

# NEWSLETTER

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

DECEMBER 1981

ISSUE NUMBER 75

## President's Paragraphs

Thanks to your loyalty and support SAH has come through a very difficult year in good health. Over 80% of you graciously accepted the necessity of a dues increase and renewed your membership and many of you encouraged others to join us during the year.

You endured a temporary moratorium on the printing of the *Automotive History Review* while we played catch-up with our bankbook balance. And you tolerated an unpredictable Newsletter schedule, for which I must share a good part of the blame.

All these conditions have been corrected. We are once again financially sound. One issue of the *Review* has been published this year and another one is currently in Walt Gosden's capable hands after careful editing by Fred Roe. And this, as promised, is the sixth newsletter for 1981.

To all of you who offered assistance and encouragement to me during the past year; my grateful thanks. Your kindnesses will be long remembered. To the officers and directors with whom I had the pleasure to serve; thanks also to you for your sound decisions and sage advice.

Dave Brownell

## Editorial

The SAH is an active organization, an international organization, that should reflect the interests of *all* the members. The vital link that keeps our society together is its publications. We want to know what your automotive history interests are; if you have found some information—share it with us, if you need some information—we have a research column (note Michael Worthington-Williams comments in the letter section). The only way we can further our pursuit in the effort to research and record this history is to let each other know what we have discovered or need to know. We must also let the rest of the masses know that we are seriously interested in automotive history, be it early or contemporary, that the SAH is alive and well. I hope each and everyone of you will take an active part in the SAH in the coming year, be it by sending something in for the publications, participation in Chapter activities, or even by letting others know we exist and possibly getting them to join us. It often is mentioned in your letters to me, "what do you want us to send in?" The answer is, what you know best. If your interest is contemporary truck manufacturers, maybe an item on some of the more unknown makes now being made would be of interest; if sports cars or high performance machines are your interest, let us have an item on that. I can't specifically ask you to write something on a particular make of car/truck/vehicle/company/automotive personality/building etc. as I don't know what you know about—you have to tell me, and we can take it from there. Let's hear from you in '82.

Walt Gosden

## Presentation Copies of New Book Offered Members

Dr. Luigi Giovannetti; Valeo SpA; Corso Vittorio Emanuele II, 3; 10125 TORINO; Italy, has at the suggestion of member Griffith Borgeson sent a review copy of *LA FRIZIO NE NEL TEMPO* (Clutches through the years) and has offered a presentation copy to members who apply to the above address. This book has an English translation. The book is being published by Valeo of Turin, Italy's largest clutch manufacturer and deals with the technical development of clutches.

## Encyclopedia Corrections Offered

Richard M. Langworth, editor and chief author of the 'Encyclopedia of American Cars 1940-1970,' has compiled a list of additions and corrections. The list is being inserted in all remaining copies of the first edition. It is available to anyone who already owns the 384-page work in exchange for a stamped, self-addressed envelope sent to Dragonwyck Publishing Inc., Box 385, Contoocook, New Hampshire 03229.

The book contained an appeal for corrections, and most of the material compiled was based on reader input, Langworth says: "We were very grateful. In any book with as much information as this one contains, there are bound to be corrections. The second edition will of course be considerably cleaner, thanks to the people who wrote in."

The 'Encyclopedia of American Cars 1940-1970' lists the weight, price and production (if known) of every major make, model and body style in this period, plus 200 minor makes compiled by R. Perry Zavitz. With 45,000 copies already in print, it has become one of the hobby's top sellers. The packagers, Consumer Guide in Chicago, hope to achieve 100,000 copies in print within the next few years.

## Chapter News

### Wisconsin Chapter

Issue No. 11 of the *Spark*, the chapter publication arrived in November. It reported the Sept. meeting was called OFF, and the mid winter meeting would be in Madison, WI. on Feb. 26 and 27. The Wisconsin Auto History project is moving along well and this issue at the *Spark* continued to feature a column by Dale Treleven on Oral History methods.

### Canadian Chapter

The Canadian Chapter continues to remain very active. The Fall issue of the *Canadian Automotive Historian* featured excellent articles on Canadian Military vehicles by Lloyd Brown, Canadian Cadillacs by R. Perry Zavitz, License plates by Wayne Plunkett, and Pontiac Information by Walter Nisula. It was noted that the Spring meeting will be April 17, 1982 in Stratford, Ontario.

There were excellent "extras" with this issue, a listing of the 1950 Canadian issued automotive sales literature was included, the Chapter Sales Literature project is under the very able direction of Hans Mueller. Also included was a detailed report of the 5th annual meeting held Sept. 12, 1981. The Canadian Automotive Museum in Oshwa has agreed to store, identify, etc. the Chapter literature that amounts to 44 boxes. The new Executive Committee consists of Warren Hastings, Chairman; Roger Silvester and Walter Nisula, Directors. The sub committee is to remain the same with one exception — Lloyd Brown would be Secretary-Treasurer replacing Peter Weatherhead.

### Pioneer Chapter

John F. Peretti of Winsted, Conn., was re-elected Director of the Pioneer Chapter at its annual election meeting Saturday, November 7th at the White Hart Inn, Salisbury, Conn.

Other officers include Nathaniel T. Dawes of Poughkeepsie, N.Y., assistant director; Rande Bellman of Boston, Mass., secretary and John Montville of Poughkeepsie, re-elected treasurer.

Other members attending the meeting included Helen Dawes, Phillip S. Dumka, Keith Marvin and Frederic W. Soule.

Fred Soule presented a program of slides showing cars at the Museum of Transportation in Boston, object of the chapter's last meet on May 31st, and Nat Dawes followed with a slide program surrounding the Packard tour to Niagara Falls, Ontario.

## FYI by CB

A regular, new feature, FOR YOUR INFORMATION; random notes for your enlightenment and enjoyment, prepared by Secretary Charlie Betts.

Due to business commitments, Walt Haessner has been forced to terminate his involvement with the publication of the SAH NEWSLETTER. Walt Gosden, Editor, is now supervising this function by a firm convenient to him on Long Island, while Letters Unlimited, Fairfield, Connecticut, will once again handle the mailing chores.

Our New York member, John F. Dugdale, is the Chairman and Editor-in-Chief of the new, improved *MG Magazine*. This is the official publication for MG enthusiasts, published by John W. Barnes, Jr., in Scarsdale, New York. Issue Number 6, Spring 1981, contains a lot of color and is very attractively put together in a 32-page format. Several years ago, John Dugdale authored and published a very nostalgically flavored book entitled, *Great Motor Sport of the Thirties*, which is now in limited supply.

Harold H. Emmons, Jr., who is remembered as the honored recipient of the 1979 Cugnot "magazine" Award, is now the process of preparing an article on Amilcar for a forthcoming issue of *Torque*, published by the Michigan Region of the Classic Car Club of America.

More than half of the authors, who contributed chapters to Automobile Quarterly's new *Complete Handbook of Automobile Hobbies*, are (or were) members of the SAH.

SAH member, Jan Norbye (in collaboration with Jim Dunne) has authored two new books for Motorbooks International's "Marques of America" series. They are: *Pontiac: The Postwar Years*, and *Oldsmobile: The Postwar Years*.

SAH member, Griffith Borgeson, has authored a new book, *BUGATTI BY BORGESON* — a work that debunks many of the myths surrounding this illustrious marque.

SAH member, Menno Duerksen, authored a series of articles covering the history of Willys Overland for *Cars & Parts* — his Stanley Steamer history is now being published in installments in the same magazine.

California member, Paul Woudenberg, who is a Methodist minister with a Doctor of Philosophy degree, has authored Motorbooks International's "Marques of America" series book, *Lincoln & Continental: The Postwar Years*.

One of our newer members has resigned with the accusation that, in his opinion, our "\$20.00 fee is of more importance than the caliber of some of the people being accepted" into the Society!

A mid-winter meeting of the Board of Directors of the SAH is being planned for Friday, February 5, 1982, to be held in the Skyline Room at the Free Library of Philadelphia, Logan Square, Philadelphia. Complete information will be mailed to all Board members the first week of January 1982.

Dues renewal notices for 1982 were included as an insert in the Summer 1981 (Issue #13) of *Automotive History Review* mailed early in October. If you did not receive your notice or misplaced it, kindly remit \$20.00 in U.S. funds along with the name/address to the Secretary as soon as convenient. Of course all Honorary and Lifetime members are exempt.

Al Bochroch and I had lunch with Nick Georgano and his wife, Jenny, in early September during their recent visit to the Philadelphia area. We were quite surprised to learn that Nick was resigning as Head Librarian at the National Motor Museum, Beaulieu, England, as of February 1, 1982. He is seeking a position in the U.S. and hopes to settle in New England.

An article on the little-known Colby automobile has been published by the July/August, 1981 issue of THE PALIMPSEST, publication of the Iowa State Historical Department.

The title of this capsule history is "The Colby Motor Company" and it was written by Pauls Colby Barrett, granddaughter of the builder.

The story traces the destinies of the Colby from its inception in late 1910 to the last cars of 1914 and is embellished by 22 factory photographs.

Apparently, only one of this Mason City, Iowa car survives today.

If any of our members are interested in the history of Volvo cars which began in 1927, they should obtain a copy of a nicely done twenty-four page brochure covering the history of Volvo cars from 1927 to 1981. The illustrations are exceptionally well done beginning with the first Volvo coming off the production line in 1927. Copies may be obtained from the Consumer Affairs Department, Volvo of American Corporation, Rockleigh, N.J. 07647.

### SAH-Statement of Income and Expense for the nine month period ended 9/3//81 (Unaudited)

General Fund	
Income	
Dues	\$8,090.00
Sale of publications	34.00
Sale of banquet tickets	
(Annual meeting)	851.00
Interest	125.41
Contributions	274.00
Other	12.35
<u>Total</u>	<u>\$9,386.76</u>
Expense	
Printing	\$2,525.69
Postage	639.66
Mailing Service	171.85
Telephone	72.40
Office Supplies	24.23
Xerox	45.44
Annual meeting expense	
(in advance)	744.00
Corporate expense	40.00
Other	145.30
<u>Total</u>	<u>\$4,408.57</u>
<u>Net Income</u>	<u>\$4,978.19</u>
Award Endowment Fund	
Income: Interest	\$ 64.61
Expense: None	-0-
<u>Net Income</u>	<u>\$ 64.61</u>
Publications Endowment Fund	
Income: Interest	\$1,301.41
Expense: None	-0-
<u>Net Income</u>	<u>\$1,301.41</u>



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#### SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1981

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James J. Bradley Memorial Fund			
Income: Contributions	\$2,500.00		
Interest	134.31		
<u>Net Income</u>			<u>\$2,631.31</u>
Assets			
General Fund			
Checking accounts—			
Maryland National Bank	\$2,219.34		
Savings account—			
Maryland National Bank	3,625.41	\$ 5,844.75	
Awards Endowment Fund			
Price Prime Reserve Fund		591.26	
Publications Endowment Fund			
Price Prime Reserve Fund		12,512.46	
James J. Bradley Memorial Fund			
Price Prime Reserve Fund		2,634.31	
<u>Total Assets</u>			<u>\$21,582.78</u>
Liabilities			
Current Liabilities:			
Publications expense	\$ 1,170.22		
Other	53.70	\$ 1,223.92	
Contingent Liabilities:			
Banquet expense		400.00	
Net Worth - Fund Equities			
General Fund	\$ 4,220.83		
Awards Endowment Fund	591.26		
Publications Endowment Fund	12,512.46		
Bradley Memorial Fund	2,634.31	\$19,958.86	
<u>Total Liabilities and Net Worth</u>			<u>\$21,582.78</u>

## Letters

From: *Nelson Bolan (#474)*, 2120 N.E. 42nd St., Lighthouse Point, Fla. 33064. Can someone tell me if what I have is important? I have the used car invoices from a DeSoto-Plymouth dealer in 1938 and 1939. There were over 850 transactions (each on a separate invoice) during the two years involved. Sixty cars sold for under \$25.00, over 225 cars sold for less than \$100.00; and over half the cars sold by this dealer in 1938 and 1939 sold for less than \$300.00 each.

Many roadsters and rumble seat coupes were traded and sold; an Auburn was traded in on a 32 Chrysler convertible sedan; a 28 Chrysler coach was sold at retail for \$5.00 (five dollars) plus sales tax, etc. Another fellow traded his 28 Whippet in on a 31 Willys-Knight (Holy Toledo)!

Over 50 of the used cars sold were Model "A" Fords. The average Model "A" selling price was \$52.00; three sold for \$10.00 each while the highest priced Model "A" sold for \$135.00.

I have had this book of invoices for a long time but I am at a loss to know how they can be of historical value. I will appreciate all suggestions.

From: *Michael Worthington-Williams, Glaspant Manor, Capel Ifan, Newcastle Emllyn, Dyfed. SA38 9LS*. My inquiry about the Light Aviation and Heavy Aviation trucks in the SAH Newsletter brought forth an overwhelming response, and resulted in replies from Bart Vanderveen in Holland, Frank Robinson in Washington, Fred Roe in Holliston, Massachusetts, Rolland Jerry in Canada, Jim Bibb in Michigan, Ted Taylor in Thetford, Norfolk, and Richard Peskett in Hindhead, Surrey, in addition to the information which you (W.E.G.) kindly provided.

I enclosed a photocopy of the article which I subsequently wrote in Old Motor Magazine in which due acknowledgement is made to you all.

Similarly, my inquiry concerning Longframe commercial vehicles built in Denmark has brought forth a very complete and interesting file from Bent Mackenprang of the Dansk Veteranbil Klub in Denmark, which includes an issue of the Club Quarterly, which is almost entirely devoted to a history of the Longframe suspension system which was applied to very many different makes of vehicle. It seems that if you want to find out something, the best thing to do is to write to the SAH.

## Letters

From: *George Risley (#450)*, 4863 Second Ave., Detroit, Mich. 48201. I enclose a couple of references about the 1914 Rayfield racing car pictured in the Nov. 1981 NEWSLETTER. These may answer some of Mr. Gebby's questions about the machine as stated in his letter in the same issue. (Ed. Note: see material immediately below Mr. Risley's letter).

Mr. Gebby's mentions Peru, Indiana as one of the cities from which Rayfield car issued so the following might be of interest. A news item in the Oct. 16, 1915 AUTOMOBILE TOPICS reveals that the Great Western Automobile Company of Peru, Indiana was to have constructed 1,000 cars for the Rayfield Motor Company, Chrismann, Illinois. The contract was not carried out according to Great Western because Rayfield failed to provide models or plans from which the Peru firm could work, Rayfield brought suit against Great Western but the action was suspended when Rayfield went into bankruptcy in the fall of 1915. It would seem, therefore, that no Rayfield cars were actually made in Peru, Indiana.

The Mystery Car section in the NEWSLETTER in always a real challenge. Number 2 in the November issue appears to be a Dupont. I have a small illustration of this car from a 1921 issue of MOTOR AGE (Jan. 27, 1921) and the Detroit Public Library Auto History Collection has a small folder hand-dated 1923. Can't account for the absence of door handles of the SAH picture unless the body is a mock-up of some kind. A picture of a Brewster car of this period shows a very similar body style.

From: "The Automobile" Vol. XXX No. 22; Thursday, May 2, 1914, Page 1099

Tues. May 26th; Indianapolis, Indiana — Special Telegram — Today the Rayfield six to have been driven by Hughes withdrew, due to breaking a cross bridge in the crankcase for supporting the middle bearing.

*Rayfield Extreme Stream Lines* — The car in which the streamline is carried out to the greatest extent is Hughie Hughes's new Rayfield. This is the design of William Rayfield and Hughes and will make its first appearance at Indianapolis. The motor was built by the Rayfield Motor Co., and is of six cylinders 5.135 by 5.5. The valves are placed so close to the bore of the cylinders that though the cylinders are L-head type the type is practically the same as the overhead system, as there are practically no pockets and the explosion is concentrated above the pistons. Hughes has aimed to keep the whole car very light and has kept the weight down to 1,950.

In carrying out the streamline effect, in order to do away with the usual banking of the air against the dash board when it comes through the radiator in front, two radiators have been placed on the side of the car just in front of the dash and extending out from it allowing the same amount of cooling surface on each side of the car as there ordinarily is in a front radiator. This permits a very narrow body and at the same time allows the hood of the car to come to a point, so that the air goes through the cooler and passes on without banking against any part of the car. Two magnetos are used, both on the same longitudinal shaft, one alongside the engine and the other, behind the rear engine support. There are two sets of plugs, one set leaning vertical over the exhaust side and the other inclined at about 45 degrees on the carbureter side. The carbureter is attached directly to a water-jacketed manifold on the opposite side from the valves so that the gas is well heated. The streamline idea has been so well carried out that the exhaust gas which is led back to the rear through a pipe which ends about two feet to the left of the tail, is drawn toward the point of the tail and when the car is moving there appears that the exhaust comes out of the latter. In fact, all the dust in the back of the car instead of curling outward and upward as usual, converges at a point some 50 yards in the rear of the car. One of the features of the car is that the drive and torque is taken through the springs alone. These are very flat and end on a cross tube which extends clear across the car. The engine has ball bearings throughout and is hung on two tubes, one at the front and one at the rear. In the oiling system is a neat oil radiator through which oil is pumped during its circulation to cool it. The workmanship on the car is particularly good, a great deal of it being hand work; for instance, the spring hangers, pump mounting, cylinder plugs and so on are hand cut out of solid blocks of steel.

From: Keith Marvin, (#7), P.O. Box 839, Troy, N.Y. 12181. Re: that mystery car — the big sedan.

It is obviously a DuPont of the early 1920s and I would judge from the look of it and from the fact that the radiator badge is missing that this was a factory photo taken when the car was in primer or in the midst of having its several coats of paint applied.

As for coachwork, there seems to me to be a strong Fleetwood touch about that particular body, in spite of the "Brewster" windshield. This type of body seems to have been a favorite with the make as it shows up in contemporary material quite a bit.

From: Wm. J. Lewis, (#59), 600 Kiama Street, Anaheim, California 92802. Subject: The Mystery cars pictured in the Nov. 1981 SAH Newsletter, issue #74.

Mystery Photo #2 is the prototype Du Pont sedan with body by Brewster. This car was shown at the New York Auto show for the 1921 model year along with a, far from handsome, concept of a so-called speedster. The windshield shape, with side glasses and the double beltline on the body side were repeated many times by Brewster on all sorts of different chassis. Simplex, Locomobile, Pierce-Arrow, Lincoln to name a few.

I suspect the photo to be of Dupont factory origin rather than from Brewster files, for this reason; Dupont was just beginning and show time was all to near with budget for the project not to healthy. I suspect the Brewster firm, not to be rushed, handed over the unfinished car at Dupont request. Dupont completed the interior, and if memory serves, changed the white primer to light gray and just made the show set-up deadline.

I could be more specific if I took the time to research the finite details but then I wouldn't get my vote in. Suffice to say that most of the 1921 motoring journals carried pictures of this car at the auto shows, New York, Boston, Chicago and Philadelphia etc. Actually, I believe that the car was called an inside-drive limousine since the "division" paneling-frame can be seen through the window of the cars right front door.

Mystery Photo #1; I believe that this one is a 1909 or 1910 Buick Gentlemen's roadster Model 16. Since the car looks brand new, in the photo, it is probably a 1910 model.

#### Book Announcements

*Studebaker: The Complete Story*, Tab book No. 2064; by Wm. A Cannon and Fred K. Fox, Price \$39.95. Hardbound, 8½ x 11, 352 pages, 354 illus. plus 16 page color section. Tab Books Inc.; Blue Ridge Summit, Pa. 17214.

*Dreamboats & Milestones: Cars of the '50's*, by Chris Halla. 232 pages, 137 illus. \$11.95 paper; \$18.95 hardbound. Tab Books Inc.; Blue Ridge Summit, Pa. 17214.

*Best Of Old Cars Weekly Vol. 3.*, 550 pages; softbound \$9.95. Best of Old Cars, AKE, 700 E. State St., Iola, Wi. 54990.

#### Book Reviews

*SAAB The Innovator*, by Mark Chatterton, 160 pp, Illus., David & Charles, N. Pomfret, Vt. \$22.50.

This book is a complete account of Saab and its development from its inauspicious beginning in 1946 to 1979 and the Model 900. This is a story of remarkable success for a late beginner who has become known worldwide. Of particular importance to the early acceptance of Saab was its successes in European rallying, a motorsport not much in evidence in this country. So successful was Saab that it named its Model 93F "Monte Carlo" in honor of wins in that Rally. (Oddly this bit of information is not mentioned in the book.) They whys and wherefores of the numerous mechanical and physical changes in the Saab models over the years are dealt with in some detail. Some of Saab's designs are most peculiar, but there seems to be explanations for all their unconventionalities.

While there are sixty-three black and white illustrations on coated paper, the illustrating of mechanical features are a mere ten, and for an understanding of the peculiarities of this generally unusual car, I feel that a larger portion of the illustrations should have been devoted to the mechanical parts. Both endpapers are an illustration in color, a phantom and cut-away view of the 900 Turbo.

The author is a mere 22 years old and a Saab enthusiast. His lack of writing experience is evident at various points in the book. Nevertheless, the book as a whole is a worthwhile effort to establish the background of Saab, one of the few surviving and thriving makes launched since WWII.

G.M.Naul

*BUGATTI, The Dynamics of Mythology*, by Griffith Borgson. Osprey, London 1981, ISBN 0)85045-414-X, 7½ x 10, Hardbound, 224 ppg., 181 photographs, 35 drawings. Index 9.95 Pounds.

Some personalities hold continuing fascination. Ettore Bugatti contributed no widely adopted ideas to the design or manufacture of automobiles, he made a small number of expensive cars of highly original design, great style, and eager performance which mostly enchanted their owner.

In his book Borgeson painstakingly and considerably skims myth from fact. Many long-standing legends wither under the gaze of his diligent inquiry. Intensive research and use of primary sources including years of contact with Bugatti's younger son, Roland, bring clarity, freshness, and accuracy to the familiar outline of the Bugatti story.

This is an effort to set the record straight and not a denigration. From it a different and more human picture of Bugatti emerges. Fortune favors the bold and Bugatti was not timid. Borgeson outlines a series of breaks: winning a cup for design (one of several) in 1901 which led to a contract with DeDietrich, a lump sum settlement of a later contract with Deutz, etc. Borgeson states the theme of his book at the bottom of the table of contents with an apt quotation from Henry Ford, "Don't exaggerate, the truth is big enough."

Bugatti has become a French national hero. The British were the first to be captivated by him. He met none of the requirements for a proper English gentleman and he no doubt intrigued them because he was so foreign and so different.

As the author points out, the financial history of Bugatti's career is yet to be written. Other facets merit further work as well, but all who have been touched in the slightest by the Bugatti magic will relish this book.

*Cars and Coachbuilding*, by George Oliver. 256 pp., 332 illustrations - 26 in color. Hardbound, 10 11/16" x 8". ISBN 0 85667 105 3. Sotheby Parke Bernet Publications, 81 Adams Dr., Totowa, N.J., \$47.50

This book is something of a surprise if only by its title for the implication of strict custom coachwork doesn't apply. What it is, actually, is the story of body building in the British Isles from the days of horse-drawn carriages to the present. And this, is very much different from the stateside picture.

Cars were fewer and farther between in the U.K. than the glutted American roads. Incomes were lower over there and cars were considered much more of an investment than we knew. Trade-ins were almost non-existent and as time, damage or style-changes reared their ugly heads, many British opted to have coachbuilders renew bodies on the older good, solid chassis which had served them so well. Hence, there was an individuality over there which we didn't know in the United States. Imagination ran rife and the British motorist generally was able to avoid the powder-puff sameness emanating from Detroit and points west.

But CARS AND COACHBUILDERS isn't limited to the cars preferred by the affluent, eccentric and/or fanciful buyer over there, but rather to ALL automobile owners, because not only the Rolls-Royce and Napier owners had custom bodies fitted — so did those who preferred the Austin Seven, Riley or M.G. This was individualism at its peak. The British buyer understood and practiced this sort of thing. The average American didn't understand it, he couldn't.

George Oliver traces the strictly custom bit right down to the more prosaic and sometimes almost attractive body building techniques of the trade. This cannot compare with THE CUSTOM BODY ERA by the late Hugo Pfau nor the GOLDEN AGE OF THE LUXURY CAR edited by George Hildebrand. It is far more encompassing and gives the reader a pretty fair view of what was going on custom body-wide abroad when domestically such a field was limited to such high-priced specialty houses as Locke, LeBaron and a few others over here.

Keith Marvin

*CISITALIA*, by Nino Balestra and Cesare de Agostini. In Italian and English, translation by Mary Trotter. Automobilia, viale Monte Santo 2, 20124 Milan, Italy. Hardcover, 10 x 11.25 inches (25.5 x 28.7 cm.), 198 pages, 330 black & white photos. Available in USA from Motorbooks International, in England from Albion Scott, in France from EPA.

AUTOMOBILIA, a young house, has done some very important and handsome work already, which is not surprising in an enterprise which has close links with one of the world's major and finest publishers of art books. This latest large-format volume is, like its predecessors, handsomely presented and absolutely authoritative.

Cesare de Agostini is a well-known motoring journalist, while Nino Balestra is not only editor of the historic-car magazine *La Manovella*, but also the founder and president of the Cisitalia International Club, and thus one of the world's leading experts on the marque. The other experts have been interviewed by him.

Outside of Italy the name of Cisitalia (pron. cheese-italia) is generally associated with the immortal Type 202, whose coupe body by Pinin Farina did so much to establish the post-WW2 Italian line. This book of course tells the whole story of the marque, from its wartime origins to its fading away in Argentina in 1962. It's all here: the role of Torinese tycoon Piero Dusio; that of engineer Danta Giacosa, and then of a brilliant, significant, and all-too little-known talent, engineer Giovanni Savonuzzi.

The abundant illustrations are excellent, and they cover personalities, racing, coachwork, and technical details, as well as all of the cars. Like the text, they are of real and rare historical importance. There is a very detailed competition record of the marque, and a good set of tables of technical data, but no Index. The English translation, basically very good, suffers from frequent but insignificant slips of the pen. This is very enriching reading and the book, along with being a thing of beauty, fills a long-felt need.

Griffith Borgeson

**HENRY FORD AND THE JEWS**, Albert Lee. 200 pp., 9½" x 6½". Hard covers. ISBN 0-8128-2701-5. Stein & Day, Scarborough House, Briarcliff Manor, N.Y. 10510. \$12.95

The author of this book is a former Ford Motor Company publications writer and it was during his period with Ford that he became interested in the subject at hand.

The very title of this book immediately belies its content for the late Mr. Ford's anti-Semitism is well known. This rather unpleasant and controversial aspect of the motor magnate's life has been covered in various biographical studies of the man but, in chapter form, can scarcely do much more than scratch the surface in relating the why and wherefores of his prejudices in the field.

Albert Lee has carefully researched his subject and has set down the story in a factual and easy-to-read manner in order that various aspects of the emotions Ford had may be analyzed throughout the 200 pages. It covers Ford's anti-Semitic newspaper, "The Dearborn Independent" and his attitudes toward not only the Jews, but the Wall Street panorama and the banking fraternity, all of which he mistrusted.

I found the book sufficiently intriguing, and found a wealth of information within its covers. My own conclusion after this is that I don't feel Ford was anti-Semitic in the true sense but rather had built up a hatred of many things of which he had always been suspicious and which, within his own mind, had become hopelessly entangled. Yet, on the face of it, he was as prejudiced against the Jews as, say, the late Father Coughlin or the late Gerald L. K. Smith, both infamous rabble-rousers to the cause. Lee illustrates the incident of Ford's neighbor and friend, Rabbi Leo Franklin, to whom it had been Ford's practice to give a new Ford car annually. On one occasion, upon reading in "The Dearborn Independent" an especially anti-Jewish article, Rabbi Franklin returned his new car to which Ford innocently asked, "What's wrong, Dr. Franklin?" Has anything come between us?" This illustrates Ford's naivety-controlling a newspaper of the "Independent" type and at the same time apparently being unable to realize the offensiveness of the written word and its impact on those to who it aimed its attacks.

Because of the importance of Henry Ford in the automotive world and of this curious sidelight of his personal life, I feel that Albert Lee has done automotive historical writing a valuable service and I recommend the book without reservation.

Keith Marvin

#### Classified Ads

Collecting literature on the 1934 Plymouth, want any items I do not have. Edward R. Peterson, 16 Perkins Ave., Hyde Park, Mass. 02136

Want any information as to where to obtain parts for a 1960 DAF with Variomatic transmission which utilizes the Reeves system of rubber belts running between two sets of variable diameter pulleys. Wm. T. Cameron, 7495 Clearwater Rd., Minocqua, WI. 54548

Wanted: Accessory catalogs issued by NIL MELIOR of New York City, also want any issues of the two following British magazines: Cooper's Vehicle Journal (from 1880 and later); Motor Body Building and Vehicle Construction (this publication succeeds Cooper's Vehicle Journal). Walt Gosden, 197 Mayfair Avenue, Floral Park, New York 11001.

#### Research Column

Am looking for any information on the Van Blerck Commerical Motor, made by the Van Blerck Motor Company, Monroe, Michigan, circa mid to late teens. Especially interested in its use in motor vehicles; in particular, fire apparatus. John M. Peckham, 675 Pinewoods Ave. Rd., Troy, NY 12180.

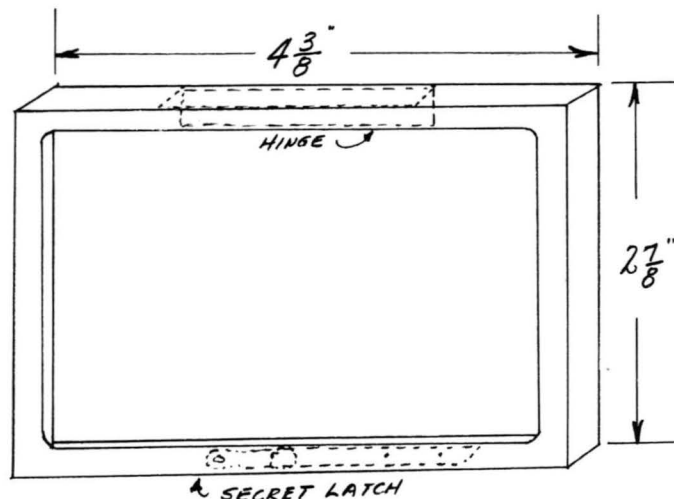
Researching Belgian cars built prior to World War II particularly Excelsior, Minerva, Metallurgique, Imperia, FN, etc. Need model discriptions and most of all, production figures. Would appreciate any help for articles I am trying to write. Depending on the material I would like to borrow, or would be willing to purchase or pay the cost of having copies made. Robert F. Arnold, 6354 Gale Rd., Atlas, Mich. 48411.

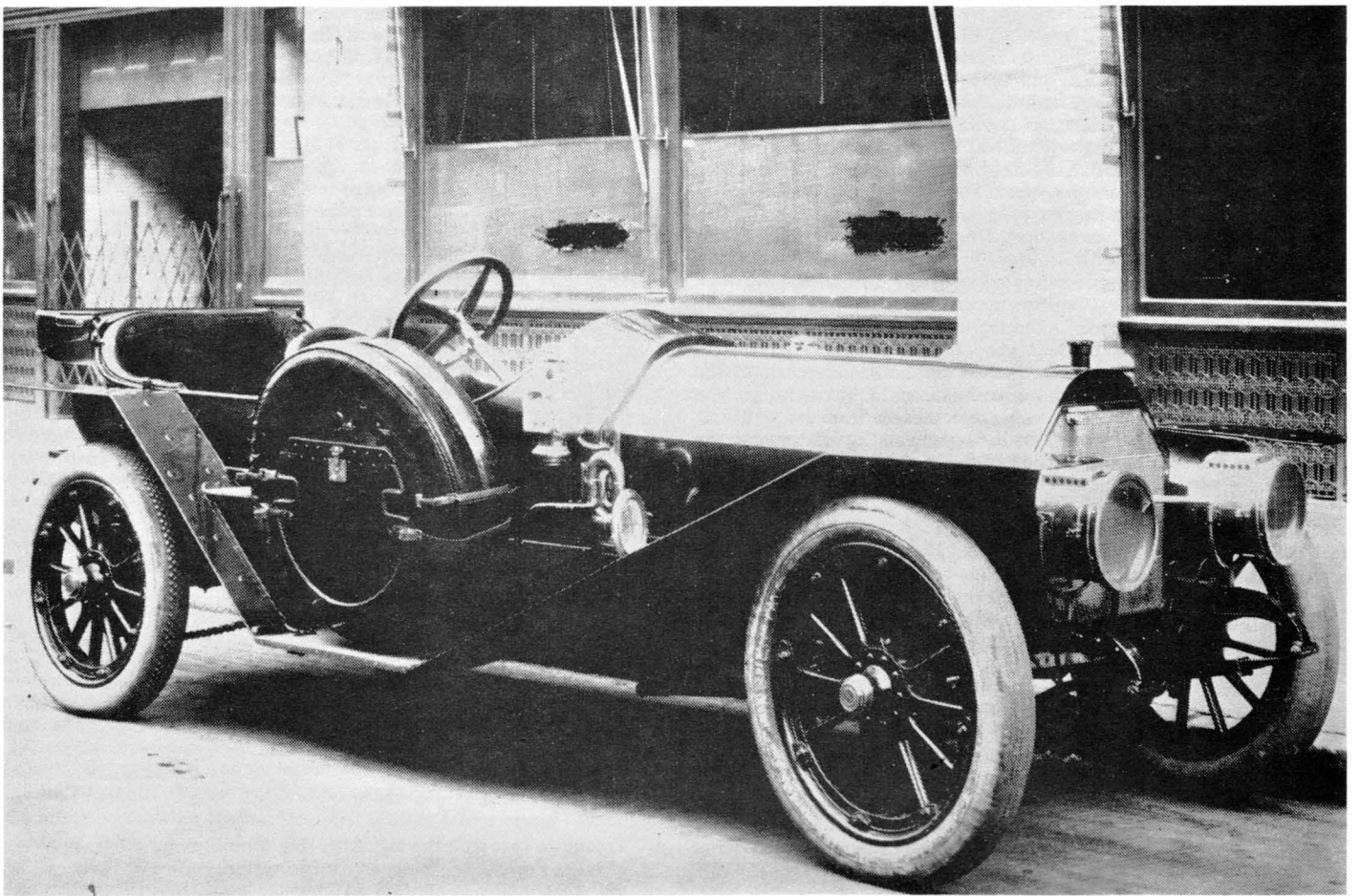
Want any information on the Robinson Gasolene Automobile built in Hyde Park, Mass. Edward R. Peterson, 16 Perkins Ave., Hyde Park, Mass. 02136.

Want: Photocopies of any sales material issued by the Union Motor Truck Co. (1917-1926). When did the final demise of the Union Motor Truck Co. occur? Also desire to know exact date of the death of Howard P. Woodworth, V.P. and general manager of Union, believe to be circa 1923. Seeking information on NATCO & Winonah trucks made in Bay City, Michigan. Would like to know when produced, quantity, and existence of any Factory photographs. Ronald J. Putz, 201 Salzburg Ave., Bay City, Michigan 48706-5317.

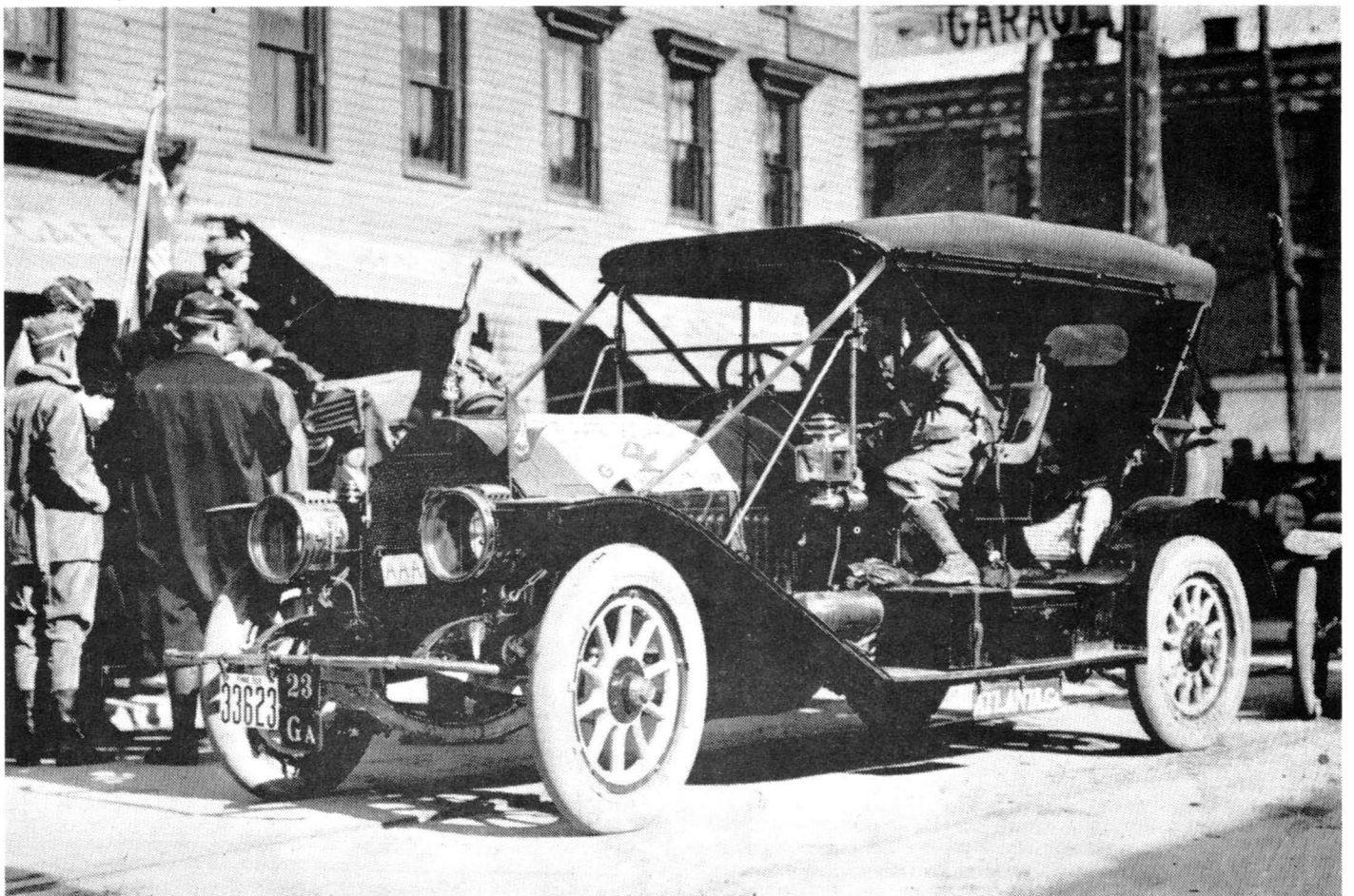
Trying to research the NIL MELIOR auto-marine accessories corp. of New York City. Want any information, copies of their catalogs, etc. Would like to contact any former employees if possible. Walt Gosden, 197 Mayfair Avenue, Floral Park, New York 11001.

I am restoring a 1908 Cameron automobile. The body is constructed of "white wood over oak frames" with step plates in brass reading "The Cameron" and other nicely made items of brass such as hinges, catches and so forth. One of these items is a little brass card holder mounted on the riser under the driver's seat. It is 4-3/8 inches wide and 2-7/8 inches high provided with a hinge on top and an ingeneous little secret catch at the bottom. Apparently the holder could not be opened by a potential thief as it required some poking and pushing with a round object like a pencil up through the bottom of the holder. My question is - "what official document was this designed to hold"? As near as I can tell the original car and body originally came from New Hampshire, although I purchased the chassis in Florida and the body in Connecticut. Did the state licensing authority issue an identification of some kind which they required posting on the vehicle in addition to the normal license plate? I am hoping that some of our readers can help solve this mystery. William T. Cameron, 7495 Clearwater Road, Minocqua, Wisconsin 54548

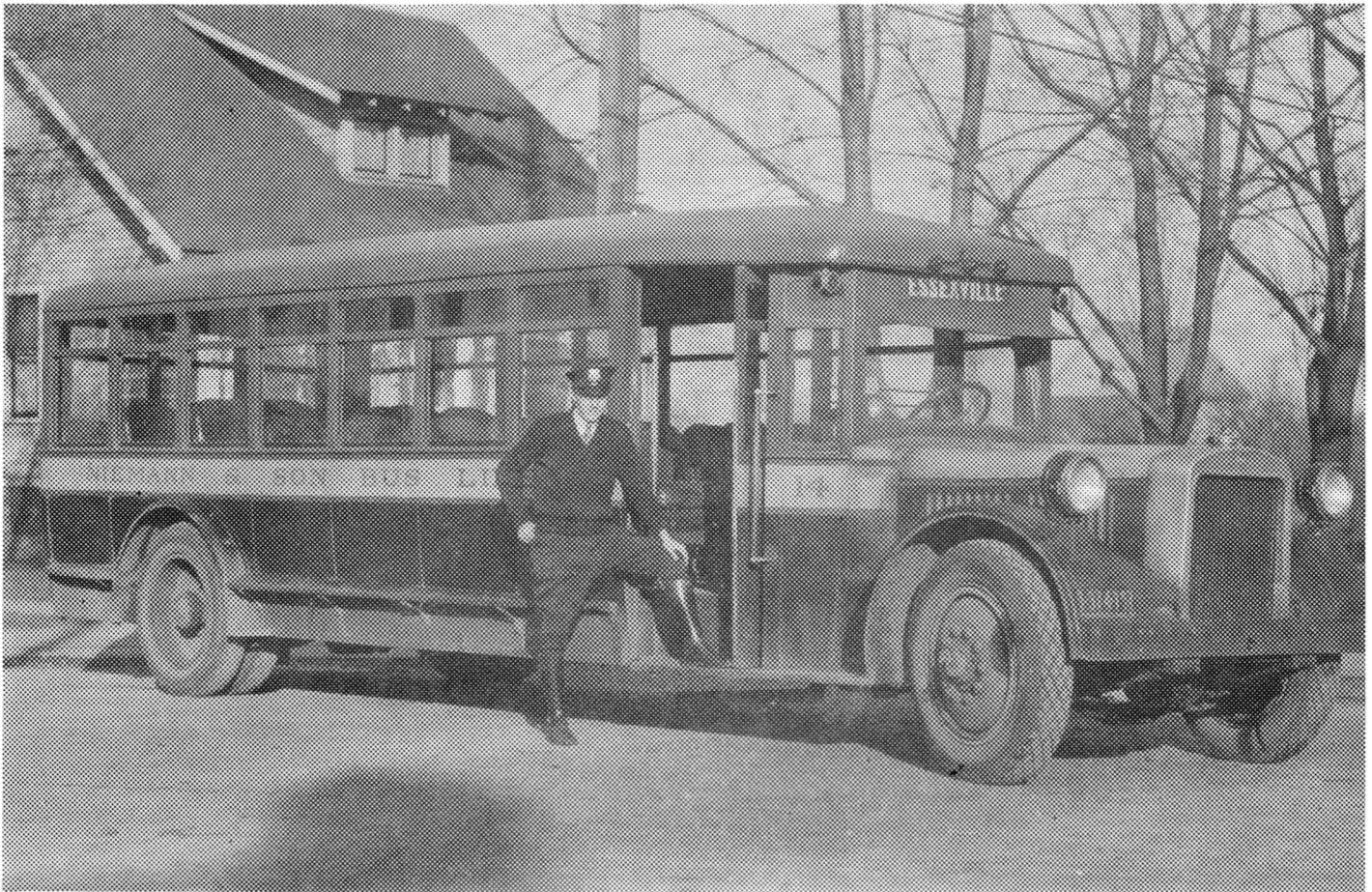




Mystery Photo #1



Mystery Photo #2



**Mystery Photo #3**

**Mystery Photos:**

Last issue there was pictured a large white sedan, this was submitted by Hayden Shepley and is of a 1921 duPont model B, and features a body by Brewster. This issues mystery photos come from Ronald J. Putz, who sends the photo of the bus, and notes it was taken in 1929 but has no further information as to make, engine used etc.; the two other photos come from the Simplex file of the Detroit Public Library via Fred Roe. Fred says he and George Risley raised the question, are they really Simplex automobiles? Neither looks to actually be a Simplex. What are they? Let us know your answers.

**New Members**

Margaretta Sandula #857  
NAHC of DPL  
5201 Woodward Ave.  
Detroit, MI. 48202

J.V. Drenzek #858  
Campbell Ewald Co.  
30400 Van Dyke  
Warren, MI. 48093

Jonathan Grisman #859  
Transportation Book Co., Inc.  
64 Eighth Ave.  
Brooklyn, NY. 11217

Maurice Platt #860  
40 Longmead  
Letchworth  
England SG6 4HR

Robert L. Grim #861  
10766 Ashby Ave.  
Los Angeles, CA. 94006

Stanleigh Ayres #862  
Burlington County College  
Pemberton-Browns Mills Rd.  
Pemberton, NJ. 08069

B.L. White #863  
P.O. Box 32262  
Louisville, KY. 40232

Byron D. Olsen #864  
1543 Grantham St.  
St. Paul, MN. 55108

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Brooklyn, NY. 11217

Linda Clark #866  
P.O. Box 64  
South Dartmouth, MA. 02748

Patrick O'Brien #867  
Box 52490 Saxonwold  
Johannesburg 2132  
Republic South Africa

Bill Walter #868  
2836 Hundred Oaks Ave.  
Baton Rouge, LA. 70808

John B. Barth #869  
Route 1  
Livingston, WI. 53554

Kevin S. Tikker #870  
689 Twenty-sixth St.  
San Francisco, CA. 94121

P.R. Mann #871  
3 Hogarth Rd.  
LONDON SW5 0QH  
England

Robert D. Crassweller #872  
East Lane-Revonah Woods  
Stamford, CT. 06905

Eugene G. Wanger #873  
1735 Abington Place  
Lansing, MI. 48910

Stephen M. McCarthy #874  
RR6 - 3 Valleyview Knoll  
Iowa City, IA. 52240

John F. Bunnell #875  
3 Downing St. SE  
Rome, GA. 30161

Wm. B. Chamberlain III #876  
8106 Eagle Rd.  
Kirtland, OH. 44094

David Jacobs #877  
50 Altura Way  
Greenbrae, CA. 94904

Thomas Deptulksi #878  
18745 Coddling  
Detroit, MI. 48219

Charles A. Blackman #879  
4409 Dobie Rd.  
Okemos, MI. 48864

**RE-INSTATED**

Mary Field #224  
Fortescue Rd.  
Salcombe, Devon TQ8 8AP  
England

Walter O. MacIlvain #6  
17 Bonner Rd.  
Manchester, CT. 06040

Wayne DeBlock #747  
8091 Coolidge  
Centerline, MI. 48015

George Theofiles #685  
P.O. Box 1776  
New Freedom, PA. 17349

Grahame Ward #682  
P.O. Box 383  
Surders Paradise 4217  
Australia

Karl E. Ludvigsen #92  
26 Chester Close North  
Regent's Park  
London NW2 4JE  
England

Nathaniel T. Dawes #178  
15 Buckingham Ave.  
Poughkeepsie, NY. 12601

Bernard W. Garrett #336  
15 The Waldrons  
Oxted, Surrey RH8 9DY  
England

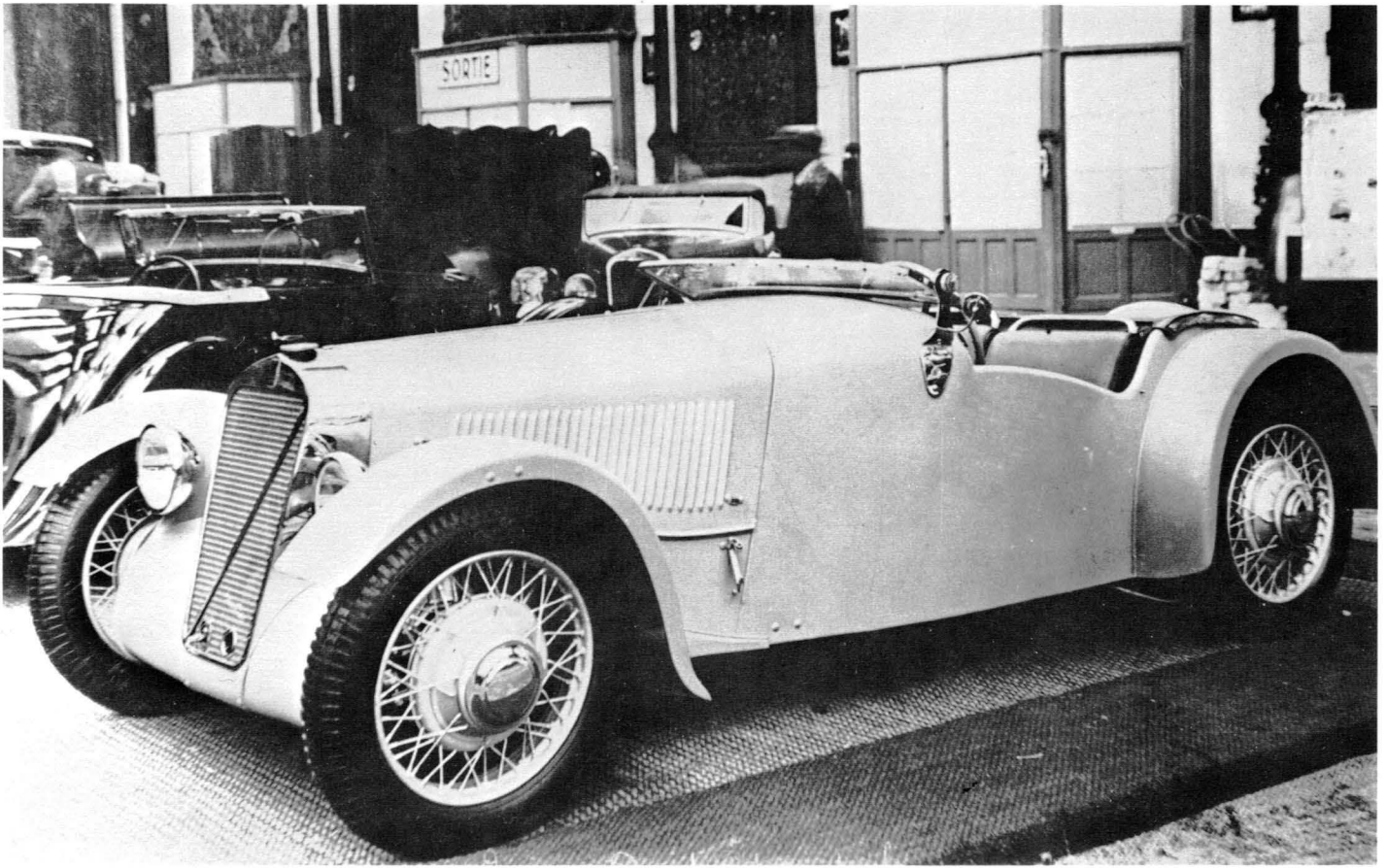
Michael M. Self #508  
3301 Shetland Rd.  
Beavercreek, OH. 45385

**CHANGE OF ADDRESS**

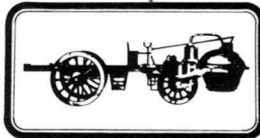
L. Michael Larsen #205  
P.O. Box 1799  
Vancouver, WA. 98668

David M. Hoffman #813  
4 Center Drive  
Syosset, NY. 11791

Robert H. Howell #815  
23 Silver St.  
Aiagell's Meadow  
Ashwell Baldock  
Hats SG7 5QJ  
England



**Factory Photograph:** This issues factory photograph is of a 1935 Georges Irat, 1,100cc sports, from the collection of the editor.



# NEWSLETTER

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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