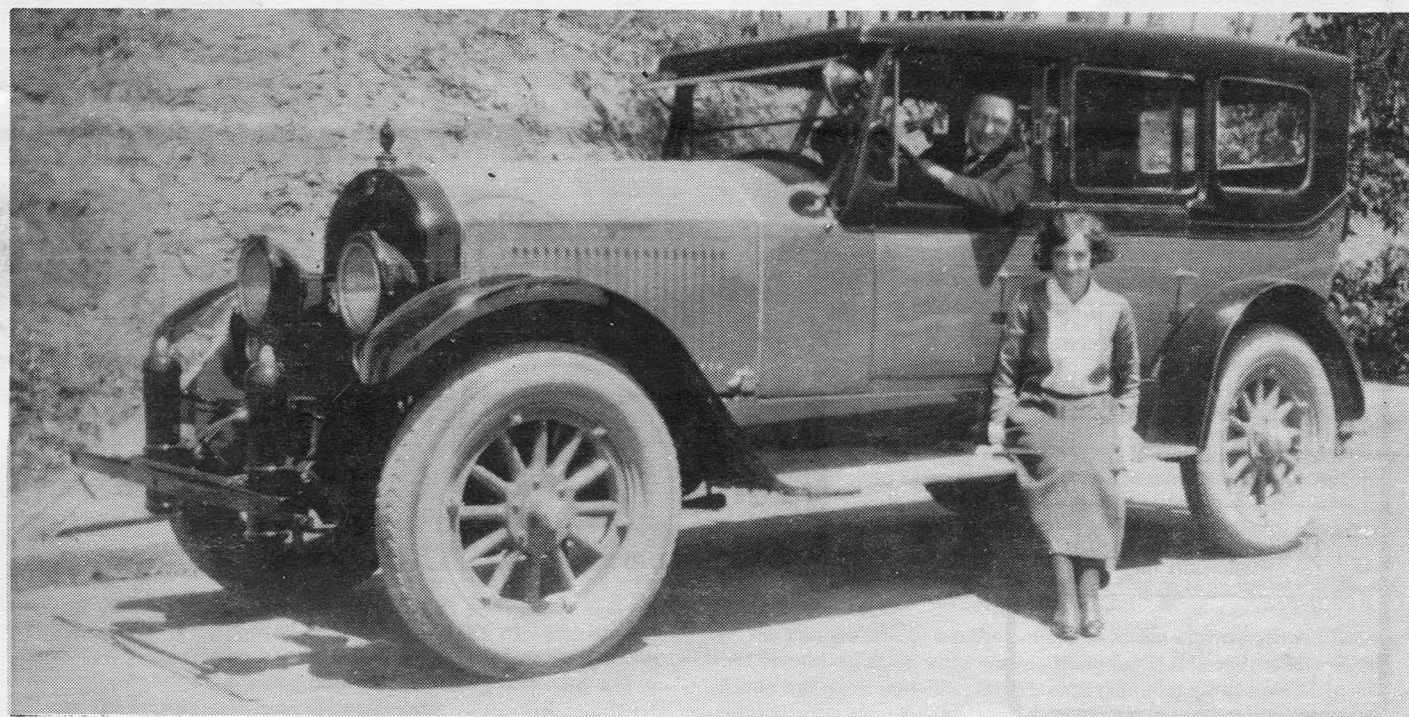
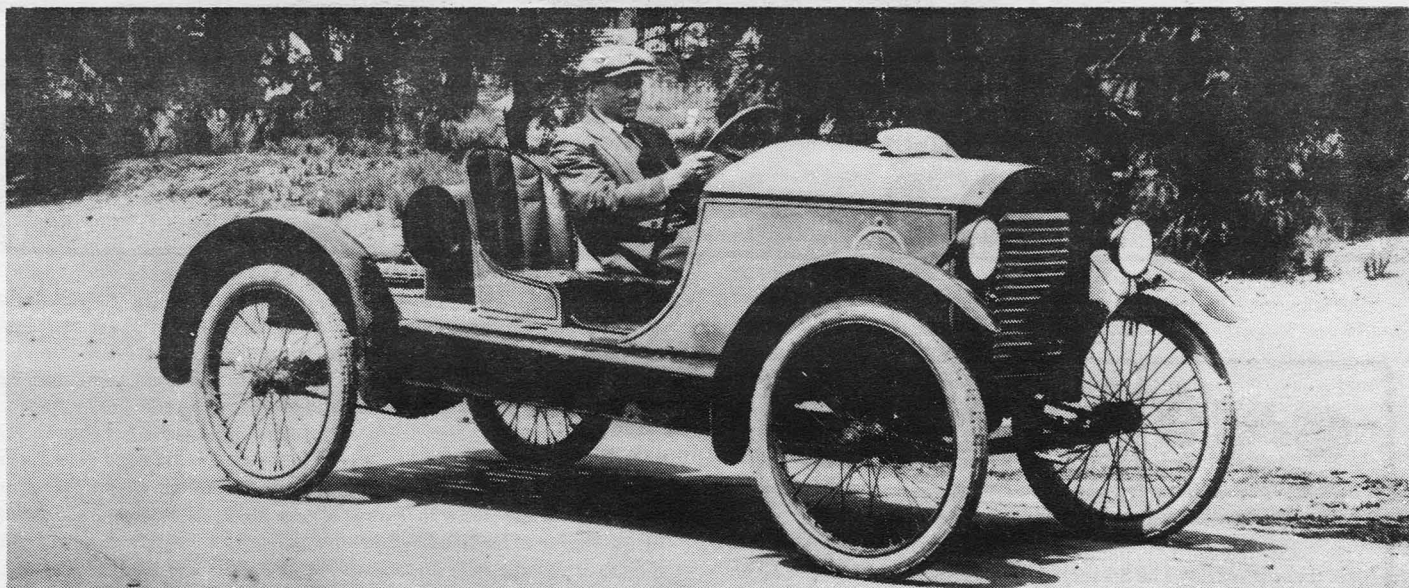
Ferrari—The Sports and Gran Turismo Cars, by Warren W. Fitzgerald, Richard F. Merritt and Jonathan Thompson. 264 pages, copiously illustrated. Published by CBS Publications, third edition, distributed by W.W. Norton & Co., 500 Fifth Ave., New York, NY 10036, \$29.95.

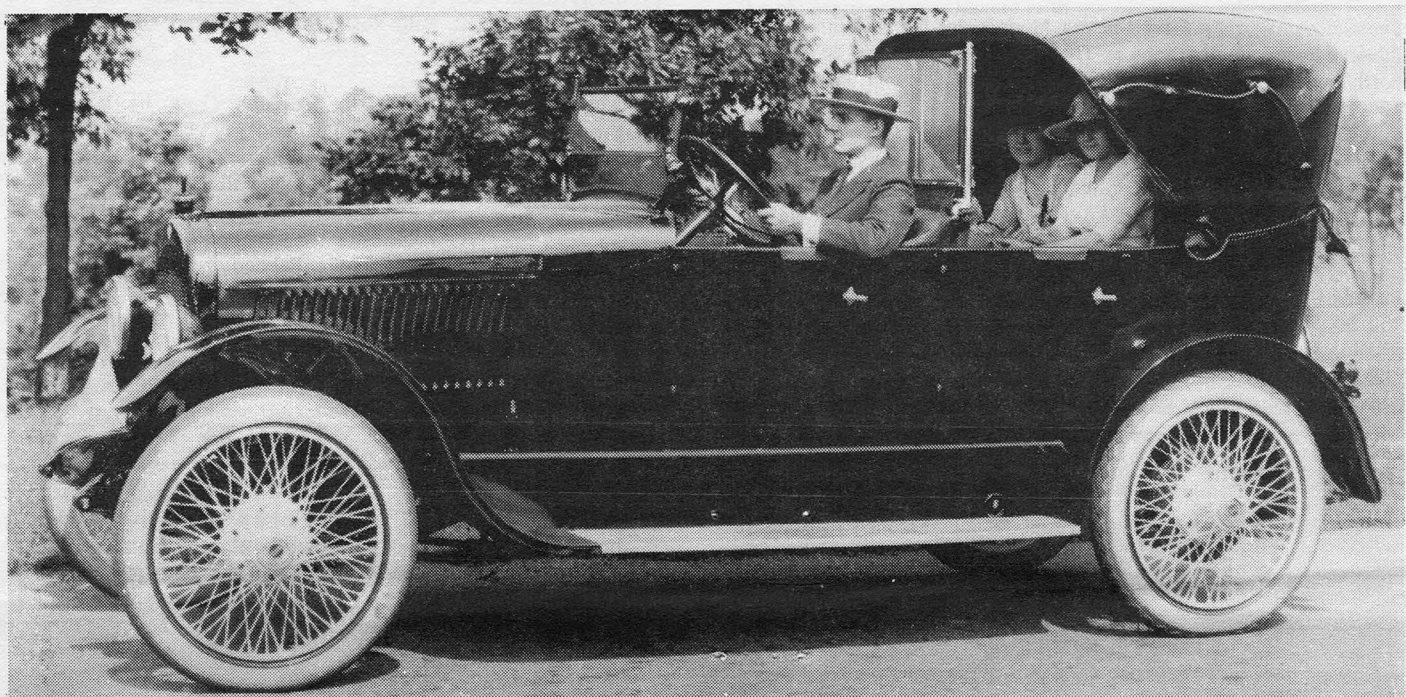
A. Kow—Quarante Ans de Creation Publicitaire Automobile, preface by Maurice Genevoix, historical notes by C.H. Tavard. Editions de l'Automobiliste, 42 rue du Bac, 75007 Paris. Hardcover, 9.75 x 13 inches (24.5 x 33 cm), 178 pages. French text, 210 French francs plus ten francs shipping charge.

Mystery Car Photo:

The photo of the wire wheeled runabout comes from G.H. Brooks of South Australia who said it was found with other photographs of the 1925 era. The car is fitted with Goodrich tires; and was sent to Mr.

Brooks by Bob Johnston of the Africana Museum in Johannesburg, South Africa. The second photo of the "California Top" touring comes from Lewis Stone of Chatham, NY. What are they, folks?





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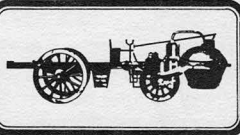
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