

NEWSLETTER

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

AUGUST 1981

ISSUE NUMBER 73

President's Paragraphs

Fellow members:

Some good news to report. At the February board meeting your officers and directors had reluctantly voted to temporarily suspend publication of the *Automotive History Review* due to the shaky health of our finances at that time compared with the high unit cost of producing an issue of the *Review*. Since then, dues and contributions have been rolling in and the embargo on publication of the *Review* has now been lifted. There's a good, fat, informative issue in the works and I'm looking forward to seeing it as much as you are.

Doug Bakken has agreed to take the late and sadly missed Jim Bradley's place as Chairman of the Cugnot Awards committee. Doug is well qualified for this position and invites SAH members to submit nominations for the 1981 Cugnot magazine and book awards to him immediately, cut-off date is August 28, 1981; books in hand on that date. Any automotive book or article with an historical bent published during 1980 can be proposed, and it need not have been written by an SAH member to be eligible for review by the committee. The awards will be presented at our annual meeting October. Please send your nominations to: Douglas A. Bakken, Chair, Cugnot Award Committee, The Society of Automotive Historians, c/o Archives and Library, Greenfield Village, Henry Ford Museum, Dearborn, MI 48121.

Bill Cannon is our Chairman for this year's Nominations Committee for Officers and Directors. Any suggestions you might have—please send to him today. Bill's address is: William A. Cannon, 175 May Avenue, Monrovia, CA 91016.

A word or two about our newsletters. The previous issue was late by a number of weeks, and I didn't like that any more than you did. However, the majority of members who called or wrote complaining about this tardiness were people who had never contributed a single thing to the *Newsletter*. As I've mentioned before, SAH is different from other automotive organizations. To get the most from it you must contribute something to it. Anyone who has joined with the notion that SAH's mission is to throw reams of information at passive members is greatly mistaken. The sharing of your own knowledge is vital to our function and success. I know that among this relatively small society there is an awesome amount of automotive knowledge. If those of you who are quick to gripe would be as eager to share your wisdom with fellow members we'd all benefit.

David W. Brownell

Editorial

Every once and a while I am asked how to obtain back issues of the *Newsletter* and the *Review*, I do not have a supply of these but Fred Roe (837 Winter Street, Holliston, MA 01746) does and if you write to him he can tell you what is available for purchase, some of the earlier issues are now only available in photo copies. I would like to thank those members of the SAH who are also editors of one make motor car clubs for putting me on their mailing list to receive their publications. I do certainly like to see what's going on in other organizations, but can't (as most of us) afford to hold membership in everything I would like to. I have mentioned this before but will again for the new members information, our Research Column and Classified sections are for your use, free of charge, use them, you may be pleasantly surprised with the response you will get. I have found in the years I have belonged to the SAH that the members are very generous if they can at all help with information.

W.E. Gosden

Annual Meeting & Banquet

The Society's Annual Meeting & Banquet will be held at the Marriott Inn, Harrisburg, PA, October 9, 1981.

The cash bar will open at 6:00 PM, with the Banquet starting at 7:00 PM. After dinner the schedule will consist of a guest speaker, short business meeting and auction.

The cost of the dinner is \$23.00, which includes gratuities and State of Pennsylvania sales tax. These two items come to 22% of the dinner cost; nothing goes to the Society.

A complete dinner menu will be published in the next newsletter. From what we've heard, it's going to be great—a real feast.

Please send your Banquet Reservation, together with \$23.00 for each person who will attend, to: George Ward, Jr., Treasurer, SAH, c/o Maryland National Bank, P O Box 987, Baltimore, MD 21203. See map, page 4

New Curator For National Auto History Collection

The Detroit Public Library's National Automotive History Collection has a new curator: She is Ms. Margaretta Sandula, a onetime racing car rally participant turned librarian. Educated at Wayne State University and the University of Michigan, Ms. Sandula has been a Detroit Public Library staff member since 1965. As the new curator of the National Automotive History Collection, she succeeds the late James Bradley.

The National Automotive History Collection, founded in 1944, has over 260 tons of materials, ranging from parts manuals and repair instructions, to sheet music and valentines with an automotive theme. More than 300,000 photographs are included in the Collection.

Now crowded for space and strapped for staff time, the Collection is a special project of the Friends of the Detroit Public Library, whose NAHC Board of Trustees, set up in 1973, is seeking ways to collaborate with the new curator in obtaining acquisitions and funds for moving the Collection to larger quarters in the Main Library building.

Letters

From: Vic Johnson, 630 Valley Ave NW, Grand Rapids, MI. For many years I have collected bits of information about cars, the people that built the cars etc. I believe I remember some connection (page 4, Feb. 1981 SAHN) with a Mr. De Schaum making spark plugs about 1904 and then getting involved with several car companies that finally became Checker through mergers etc. I could be wrong but this might be the same person—at one time the name was spelled differently. There was also a Church car built in Chicago in 1913.

From: Walter E Wray, Chicory Hills, Rt 2, Argyle, WI 53504. I have recently been researching the A.O. Smith/Briggs & Stratton Motor-wheels and Flyers and related vehicles. I have found the article in AHR #1 to be of considerable use, but cannot find the alluded to Newsletters No. 27-29.

Am writing in hopes that it may be possible to acquire photocopies of the information on Wall Autowheel (International Auto Wheel Co., Ltd.—England), Smith, B & S, Red Bug, American Motor Vehicle Co. (Lafayette, Ind.), and Automotive Electric Service Corp. (North Bergen, NJ) which appeared in the above listed issues.

If this material is available, I will be glad to pay reproduction costs.

From: Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, NV 89431. An item in *The Automobile* 11/15/06, p. 660 states that the Barnard-Briggs Motor Car Mfg Co of 27 State Street, Boston offers \$100 to anyone who suggests a suitable name for a car which they would build for the 1907 season. Can anyone tell me whether this car was ever produced and if so, its name?

SAH—Statement of Financial Position as of 6/30/81

(Unaudited)

| | |
|--|---------------------------|
| Assets | |
| General Fund | |
| Checking account-Maryland National Bk | \$ 1,103.47 |
| Savings account-Maryland National Bk | 4,576.91 |
| | <u>\$ 5,680.38</u> |
| Awards Endowment Fund | |
| Price Prime Reserve Fund | 566.08 |
| Publications Endowment Fund | |
| Price Prime Reserve Fund | 11,979.70 |
| James J. Bradley Memorial Fund | |
| Price Prime Reserve Fund | 1,459.69 |
| Total Assets | <u><u>\$19,685.85</u></u> |
| Liabilities | |
| Current Liabilities | |
| | \$ 910.91 |
| Net Worth—Fund Equities | |
| General Fund | \$ 4,769.47 |
| Awards Endowment Fund | 566.08 |
| Publications Endowment Fund | 11,979.70 |
| Bradley Memorial Fund | 1,459.69 |
| | <u>18,774.94</u> |
| Total Liabilities and Net Worth | <u><u>\$19,685.85</u></u> |

Expense

| | |
|-------------------------------------|--------------------------|
| Printing | \$1,845.62 |
| Postage | 437.80 |
| Mailing Service | 110.51 |
| Telephone | 71.12 |
| Office Supplies | 21.87 |
| Xerox | 45.26 |
| Annual meeting expense (in advance) | 500.00 |
| Corporate expense | 40.00 |
| Other | 125.30 |
| Total Expenses | <u><u>\$3,197.48</u></u> |
| Net Income | <u><u>\$4,758.32</u></u> |

SAH—Statement of Income and Expense for the Period Ending 6/30/81

(Unaudited)

| | |
|---------------------|--------------------------|
| General Fund | |
| Income | |
| Dues | \$7,750.00 |
| Interest | 21.41 |
| Contributions | 174.00 |
| Other | 10.39 |
| | <u>10.39</u> |
| Total Income | <u><u>\$7,955.80</u></u> |

| | |
|------------------------------|------------------------|
| Awards Endowment Fund | |
| Income: Interest | \$ 39.42 |
| Expense: None | -0- |
| Net Income | <u><u>\$ 39.42</u></u> |

| | |
|------------------------------------|-------------------------|
| Publications Endowment Fund | |
| Income: Interest | \$ 768.65 |
| Expense: None | -0- |
| Net Income | <u><u>\$ 768.65</u></u> |

| | |
|---------------------------------------|--------------------------|
| James J. Bradley Memorial Fund | |
| Income: Interest | \$ 59.69 |
| Contributions | 1,400.00 |
| | <u>1,459.69</u> |
| Expense: None | -0- |
| Net Income | <u><u>\$1,459.69</u></u> |

Letters Continued

From: *J Neal East, 501 Westminster Ave, Alhambra, CA 91803.* Enclosed is a photo which may be worthy of a "mystery photo" treatment. On the other hand, it may not, due to my lack of knowledge of cars of this vintage. Let me explain how I came by it.

I collect lapel pins of all automotive subjects, I purchased one about the size and color of a nickle which has a lioness head on it and the inscription "Automobile Cycle Car Co." around the edge on the upper portion. On the lower edge portion it says "Detroit, Mich." Just above the head it says "I'm a" and below the head is says "booster" Below that it says "Trade Mark." The point of all this is that I received this obviously very old print along with the pin, supposedly as a photo of the "Automobile Cycle Car." I've checked a couple of lists of auto company names, neither showing the above name.

As I said above, being totally lacking in expertise in this area, the photo may be readily recognized as a Scripps-Booth cycle car or some such, by an expert. However, the lapel pin still exists, whether the photo goes with it or not, so I still don't know about that company.

From: *Keith Marvin.* For serious historians of turn-of-the-century efforts in car building, I should like to call attention to an article entitled "The Sandusky Automobile Company" by John L. Butler which appeared in *The Northwest Ohio Quarterly* for Fall, 1980. The article comprises some 10-1/2 pages and three illustration. The *Quarterly* is published by the Maumee Valley Historical Society. Copies may be obtained for \$2.50 from the Secretary, Wolcott House Museum, 1031 River Road, Maumee, OH 43537.

The Sandusky was an a-typical effort of its time and James J. Hinde, Sandusky paper company executive, was its president. The company was formed late in 1903 and the following year the cars were being turned out of the factory, first as Sanduskys and a bit later on, after a change in nomenclature, under the Courier badge.

The thing which makes it rather interesting is that it typified the attempt to market a product on the small local level. And like most of its contemporaries, time ran out before any significant production could be effected.



Editor
Walter E Gosden.
Art Director
John M. Peckham

Editorial Office: SAH Newsletter, 197 Mayfair Ave, Floral Park, Long Island, NY 11001

Publication Committee
Walter R Haessner, Chairman
George B P Ward, Jr
Walter E Gosden
David L Lewis
Frederick D Roe

The SAH Newsletter is published six times a year by The Society of Automotive Historians Inc.
Copyright 1981 The Society of Automotive Historians Inc.

SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1981

| | |
|--|---|
| PRESIDENT | SECRETARY |
| David W Brownell Box 196 Bennington, VT 05201 | Charles L Betts Jr 2105 Stackhouse Dr Yardley, PA 19067 |
| VICE PRESIDENT | TREASURER |
| John A Conde 1340 Fieldway Dr Bloomfield Hills, MI 48013 | George B P Ward, Jr 5511 Roland Ave Baltimore, MD 21210 |

From: James Bibb, 6196 N Norborne Ct, Dearborn Heights, MI. I noted with interest in Newsletter #70 letters from F.W. Crismon and Elliot Kahn regarding the mystery truck picture I submitted ref: Newsletter #68. My guesses along with Crismon and Kahn included Corbitt, Federal, Biederman, and Ward La France. In addition, my "possibility list" contained Hug (since ruled out by a Hug specialist) and Indiana. I believe we're all focusing on the same possibilities however to quote from my letter submitted, with the photo:

"Also the vehicle may be in reality, a "shop built" unit by some individual or small rebuilder using pre-WW II components from disabled vehicles since trucks were in very short supply at that time, (after WW II). If it is a shop built "non-make" (my slang) then the builder did a very good job. One must also remember that several small truck builders existed at this time and could have pieced together a "new" vehicle(s) using surplus civilian style material that was left over from WW II."

I still have fun anytime I come across literature or books showing trucks of the late 30's to late 40's attempting to find more clues. I strongly lean toward Indiana unless it's a shop built unit using components of various trucks.

From: Jerry E Gebby, 310 Appalachian Drive, The Highlands, Route 6, Tucson, AZ 85704. Entering my fifth year as an Honorary Life Member of the SAH, I still feel that I should not be on a totally free ride, and have made 2 or 3 contributions in the past. I believe I should do this whenever an opportunity offers, and one occurs in Newsletter, Number 70.

The car at the bottom of page 7 I believe to be a Cole Aero-8, fitted with a California Top, Boyce Moto-Meter and Westinghouse Air Springs. Year, 1920, give or take 1 or 2.

Re-topics other than the mystery car, I find a listing of a MED-BOW car made by The Med-Bow Auto Co., 1907-1908, in Springfield, Mass. No further address. Also, I find a record of a Victory car dated 1920-1921, built in Boston, Mass., no street address.

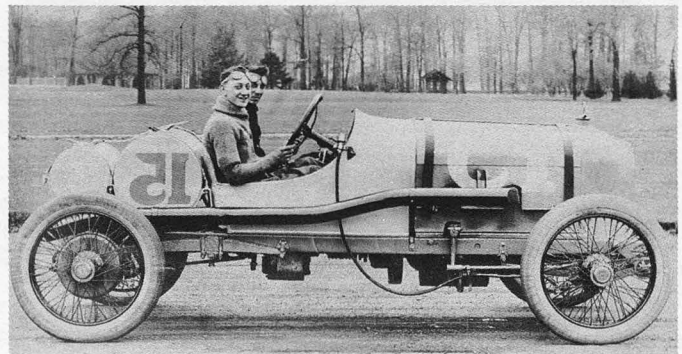
Relative to the King car, a list of serial numbers I have shows the 1915 King Model C as having a 4-cylinder engine, a list price fo \$1150. and serial numbers running from 2201 and 3005.

Enclosed are three (3) photographs of a King racing car, Number 15, raced in the 1914 Indianapolis 500 mile race, driven by Art Klein. This was a factory entry, mostly a stripped stock car with a large 4-cylinder King engine. For the 1915 race, for 300 CID engines, Klein purchased the car and installed a 300 CID Duesenberg engine which met the new, smaller engine size limits.

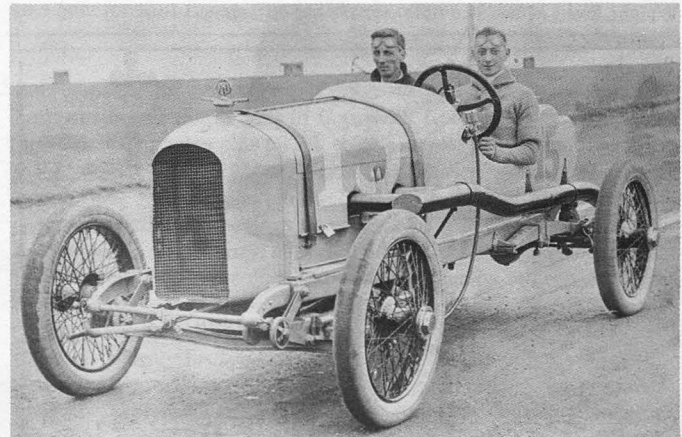
These pix immediately settle the rear spring question about cantilever or quarter-elliptic types. Possible some further details appear in the photos that the debaters will find of value.

The engine-test-bed photo shows King working in the Duesenberg plant in Elizabeth, New Jersey on the Duesenberg-Bugatti engine project. This 16 cylinder French engine was to be redesigned for mass production in this country. The photo was taken late in 1918. About 50 engines were built, but they arrived too late to have had much effect on WW-1.

Continued on page 4



1914-King and Art Klein, photo from Indianapolis Motor Speedway via J. Gebby.



1914-King and Art Klein, photo from Indianapolis Motor Speedway via J. Gebby.

Notice

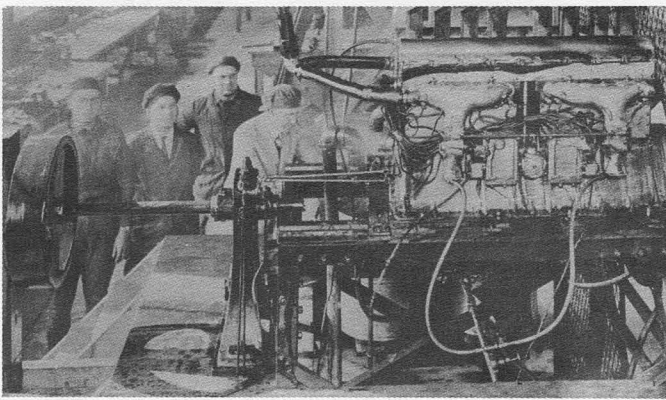
Annual meeting and banquet at the Marriott Inn, Harrisburg, PA, October 9, 1981. Make your reservations now! See page 1 for details.

Mystery Photo

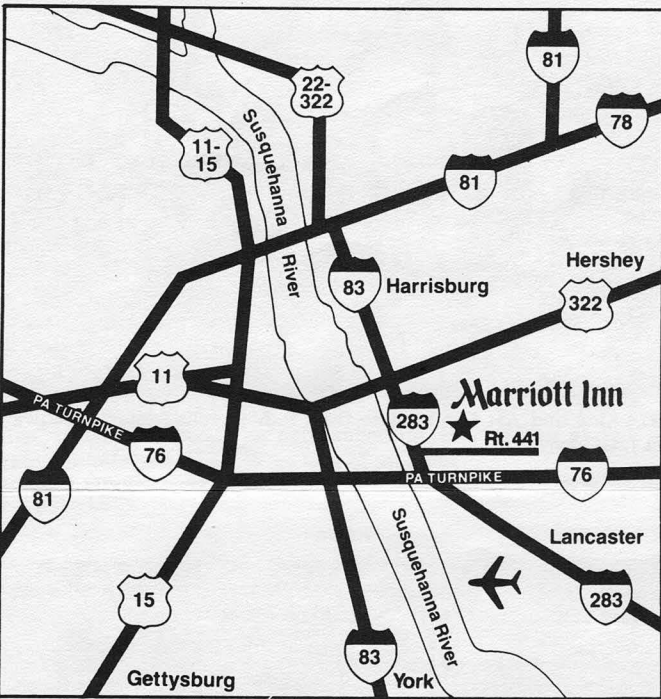
American Ambulances off for the Front.

Cars of mercy-American motor ambulances, attached to the famous American Hospital No. 1 in Paris, about to start for the front to bring back wounded French soldiers. The first and third cars in the line bear the name of their donor, Mrs. William K. Vanderbilt.





The First Duesenberg-King-Bugatti engine on a test-stand. King (Chief Engineer) is in light coat with cap turned backwards. Photo from Wright Field Museum Photo library via J. Gebby.



Location of Marriott Inn, Harrisburg, PA

Book Reviews

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.

Although this isn't a large book, it is the latest word in the various machinations and ever-interesting history of one of the world's more significant luxury automobiles.

Tracing the history of the first Lincoln Zephyrs of 1936 right down to the present Mark VI sedan and Continental Mark VI, the author gives his reader the complete story in a detailed, no-nonsense style. Of the dozen chapters comprising *Lincoln & Continental*, only the first deals with the basics surrounding the conception and birth of the Continental, flashy but logical successor to the dowdies Lincoln Model K.

From this point on, the story sticks to the ins and outs of the post war Lincolns and the rebirth of the Continental name, the Mark II, by this time a make in its own right.

This book is especially recommended to those whose interests lie primary in the larger, finer and prestige motor cars of our time.

Keith Marvin

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.

For those of us on the shady side of the century, this volume is a must. Long needed by those of us addicted to model cars and trucks or just plain toys as they were called way back when, this compact work tells the full story of the Dowst Company of Chicago and its contribution to American playthings—toys then but collectors' items nowadays with a large compliment of nostalgia thrown in for good measure.

Dowst made small diecast toys for a number of reasons—charm bracelets, birthday party novelties and prizes for various gambling devices and board games. Somewhere along the line, it produced a small limousine. This was in 1911 and the mouse brought forth a mountain.

Succeeding toys weren't fast in coming but they came nonetheless during the next decade—a Ford touring car in 1914, a Ford truck two years later and a Yellow Cab in 1921. After that, issuance was heavy and with variety aplenty culminating in the magnificent Graham line of 1933 and LaSalle of two years later.

I think virtually everyone bitten by the automotive virus collects these things today when they can find them at flea markets and the like. There were other toy makers too—Marx, Kingsbury, Hubley, Buddy L and Arcade, to cite a few—but to Tootsietoy goes the banner for variety, imagination, production, desirability and the honor of being the first diecast models.

The text is well written and readily understandable. Accompanying illustrations compliment it and for those toys not illustrated, we have a roster listing them, the year of their introduction and their size in millimeters.

Recommended without reservation.

Keith Marvin

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.

This volume has at least three virtues which are obvious at first glance—a compact size, a wealth of information and a good price. The format is ideal for anyone searching out historical material as the progress of the commercial car in this country is noted chronologically by date starting with 1895 which may be considered the dawn of domestic trucking history. It was in this year that a handful of electric delivery wagons started to appear and that piano manufacturer William Steinway acquired a license to produce gasoline motor vehicles for commercial use.

By 1900, the truck had arrived. From gasoline and steam-powered tractors on mid-west farms to five-ton electric brewery wagons and taxis on urban boulevards and downtown streets, the new mode of transportation gradually replaced dobbin as manufacturers of electric, steam and internal combustion engines battled for preeminence in the field.

The illustrations, some of which are new to me, are well chosen and compliment the text which really isn't a text at all but rather a series of items as new ideas were perfected, new vehicles introduced and related matters occurred relating to commercial transportation in general.

A section is included giving abridged biographies of pioneers in the truck industry plus a roll call enumerating the 1,100+ makes of truck built in the United States at one time or another and the years they were produced. Add to these a table of factory sales figures, registrations and miles travelled by trucks year by year and special state and federal truck taxes make this a valuable guide. It may be used as a textbook, a repository of all kinds of factual data and simply for pleasure reading.

Keith Marvin

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.

Although the subject at hand is peripheral at the best, I would strongly urge anyone even remotely interested in automobile registrations to look into this one. The author has managed in a handful of

rather good color pictures to illustrate virtually every type of license plate issued in the Granite State since that day back in 1905 when plate No. 1 was attached to the Franklin owned by Gov. John McLane.

The author has included the common and the esoteric such as the plates issued for garbage wagons, junk collectors, motorboats and even billboards. A brief but informative text accompanies each illustration.

A member of the Automobile License Plate Collectors Association, Fisher is well qualified for the work at hand and it is recommended. The edition is strictly limited and the book will not be reprinted after the supply is exhausted.

Keith Marvin

The Rolls-Royce Twenty, by John M. Fasal. 560 pp., nearly 500 illustrations. Ten color plates. Hardbound. 10" x 7-1/2". Published by John M. Fasal and distributed from Burgess & Son (Abingdon), Ltd., Station Road, Abingdon, Oxfordshire, England. 1979. Price \$8.50 post paid (\$14.50 airmail).

This is the ultimate in what a book which covers its subject completely and attractively can be and I have never seen anything quite like it! This five pound tome is well worth the asking price of what might otherwise seem very high indeed. Actually, for what you get, it is a bargain!

The Rolls-Royce "Twenty" was born in 1922 as a matter of necessity as well as to satisfy a growing demand for a smaller quality car. In designing the "Twenty," Rolls-Royce, Limited took extraordinary care to see that the prestige value and general excellence throughout in the larger model would not be sacrificed. It wasn't either and between 1922 and 1929 when the "Twenty" was supplanted by the "20/25," nearly 3,000 units left the works at Derby.

The great and near great of the time availed themselves of the new car and collectively beat a mousetrap to the gates at the works while a multitude of custom coachbuilders, both in the U.K. and elsewhere worked around the clock to decorate the trim little chassis in various guise, both formal and sporting.

The Prince of Wales bought some. So did the Queen of Siam and several other crowned heads. So did wireless wizard Guglielmo Marconi, conductor Sir Thomas Beecham, and W. Somerset Maugham.

In this country the "Twenty" went all but unnoticed with a total of only 47 units imported here and in Canada in the model's nearly eight years of production. Today, no less than 145 of them are owned collectively in the two countries by members of the Rolls-Royce Owners' Club and probably several others by non-members.

The text is excellently written and the illustrations are all-encompassing as far as variety goes including numerous factory photographs of the "Twenty" suitably adorned with the happier moments of the coachbuilders' art. The coverage is so complete that in one section, factory filing cards are reproduced to show each and every aspect of chassis construction surrounding a given car—in this case a 1922 cabriolet ordered by Max Pemberton. It comprises some 44 cards but after reading them (I didn't) one can get a pretty good idea of exactly what Mr. Pemberton's "Twenty" looked like.

There aren't enough superlatives here and I simply cannot fault *The Rolls-Royce Twenty*. One cannot play Devil's Advocate here and unless there are some "Twenty" misanthropes around, I doubt if anyone else can either!

Keith Marvin

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.

Carrying on in the tradition of its earlier books in this series, this is a worthwhile and interesting volume on "great" Chevrolets as interpreted by the compilers—a mixed bag of Chevy history dating back to the earliest offerings of the company.

SAH Newsletter readers will be interested primarily in the first two chapters in the book, after which the scene jumps to 1941. The first of these covers the earliest days with an interestingly written text on such early cars as the "Baby Grand," "Royal Mail" and "Aymesbury Special" models, all suitably illustrated. Unfortunately, in the opinion of this writer at least, the cut off date for the tale is 1917 and there is

nary a mention of the impressive but white elephantish V-8 which was truly a monster by Chevrolet standards and which was withdrawn after 1918.

The scene shifts to 1931 with a nice coverage of the breathtakingly beautiful "Confederate" series cars of 1933, and their successors, the pretty 1933 fender-skirted and vee-nosed lines—deluxe and otherwise.

What I like especially about this second chapter is that the text and illustrations accompanying it pretty well describe a peculiar time in the automobile industry. In 1932 and 1933 hard times and beautiful cars were strange bedfellows indeed and yet, I think few could deny that the cars of those years, especially those produced by Chevrolet, were among the most beautiful in the history of the industry.

From 1941 to the present time, other outstanding models of the marque are featured but I think the first part of the book is of primary interest to SAH members. It is available on most large newsstands and I would certainly advise that it be considered. Its price and what one gets for that figure makes this almost mandatory.

Keith Marvin

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.

Encyclopedia of American Cars, 1940—1970 is a welcome addition to any automotive library, especially those favored by the enthusiasts of that tumultuous three-decade period which saw the rapid progress and development of motoring in the modern sense.

The book is not unlike the *American Cars* series published by Crestline in general format and the text throughout is well written and readily understandable with well chosen illustrations balancing up each chapter. Among the writers contributing their knowledge and expertise are SAH members John Conde, Jeffrey Godshall, Walter Gosden, Asa Hall, George Hamlin, James Petrik and Jan Norbye, all authorities in their chosen fields of study which gives the *Encyclopedia* the stamp of authenticity. Following each chapter are sets of tables covering the specifications on the given make and listing the weights and prices of each model for the years at hand and, where available, production statistics. In addition, a complete chart of model year production listing sales positions enjoyed by each make is included.

Nor is this all. Like the *Moloney/Dam American Cars 1946—1947* (Crestline, 1980), there is a catchall of minor makes, also aptly illustrated, which reminds the reader of the lesser efforts by generally non-Detroit builders such as Stutz, Cord, Lost Cause and Tucker and illustrating such other unlikely attempts to enter the automobile industry as the Edwards, Imp, Ruger and Seagrave, the last a rather pretty little hardtop of 1960 which was a scion of the Seagrave Fire Apparatus Company which, alas, failed to emerge from its prototype stage.

This is a fine book and one which can be recommended to any and all comers. At the price, it should enjoy healthy sales.

Keith Marvin

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.

It will be a rare lover of the history of Alfa Romeo and/or of that of the career of Enzo Ferrari who will not feel it mandatory to own this phenomenal and magnificent book. Had Ferrari maintained a PR establishment charged with keeping a vivid photographic and textual record of the activities of the Scuderia from its conception over a good dinner in Bologna in 1929 until the debut of the first Ferrari car, the 815, in 1940, it never could have achieved the sympathetic and spontaneous quality of this remarkable chronicle. It owes this character and authenticity to the fact that most of the near half-thousand illustrations were the work of sensitive and gifted Modenese who took a passionate interest in photography, in thoroughbred machinery, in the drama of motor racing, and in the fact that their home town, thanks to Ferrari's manifold talents, had become a vortex of Italian history in the making.

There were two of these cultured amateurs who kept the

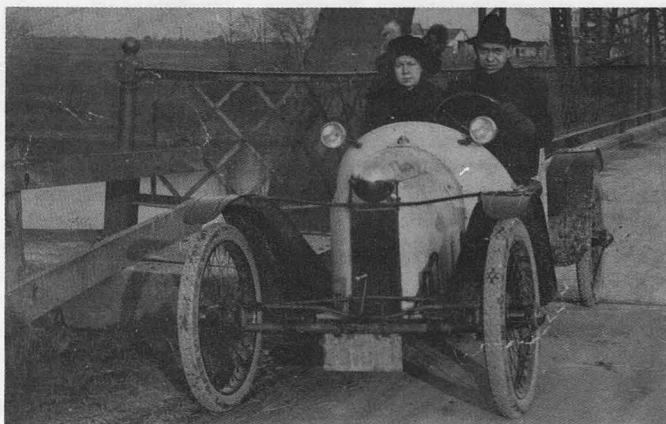
photographic record: Dr. Ferruccio Testi and Cav. Odoardo Gandolfi. Decades later, when they were gone, another man with similar passions managed to obtain, preserve, and catalog their negative files, totalling about 7550 mostly glass plates devoted to motor racing alone. How Franco Zagari, who lives near Bologna, did this is an epic in itself. He then joined forces with Luigi Orsini, of Forli, a well-known journalist and author on motor-racing subjects and an active figure in the Italian vintage-car movement and member of the technical committee of the CSAI, the sporting commission of the Automobile Club of Italy. This book of course is the result—but only the first—of this collaboration.

It has the intimate character of a family album. The whole pantheon of Italian racing greats is there—engineers, mechanics, drivers—and it is clear from their expressions that the photographers are people whom they know, like, and are at home with. Purely as a picture book the volume is a monument. A knowledge of Italian is unnecessary for appreciation of the book's graphic content, and anyone can pick out the names of people, places, and machines in the very detailed captions.

Almost too good to be true, the very substantial text does real justice to the photos. It is well thought-out, beginning with the beginnings of the Scuderia and then devoting a chapter to each year of its development. These chapters are separated by others which detail the history and the anatomy of each of the cars which the Scuderia campaigned, season by season. In other works, the book includes an excellently presented history of Alfa Romeo competition machinery during this heroic period. The technical artwork, supplied by Alfa, is of the best.

The real meat that was so lacking in Enzo Ferrari's autobiography is here; the story is told from his point of view and not, for example, from Jano's, which was very different in some important details. A very useful appendix contains the Scuderia's complete competition record, including the correct factory nomenclature for each car. The physical quality of the book—paper, binding, photographic reproduction, jacket—is good. The only important shortcoming of this invaluable reference work is its lack of an index.

Griffith Borgeson



Mystery Photo

The cycle car photo comes to us from J. Neal East of California, see his letter for further details.

Chapter News

Pioneer Chapter

The last Pioneer Chapter meeting took place in the Boston, Mass. area on May 31st. A visit was paid to the Museum of Transportation on the Wharf and Phil Dumka invited everyone over to his home in nearby Carlisle, Mass.

Oliver Evans Chapter

Meetings of the Oliver Evans Chapter took place on April 25 in Carlisle, PA and on June 12 in Reading, PA. At the April gathering

held at the Best Western Inn discussion centered on the Chapters sponsoring a seminar on automotive history and research on Feb. 6, 1982 at the Free Library of Philadelphia. A report of the June meeting will be in a future issue of the SAHN.

Wisconsin Chapter

The March/April edition of *The Spark*, the chapters' bi-monthly journal, had an excellent article on recording oral history by Dale Treleven. The 2nd winter meeting was held in the Milwaukee area and a visit was paid to the Brooks Stevens Museum. Brooks Stevens was made the first Honorary Member of the Wisconsin Chapter.

Book Announcements

Automotive Literature Index 1947—1976. Compiled and published by Angelo Wallace. 335 pp., paperback, 8-1/2 x 11, 1981. A. Wallace, 2307 Shoreland Ave., Toledo, OH 43611. \$24.95

The Golden Age of the Luxury Car: An Anthology of Articles And Photographs From "Auto Body" 1927—1931, edited by George Hildebrand, 843-A Heritage Village, Southbury, CT 06488. Send SSAE for information.

Michael Frostick

Michael Frostick, Treasurer of the UK Chapter of the SAH and a leading British motoring writer, was killed in a car crash in the South of France on March 7th, in an accident in which his wife Denise also lost her life.

Michael was the author of 34 books on motoring and motor racing, but was probably best known to the British public for his work as co-presenter and reporter on the TV motoring programme, *Wheelbase*. He was also a member of the Advisory Council of the National Motor Museum at Beaulieu, and had only recently been elected as Chairman of the prestigious Guild of Motoring Writers. From this list of his activities, by no means a complete one, it will be seen that his death leaves many gaps in the motoring world, but his numerous friends are feeling a deep sense of personal sadness, for Michael was such an excellent companion. A witty talker and a wise counselor, he combined the highest professional standards with a sense of humour which was always ready to prick the bubble of pompous or self-important talk and writing.

A Memorial Service for Michael and Denise was held at St. Bride's, Fleet Street, London on April 3rd, at which the address was given by Lord Montagu of Beaulieu.

Nick Georgano

New Members

W R Beall 819
30 S E Gilham Avenue
Portland OR 97215

LeRoi Smith 838
Krause Publications
700 E State Street
Iola WI 54990

T Charles Ptacek 820
8250 Crystal Creek Road
Sagamore Hills OH 44067

Kenneth Buttolph 839
Krause Publications
700 E State Street
Iola WI 54990

George P Kaforski 821
RR 2 - Box 109
Plano IL 60545

Rich Taylor 840
Krause Publications
700 E State Street
Iola WI 54990

Leo T Feller 822
910 E County Road #16
Tiffin OH 44883

Cal Moxley 841
4753 Palo Verde
Lakewood CA 90731

Michael L Berger 823
Flat Iron Road
Great Mills MD 20634

N L R Baldwin 842
Holly Farmhouse
Stibbard, Fakenham
Great Britain

Lawrence C Crane 767
525A Alameda Padre Serra
Santa Barbara CA 93105

James S McKarns 824
833 N Humboldt Street - 504
San Mateo CA 94901

William Lucas Betts 825
1750 Whittier Avenue -67
Costa Mesa CA 92627

Dan Burger 826
3846 CR 427
Auburn IN 46706

Gordon Brooks 827
22 Cinqes Road, Gamlingay
Sandy, Beds SG19 3NW
United Kingdom

Paul R Woudenberg 828
Box 1334
Pebble Beach CA 93953

Arthur A C Steffen 829
P O Box 301131
6072 DREIEICH-3
West Germany

Lionel Stone 830
4476 Matilija Avenue
Sherman Oaks CA 91423

Donald W Procop 831
P O Box 1174
Benton AR 72015

Philip C Allin 832
2222 Loma Vista Street
Pasadena CA 91104

Sharman DiVono 833
13113 Vanowen Boulevard
North Hollywood CA 91601

Ralph Margolis 834
5412 Aylesboro Avenue
Pittsburgh PA 15217

Paul A Shubsachs 835
66 Arnfield Road
Withington, Manchester
England M20 9AR

W Everett Miller 836
12172 Sheridan Lane
Garden Grove CA 92640

David Heise 837
Krause Publications
700 E State Street
Iola WI 54990

Change of Address

R Perry Zavitz 82
20 Westmoreland Road
London, Ontario
Canada N6J 3N3

Mrs J Scott 156
Museum Science & Technology
1867 St Laurent Boulevard
Ottawa, Ontario
Canada K1A 0M8

Kenneth N Gross 262
22 Cordova Road
Princeton NJ 08540

Michael B Walsh 843
14559 S E 50th Street
Bellevue WA 98006

Charles M Jordan 844
GM Design Staff
GM Technical Center
Warren MI 48090-9030

J P Connors 845
81 Bristol Ferry Road
Portsmouth RI 02871

Warren R Hastings 846
283 Redford Crescent
Stratford, Ontario
Canada N5A 1P4

Carol L Lee 847
315 N Church Street
Bowling Green OH 43402

David Wilk 848
5503 Sangamore Road
Bethesda MD 20016

Robert G Ewing 849
5841 Greenleaf Avenue
Whittier CA 90601

Mrs Emerson F Allman 850
132 St Andrews Court
Mt Laurel NJ 08054

William C Armstrong 851
26670 Latigo Shore Drive
Malibu CA 90265

Thomas F Saal 852
1488 West Clifton
Lakewood OH 44107

Franklin D Golisch 853
1509 Luray Street
Long Beach CA 90807

Bob Estes 854
1835 Westridge Road
Los Angeles CA 90049

John J Adams 855
23 George Hill Road
Grafton MA 01519

Robert J Gottlieb 856
617 N Maple Drive
Beverly Hills CA 90210

Fred Frederiksen 456
1356 Cordova
Ottawa, Ontario
Canada K2G 1M5

John S Fine 482
10891 Pendergast Avenue
Cupertino CA 95014

Carter W Taylor 548
170 Boulevard
Mountain Lakes NJ 07046

Terry B Dunham 279
4910 N W Neskowin
Portland OR 97229

James M Laux 313
2750 Powell Drive
Cincinnati OH 45211

Patrick Fridenson 327
31 rue Campagne Premiere
75014 PARIS
France

Elliott Kahn 407
P O Box 869
Clearwater FL 33517

W F O Rosenmiller II 442
1530 Rosewood Lane
Oak Hill
York PA 17403

Lawrence Rudd 454
Box 6
Greene NY 13778

Reinstated

Mary Field 224
Huckleberry, Fortescue Road
Salcombe, Devon
England TQ8 8AP

Research Column

Can any members help me with information on Ferris (1920—22, Cleveland), Hawley (circa 1906, Constanting, MI) and Petrel (1908—12, Milwaukee). Gerald Kisiel, 1801 Brentwood Drive, Troy, MI 48098.

I am doing some basic research on Frank Kurtis and his cars. What I am looking for is the unusual: owners, drivers, race wins, accidents, etc. I also am trying to track down the location of as many of the cars as possible. I should emphasize that all Kurtis-Kraft cars interest me from the go-karts to the Indy cars. Anyone with information to share can contact me, Richard L. Knudson, at 21 Franklin Street, Oneonta, NY 13920.

I am writing a history of Marmon and descendent companies and need to borrow Marmon-Herrington annual reports for years other than 1944, 1957, 1959, 1968. Anyone having knowledge of events that should be included in *The Marmon Heritage*, please contact me. Leads to surviving management employees would be particularly appreciated. George Hanley, 1665 Northumberland, Rochester, MI 48063

Classified Column

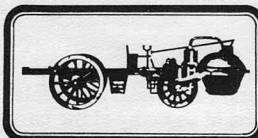
Wanted: any sales literature, letters, ads etc. of the more obscure automobile body builders of the 1900—1940 era; interested in all countrys. Good photostats wanted of material if originals aren't for sale. Also want catalogs issued by makers or suppliers of vanities, smoking sets, accessory lights etc. during the 1920—1935 era. Walt Gosden, 197 Mayfair Avenue, Floral Park, NY 11001.

Wanted: Any issues of *The Packard Magazine*, *The Inner Circle*, and any other Packard Motor Car Co. printed matter. Have some to trade. Will trade Rolls-Royce Bulletin, June 1953. R.C.W. Percy, 663 Colinet Street, Coquitiam, British Columbia V3J 4X3, Canada.

Wanted: Edsel information; letters, correspondence, bulletins, telegrams, inter-office memos, especially items from the District Offices and Regional Offices level; also sales, service literature for same. All replies answered. Larry Blodget, Box 1014, Lone Pine, CA 93545, (714) 878-2058.

Factory Photo

Jaguar's United States Headquarters in 1958 released this photo of their brand new XK 150 roadster. From the collection of the editor.



NEWSLETTER
OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Business Office: SAH News-
letter, P O Box 50046, Tucson,
AZ 85703; (602) 882-4656.

August 1981

Issue Number 73