

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

MARCH-APRIL 1982

ISSUE NUMBER 77

SAH Board of Directors Meeting

Minutes

The mid-winter meeting of the Board of Directors was held on Friday, February 5, 1982, in the Skyline Room, Free Library of Philadelphia, Logan Square, Philadelphia, Pa.

Those in attendance were: George H. Dammann, Walter E. Gosden, Louis G. Helverson, Beverly Rae Kimes, David L. Lewis and Charles L. Betts Jr. Because 6 Board members do not constitute a quorum, no official business could be enacted. In other words, actions could only be "accepted" or taken under advisement (not approved) or postponed (not rejected).

President David Lewis called the meeting to order at 10:15 AM, welcoming new Board members, Beverly Rae Kimes and Walter E. Gosden.

Due to the fact that Treasurer George Ward was unable to be present, President David Lewis submitted the treasurer's report, which had been previously prepared by George Ward and which is printed elsewhere in this issue. This report, which was unanimously accepted by the members present, indicates the Society is in a healthy financial condition.

Reporting on our membership status, Charles Betts advised that our present enrollment of active and honorary members numbered approximately 280, with some 180-odd non-renewals so far for 1982 (as of February 3, 1982) Reminder notices were sent out to delinquents on January 22, 1982, giving March 1, 1982, as the cutoff date for inclusion in the 1982 Membership Directory. Some of the "reminders" returned indicated that original dues notices had never been received.

President David Lewis introduced the need for a revised Society descriptive brochure, containing an official membership application blank. David Lewis volunteered to prepare a revised text. Charles Betts agreed to contact William Jackson re availability of the plates and the prospect of him printing 2,000 copies. George Dammann made a motion that we order such revised brochures, and Beverly Kimes seconded the motion. This motion was unanimously accepted by those present.

Walter Gosden suggested that copies of the revised brochure be distributed in the press room at the 1983 Greater New York Automobile Show. This idea met with the approval of the Board members present.

President David Lewis brought up the question of compiling and publishing a new Membership Directory as soon as possible after March 1, 1982. Charles Betts volunteered to assemble such a directory, patterned along lines similar to those used in the compilation of the 1980 Membership Directory, while Beverly Rae Kimes volunteered to do the typing. It is hoped to get the new directory printed and issued by May 1982.

With regard to the Society's publications, Frederick D. Roe will continue to edit AUTOMOTIVE HISTORY REVIEW during 1982, and Walter E. Gosden will edit the SAH JOURNAL (new name for the former SAH NEWLETTER) for 6 issues during 1982.

President David Lewis invited John A. Conde to chair the James Bradley Memorial Award committee and Matt Joseph to chair the Cugnot Award committee.

There was much discussion re last year's annual meeting. In spite of some conversation overheard, all of the fee charged was used to pay for the meal and services — none of it went to enrich the SAH treasury.

It was revealed that George Ward has reserved facilities for a dinner meeting at the Marriott Inn, Harrisburg, Pa., for Friday, October 8, 1982. The need for name tags was discussed, as well as an opportunity for informal chatting with mutual friends after the adjournment of formalities.

President David Lewis invited Walter F. Robinson Jr. to chair the Nominating Committee for 1982.

A copy of a revised set of By-Laws, previously prepared by Walter F. Robinson Jr., was circulated for comment. A variance discussed was the thought of initiating a "Life" membership category, featuring an unspecified but substantial one-time dues payment, for future consideration. Under Article XI, Publications, it was the feeling of the group that no priority should be shown with regard to the relative importance of the SAH JOURNAL or the AUTOMOTIVE HISTORY REVIEW. With the exception of these points, George Dammann moved that the revised By-Laws be accepted as submitted. This action was seconded by Louis Helverson and unanimously accepted by the other members present.

Charles Betts brought up the thought of holding a mid-summer Board meeting. Inasmuch as some members might resent having to pay their own way solely for such a function, it was suggested that a 1982 mid-summer Board meeting might be held in conjunction with the Iola flea market in Wisconsin. Charles Betts was asked to solicit the help of the Wisconsin Chapter in hosting such a Board meeting.

As no further business was brought before the Board, the meeting was adjourned at 12:15 PM, after expressing our appreciation to Louis Helverson for reserving the Skyline Room for our use.

Respectfully submitted
Charles Betts—Secretary

2-27-82

1983 Nominating Committee

The nominating committee for the 1983 officers and directors has been chosen by President David L. Lewis. He has named W.F. Robinson, Jr. (chairman), William A. Cannon, and Frederick D. Roe to this year's nominating committee and has requested they submit their report this spring. The committee urges any members with suggestions to send them immediately to the Chairman (14615 S.E. 55th St, Bellevue, Wa. 98006) or one of the other committeemen.

Gift to the Society

The Green Mountain Chapter, an antique car group in Vermont recently gave SAH a check for \$25. This spontaneous gesture is a heartening demonstration of recognition of the important role of the Society.

AUHV

Keith Marvin of Menands, N.Y., SAH vice president, has been elected president of The Automobilists of the Upper Hudson Valley, Inc., one of the oldest independent clubs geared to those interested in antique, sports, classic and special-interest cars and motor vehicles in general.

He becomes the 19th person to head the 32-year-old organization and was elected to office at the club's meeting on January 24th. At the same meeting, William Bontraeger, also an SAH member, was named alternate director.

The club has published THE UPPER HUDSON VALLEY AUTOMOBILIST, a magazine combining club news and historical material, since February, 1951 and has just issued its 143rd consecutive member. Specializing in articles of the more unusual makes of cars and material, its editorial staff includes Peter Helck, Arthur Lee Homan, John M. Peckham, Michael Sedgwick and Mike Worthington-Williams as well as Marvin, who edited the journal 1955 through 1961 and who had edited it again since 1980.

Keith Marvin is a founding member of the SAH, is a former director and has contributed material to both THE NEWSLETTER and the AUTOMOTIVE HISTORY REVIEW. He has authored more than 300 automotive articles since 1948 and is the author or co-author of six books. He is a contributor to several publications including ANTIQUE AUTOMOBILE, BULB HORN, HORSELESS CARRIAGE GAZETTE and THE CLASSIC CAR.

**SAH - Statement of Financial Position
as of 12/31/81
(Unaudited)**

Assets

General Fund			
Checking accounts - Maryland National Bank	\$ 6,475.74		
Savings account - Maryland National Bank	1,125.41	\$ 7,601.15	
Deposit a/c 1982 banquet		250.00	
Awards Endowment Fund			
Price Prime Reserve Fund		612.70	
Publications Endowment Fund			
Price Prime Reserve Fund		12,965.98	
James J. Bradley Memorial Fund			
Price Prime Reserve Fund	\$ 2,729.78	2,829.78	
Cash	100.00		
Total Assets		\$24,259.61	
Liabilities			
Current Liabilities: Advance for postage	\$ 400.00		
Net Worth - Fund Equities			
General Fund	\$ 7,451.15		
Awards Endowment Fund	612.70		
Publications Endowment Fund	12,965.98		
Bradley Memorial Fund	2,829.78	\$23,859.61	
Total Liabilities and Net Worth		\$24,259.61	

**Statement of Income and Expense
for the year ended 12/31/81
(Unaudited)**

General Fund	
Income	
Dues	\$ 8,090.00
1982 dues	3,460.00
Sale of publications	56.00
Annual meeting receipts	2,153.00
Interest	125.41
Contributions	461.50
Proceeds of auction	902.50
Other	12.35
Total	\$15,260.76

Expense

Printing	\$2,666.30	
Typesetting	1,125.00	
Postage and mail service	1,417.38	
Telephone	83.44	
Office Supplies	24.23	
Xerox	72.59	
Annual meeting expense	2,635.32	
Corporate expense	40.00	
Other	311.91	
Total	\$8,376.17	
Net Income		\$6,884.59
Awards Endowment Fund		
Income: Interest	\$ 86.05	
Expense: None	-0-	
Net Income		\$ 86.05
Publications Endowment Fund		
Income: Interest	\$1,754.93	
Expense: None	-0-	
Net Income		\$1,754.93
James J. Bradley Memorial Fund		
Income: Contributions	\$2,600.00	
Interest	229.78	
Net Income		\$2,829.78
Expense: None	-0-	
Net Income		\$2,829.78

THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Current Balances - 2/2/82	
General Fund - Checking	\$ 4,509.91
General Fund - Savings	3,481.83
Awards Fund	618.81
Publications Fund	13,095.34
Bradley Memorial Fund	2,757.02
Expenses paid 1982 to date	\$ 1,129.27

The Birthplace of Speed Museum, located on historic Granada Blvd. has re-opened after an extensive six-month renovation. New exhibits and displays are dedicated to the role Ormond Beach has played in the development of the automobile and aviation industries in this country and the people responsible, according to William R. Tuthill, founder member and President of the Birthplace of Speed Association which is responsible for the museum project. The Association celebrates its 25th anniversary this month.

Ormond Beach, renowned worldwide as America's Birthplace of Speed city, also had a big anniversary on tap this month. Eighty years ago Ormond played host to the first race ever staged on the sand race courses, the now famous contest between auto pioneers Ransom E. Olds and Alexander Winton was great granddaddy of all Speed Weeks here.

Glen H. Curtiss of aviation fame, Louis Chevrolet and Henry Ford all left footprints and wheelprints on the sand of Ormond Beach.

The museum is open daily from 10 a.m. to 5 p.m.

Letters

From: LLOYD A. Brown, 78 Bideford Avenue, Downsview, Ontario, Canada M3H 1K4. The bus on page 7, shown as Mystery Photo #3 is an ACF, built by American Car & Foundry of Detroit. This model was built from 1926 to 1929, most were powered by 6 cyl. Hall Scott engines, a high percentage of the bodies were built by the Lang Body Co. of Cleveland.

From: Ralph Dunwoodie, 5935 Calico Drive, Sun Valley, Nevada 89431. The three mystery cars in Newsletter #75 are: Mystery Photo #1: 1910 Stearns with a special body by perhaps Quinby. Mystery Photo #2: 1909 Thomas 6-70 tourabout. Mystery Photo #3: 1928 or 1929 A.C.F. (American Car & Foundry Motor Co., Detroit, Mich.) A.C.F. purchased Fageol Motor Co. and produced buses that were almost exact copies of the Fageol but without the outlandish fins that came to be associated with the Fageol concerns products. (Some insist that A.C.F. really meant A Counterfeit Fageol). Fageol and A.C.F. used predominantly Hall Scott engines during this period. Hall Scott Engine Co. was purchased by A.C.F. in 1928.



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Art Director
John M. Peckham

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Frederick D Roe

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SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1982

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From: Dave Brownell, North Bennington, Vt.: My guess on those two spectacular cars in SAHN #75 mystery photos, are that they're both circa 1910 Chadwicks. They can't be Simplexes — no inverted triangle logo and Austie Clark is nowhere to be seen!

From: Cornelius W. Hauk, 8400 Summerhouse Rd., Cincinnati, Ohio 45243: Re SAHN #75 Mystery Photos. No, they surely aren't Simplexes. Big dogs! Alco and Thomas seem most likely candidates, and the bottom one is a dead ringer for a Thomas 6-70 of 1912 or so. It's obviously an Atlanta, Ga. car in some sort of AAA reliability run — car #4? — isn't this traceable? The top one is tougher — a chain drive Alco six circa 1909 with a later gun-boat style body fitted? Awful long hood.

From: Walter J. Mc Carthy, 133 Oldfield Road, Huntington, New York 11743. I saw a copy of your SAH Newsletter #75 Dec. '81. The two photos from the Simplex file of the Detroit Pub. Lib. are not Simplex cars as you suspected. I sent for Xerox copies of all the pictures in the Simplex file a few years ago and I received Photo #1 with the bunch.

#1 is an easy one — the car is a Chadwick Six circa 1910 with a special 4 pass body. This was a large 6 cyl car built in Pottstown, Pa. and cost was about \$5500. They were said to be the first car to use a supercharger. B & S was 5" x 6" for 707 cid. It had 4 speeds and double chain drive. The top of this photo is cut off but in my picture you can see that the car is parked in front of a Lozier dealer's building.

#2 is a photo of a 6-70 Thomas Flyer. These cars were about the same front 1909 thru 1911 so it is difficult to tell the exact year. The radiator, front axle, hood, wheels, etc. all identify it as a Thomas. The front fenders, rear fenders and chain guards are that of the fly-about model. This was a 6 cyl. 5½ x 5½ T-head eng. cast separately and cost \$6000.

I wouldn't mind owning these 2 cars, as they would go well with my 2 chain driven Locomobiles, and my Simplex. Then I would have a "real chain gang".

From: J. H. Valentine, P.O. Box 2596, Culver City, Ca. 90230. Karl R. Peters of Philadelphia supposedly showed a three-wheeled, 1/4 ton light delivery car in 1923. It had a single, steerable front wheel, driven by a series of shafts and gears from the engine mounted to the frame just aft. The opposed-cylinder water-cooled twin had individual radiators protruding from the body sides. The twin coil-sprung front wheel was steered by tiller! Wheelbase was 90 inches, and the body and frame construction was said to be lightweight, with a wooden roof. The vehicle was probably constructed much as shown in the enclosed drawing from U.S. Patent 1,461,735. The intention was to produce a passenger car version at a later date.

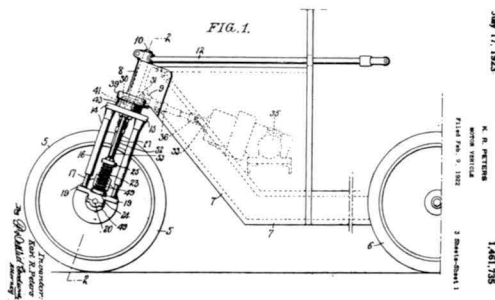
Mr. Peter claimed to have designed a small, tiller-steered three-wheeler about 1900 while living in Europe. It supposedly sold well for several years in continental Europe. The front wheel was driven by chain from an air-cooled twin-cylinder engine. He moved to the Philadelphia area sometime prior to 1912, and was involved in the Peters-Walton-Ludlow cyclecar of 1915. The Peters light car of 1921-1922 is shown in the Summer 1974 issue of the Automotive History Review. This auto had four wheels and a real steering wheel.

Does anyone know the identity or country of origin of his early European car? Is there any relationship with the Peters engines used in Great Britain in the early 1920's? Was a firm formed to produce the 1923 vehicle? Were they ever produced in quantity? Mr. Peters appears to have had good mechanical ability, having designed and produced many machine tools.

In April of 1923 a small-right hand drive auto named the SPENCER CAR was shown to the press in Los Angeles. Built locally by the Tokyo Auto Manufacturing Company, it was prototype of a design which they intended to fabricate locally, then ship Knocked Down to Japan for final assembly, with all components, even tires, sourced in Los Angeles.

The car was designed by Earl B. Spencer of Pasadena and Victor J. Wagoner of Glendale, both experienced auto/truck engineers. It was quite small, with a wheelbase of 90 inches, tread width of 48 inches, and was under 120 inches in overall length. Timken axles were used, along with Bosch electrics and Goodyear rubber products and flexible universal joints. The engine, rated at under ten horsepower in the Japanese system, used a special carburetor allowing the use of gasoline for fuel when the engine was cold, with kerosene mixed in increasingly as engine temperature increased. The car would be offered in sedan, touring, and California Top bodies. A photograph of the auto in the local press was obscured by four men shown crowding around it, with little detail to be seen. All items were to be considered as standard proprietary parts.

An office was supposedly established in Los Angeles, with a supply of parts on order to assure shipment of 1000 units during the balance of that year. Other local firms had the same idea in the time period involved, however I find no tie-in with other local ventures of that nature. Does anyone know what the car may have been called, in Japan, if not called the Spencer Car, as they made clear it was to be called in its debut here? A Mr. K. Mitsuo took the first car with him to Tokyo, to their final assembly plant there.



From: Keith Marvin (SAH#7), Apartment A-13, The Village One Apartments, 587 Broadway, Menands, New York 12204. I have read with considerable interest the letter of Elliott Kahn in The Jan.-Feb. issue of THE SAH JOURNAL. I was interested in many of the points he brought up and although I tend to agree with one or two of them, I would like to write you regarding my own feelings. In point of fact, although I have much respect for Elliott's views, I feel he doth protest a bit too much.

Passenger cars have occupied the lion's share of coverage in the last 76 issues of the publication and I think rightfully so. These are paramount and we are primarily neither a truck nor a parts society; yet, in reviewing the earlier (and all) publications to date, I feel that we have given pretty fair coverage to any and all segments of automotive history — and by this I mean automotive and not automobile. I find automobile coverage, true, but I also find material on trucks, tractor-trailers, engines, gun lorries, ambulances, buses, fire apparatus, stock certificates, scale models, serial plates, taxis, military tractors, examples of corporation letterheads and other aspects of the general field. I think the JOURNAL (nee NEWSLETTER) has done very well over the years.

So the SAH hasn't defined what exactly constitutes a passenger car. But I wonder, is it that important if we can but live with a common sense approach as to what we feel is or might be the answer? Do we need to toe a hard official line as to what is what? I don't believe so. I consider station wagons as passenger cars, for example, but I know there are those who don't share these views. So? Should I tell them they are wrong? Of course not.

On the Rhode Island listing in Issue #75: I think the author of this made his point as far as the intent of his coverage went. Any commentary which Mr. Kahn feels should have been included wasn't relevant to the issue at hand. Sure, I think more could have been done, and perhaps it will be sometime, but as a different story entirely and from an entirely different approach.

Now, as to any attempt on the editor's stressing what he wants, this, I feel, is ridiculous for an historical paper such as the Journal which ought to be a catchall for the esoteric and arcane material as discovered and presented by the members. We have a potential goldmine of data and I think that anyone who questions the veracity of that statement need look no further than in the back issues of this publication and THE AUTOMOTIVE HISTORY REVIEW to at once realize the abundance of rare and interesting material published to date.

What do you want? I'll tell you what you want. You want anything and everything of historic significance which may be submitted. True, an editor has that added responsibility of deciding how to separate the wheat from the chaff but, after all, this is exactly what editors are all about. It may be a satisfying job but at times it can be and is a thankless one. I know about this. I'm an editor too.

My own feeling is that no publication is perfect. I'm sure the LONDON TIMES has its pitfalls. So does the local paper in any town or city of the land and so does THE SAH JOURNAL.

But for MY money (which, incidentally is \$20.00 per annum), it is well worth the outlay. I think it is great and I'm convinced the editor has a pretty good idea of what he's doing for the common good. Keep up the good work in the field, Walter. You think you know what you're doing and I know you do.

From: Harlen E. Appelquist, 6328 Rolf Ave., Edina, Mn. 55435. This report was R.L. Polk & Co.'s first automobile breakdown dated Dec. 31, 1920. The makers listed over 96½% of all passenger cars in use at the time. R.L. Polk & Co. and the U.S. Chamber of Commerce have a wealth of automobile and truck history still available. In the early years the U.S. Chamber of Commerce recorded auto production by power types and body styles. They are out there for the person who wants to go after them. The 1929 listing shows 22,599,701 passenger cars registered in the U.S.A. Compare this report with the 1920 report and one can see the winner of the 1920's.

**UNITED STATES SUMMARY
PASSENGER CAR REGISTRATIONS
December 31, 1920**

Allen	16851	Haynes	26812	Packard	39925
Apperson	8681	Hudson	111352	Paige	63478
Auburn	16854	Hupmobile	73577	Peerless	15069
Briscoe	33022	Jordan	6044	Pierce	18663
Buick	544091	King	9776	Reo	114641
Cadillac	122022	Kissell	13549	Saxon	68781
Case	12163	Lexington	13576	Scrippe	20029
Chalmers	71215	Liberty	11928	Stearns	12893
Chandler	65896	Locomobile	6740	Stephens	8770
Chevrolet	431796	Marmon	13662	Studebaker	240365
Cleveland	6670	Maxwell	263930	Stutz	11089
Cole	23571	Mercer	4506	Velie	30979
Dodge	415311	Mitchell	44157	Westcott	5754
Willys-					
Dort	57001	Moon	6640	Knight	23634
Elgin	13251	Nash	69692	Winton	10686
Essex	24732	National	12002	Electrics	25215
Ford	3398163	Oakland	161385	Misc.	282095
Franklin	39722	Oldsmobile	102475		
Grant	25386	Overland	534972	TOTAL	7805239

**UNITED STATES SUMMARY
ALL PASSENGER CARS
TOTALS BY MAKE AS OF DEC. 31, 1929**

Auburn	57,916	Gardner	27,265	Paige	72,208
Blackhawk	932	Graham-Paige	105,047	Peerless	54,162
Buick	1,472,100	Hudson	407,770	Pierce-A	38,694
Cadillac	174,820	Hupmobile	291,016	Plymouth	93,935
Chandler	98,825	Jewett	98,870	Pontiac	513,164
Chevrolet	3,511,688	Jordan	48,324	Reo	124,204
Chrysler	615,945	LaSalle	48,966	Rolls-Royce	3,015
Cleveland	38,719	Lincoln	49,289	Roosevelt	15,665
Cord	799	Locomobile	8,601	Star	313,703
DeSoto	71,932	Marmon	52,690	Stearns-K	13,322
Dodge	1,267,385	Marquette	15,342	Studebaker	733,192
Durant	132,815	Maxwell	138,495	Stutz	16,792
Moon-					
Erskine	37,195	Diana	38,278	Velie	30,719
Essex	870,674	Nash	642,565	Viking	4,049
Falcon-K	12,220	Oakland	265,336	Whippet	425,752
Flint	37,363	Oldsmobile	366,778	Willys-K	293,159
Ford	7,842,991	Overland	439,975	Misc.	271,170
Franklin	78,166	Packard	219,695	TOTAL	22,599,701

From: Jerry E. Gebby (#384H), 310 Appalachian Drive, The Highlands, Route 6, Tucson, Arizona 85704. My thanks to George Risley, Fred Roe and others who wrote directly to me about the Rayfield racing car. Not mentioned in Mr. Risley's letter, The Great Western Automobile Co., planned builders of the Rayfield were hitched up with The Model Auto Co., also of Peru Indiana. When Rayfield failed, the G-W-Model combine moved to Kalamazoo Michigan and faded out of the picture there in 1916.

One question remains, however, why was the car built? If specs are correct, the engine had a piston displacement of almost 700 cubic inches, built in the second year of the 1913-1914 limits of 450 cubic inches. It was over the 1911 and 1912 limit of 600 cubic inches, but could have run in a few special events in 1909 and 1910. These were short, half-mile, one mile, and one lap runs, and a very few match

races. The cars involved were the Blitzen Benz driven by Oldfield, Burman or Hearn, Oldfields front-drive Christie, Len Zengles Chadwick and the J.I. Case companys big Fiat re-named the Jay-Eye-See driven by Lou Disbrow. These cars were all built before 1910, and by the day of the Rayfield, were owned by outlaw outfits on the barn-storming fair circuit.

I'm sure that Hughie Hughes would not have gotten the engine too large to be raced, which makes one wonder if the cylinder dimensions quoted from "The Automobile" are correct. And I doubt if current engineers would go along with that air-flow theory after running a wind-tunnell test!

From: John M. Peckham, 675 Pinewood Avenue Road, Troy, New York 12180. The NL arrived today, although I had already had a Van Blerck response from Elliot Kahn yesterday.

I am almost certain that Mystery car #1 is a sixty horse, Palmer-Singer. Somewhere, not available at the moment, I have three photos of what might be this car, but in an unfinished state. Sitting in the car in one of the photos is Frank Lescault, the well known race driver. This may give some clue as to the car's origins. It appears that the car was in the process of being rebodied, and in one of the external photos quite a number of radiator tubes had been soldered closed, as if it were a quick patch job. This is evident in a photo of the engine compartment, too. It may be that the radiator was punctured by a rock during a race. Judging by the sporting mien of the body, it might well have been a race car originally. Did Lescault drive for Palmer-Singer? Was the car built for Lescault?

Research Column

Want any information on the Westcott automobile manufactured circa 1912-1925. Peter Winnewisser, 116 Lincklaen St., Cazenovia, N.Y. 13035

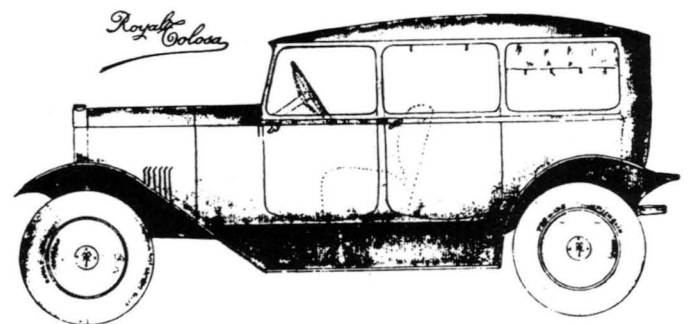
Wanted: Information concerning the FALCON automobile, supposedly manufactured in 1905 in Bay City, Michigan and Youngstown, Ohio by F.W. (or W.F.) Flynn. Does anyone have proof the car was built? Has anyone seen an advertisement for it? Were any ever made? My only reference is "Horseless Age" for Sept. 20, 1905, p. 349. Ronald J. Putz, 201 Salzburg Ave., Bay City, Michigan 48706-5317.

Information needed on Justus Entz and his transmission system. Location of correspondence from him, addresses of descendants or other relatives, data on the origin of the principle, details of his career particularly after the Owen-Magnetic appeared, photographs, reminiscences of contemporaries about both the man and the vehicles and anything else pertinent would be much appreciated. Robert C. Wagner, Overlea Road, North Bennington, VT 05257

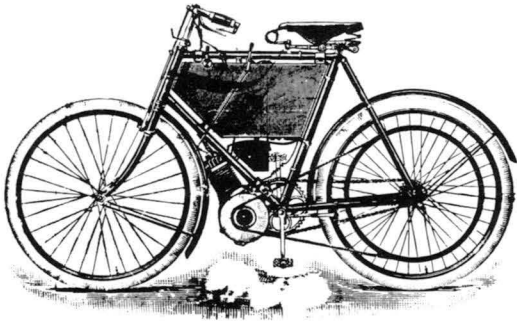
Wanted photocopies of the dealer magazines Thomas-Detroit Doings and Chalmers-Detroit Doings through 1910. Found only one of each in the past five years. Other deal correspondence would be most helpful. DJ Kava, 1755 Bandera, Beaumont, Texas 77706 (713 892-7958).

From: Mike Worthington-Williams, Capel Ifan, Newcastle Emlyn, Dyfed SA38 9LS Wales: I am endeavouring to obtain further information on the following makes:

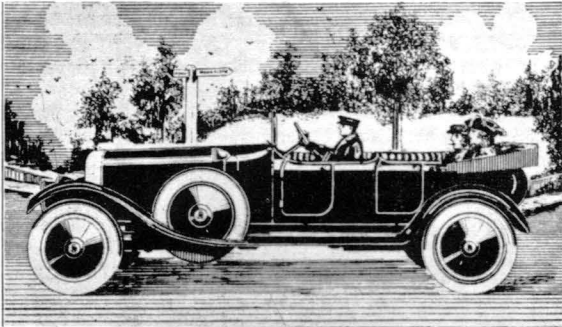
Royal-Tolosa (French — made in Toulouse circa 1925)



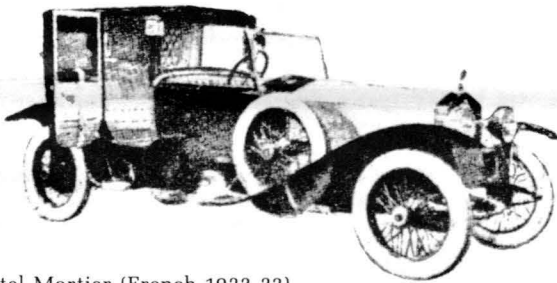
Suffolk-Royal (British — made in Woodbridge, Suffolk, 1920)



Royale Boscombe Motorcycle (British — made in Boscombe, Haunts, 1902)



Forgeot-Trayssac (French — made in Levallois on the Seine, 1924)



Vattel-Mortier (French 1922-23)

Coronia (French — Paris, 1920)

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CORRECTIONS TO PREVIOUS ISSUE

new members (pg. 7) pg. 7 - re-instated
Suzanna Grisman #865 Transportation Book Co., Inc. 64 Eighth Ave. Brooklyn, NY. 11217
Linda Clark #866 P.O. Box 24 South Dartmouth, MA. 02748
Kevin U. Tikker #870 689 Twenty-sixth Ave. San Francisco, CA. 94121
Thomas Deptulski #878 18745 Coddling Detroit, MI. 48219
Grahame Ward #682 P.O. Box 383 Surfers Paradise 4217 Australia
pg. 7 - change of address
Robert H. Howell #815 23 Silver St. Angell's Meadow Ashwell Baldock Herts SG7 5QJ England

FYI by CB

Duesenberg enthusiasts will be glad to know that Fred Roe's book is going to the printer's early in January 1982, hopefully to be released in May or early June. The title will be, *Duesneberg: In Pursuit of Perfection*. It will be published by Dalton Watson Ltd.

Nick Georgano advises he'll be leaving the National Motor Museum at Beaulieu on January 1, 1982 (not February 1, 1982, as formerly mentioned). After that date, general inquiries should be addressed to Peter Brockes, Reference Librarian, and photographic requests to Philip Scott, Photographic Librarian.

One of our newest members, Mark L. Dees, is the author of the long-awaited book, *The Miller Dynasty*, finally due for release in January 1982.

Complimenting Linda Clark for her fine reportage of the Auto Art Exhibit at Interlaken Inn, Lakeville, Connecticut, early last July, I questioned why it had not been released until the December 17 issue of *Old Cars Weekly*. She replied, "OCW, alas, did not delay releasing it. Rather, they changed it from the present to the past tense on me. Because of the continuing nature of the Exhibit, and its importance to the hobby over the next decade, I felt Auto Art warranted being written in the eternal present."

Harold Mermel, a prospective new member, recently acquired an 1884 (?) Reese three-wheeler, built by the S. Reese Machine & Tool Works, Plymouth, Pennsylvania, a firm that remained in business until the early 1960's. Anyone having knowledge of this machine, or the early bicycles (Shawnee, Reese) made by this firm, is urged to contact Mr. Mermel at Town & Country Industries, Inc., P.O. Box 239, Wickatunk, NJ 07765.

The following comments were received from one of our members (name withheld): "It was interesting to note, from the proceedings of the annual meeting, the item about the sharp loss of membership, particularly from those who had joined just prior to the dues increase or just the year before. I also noted John Conde's resolution to reduce the dues, which did not pass.

"I'm not taking a position on this matter, but it did cause me to think about it as it applies personally, I realized that today I can pay as much or more for a single auto book as I paid for my first car — a '30 Model A roadster (in 1938). I should have stopped there. Then I found that auto-related memberships and books and periodicals together last year cost me more than I earned gross in annual income on my first full-time job! Now that of course dates me, and inflation may be the culprit, but still its a pretty discouraging comparison, especially for those who are retired." Just think — if he'd only kept that Model A what it would be worth today!

All active members who have not renewed their membership by March 1, 1982, will not have their names/addresses included in the 1982 Membership Directory, and further, will have their names removed from our active list. In other words, you will not receive any SAH publications or announcements. Members desiring to retain their active status for 1982 are urged to remit \$20.00 in U.S. currency, made payable to the Society of Automotive Historians Inc., to Charles Betts, Secretary, 2105 Stackhouse Drive, Yardley, PA 19067.

Due to the fact that the SAH JOURNAL is being mailed via "bulk rate", please keep the secretary advised of any change of address — the SAH JOURNAL will not be forwarded under our bulk rate permit.

Treasurer George Ward is making arrangements to hold our annual dinner meeting on Friday, October 8, 1982, at the Marriott Inn, Harrisburg, Pa., the same place where it was held last year. Please circle that date on your calendar now — this is an important SAH event you won't want to miss.

A LOOK AT NEW HAMPSHIRE AND VERMONT AWAY BACK WHEN by Keith Marvin. Dave Brownell's story, **WHAT THEY DROVE IN 1906** is a valuable contribution to automotive history in general. And Rhode Island was interesting in 1906.

Dave's comments relating to the popularity of the steam car in that state are very interesting. I think he hit the nail on the head in his view that "steam was understood and trusted as a motive power to yankees of those times." As he succinctly put it, referring to those yankees, "Many of them had been brought up on farms which used steam for propulsion of machinery. Steam was also used in many plants of heavily-industrial Rhode Island. It was familiar and it worked." Amen to that.

He also cited that fact that the state's terrain also favored steam. Rhode Island was relatively flat, there were abundant streams to supply the steamers' water tanks, roads were better than most and even here, there was some macadam pavement.

Because I think that his survey is of considerable interest and historical importance, I decided to tackle some similar figures for both New Hampshire and Vermont. These figures don't dovetail with Dave's August, 1906 Rhode Island tallies exactly. My material comprised the first batch of New Hampshire registrants dating from April 19th 1905 (when number plate #1 was assigned to Gov. John McLane of Milford for his 20 horsepower Franklin) through April 6 1907, a period during which some 1,313 passenger vehicles were duly registered, plus a 1905 Vermont registry which included data on the first 214 motor vehicles registered. Unlike the New Hampshire roster which, in another section which doesn't apply to us, noted 167 motorcycles, Vermont registered these along with the cars, so at the outset, let's scratch the five cycles in that 214 number which leaves up 209 for Vermont.

In Dave's figures, the Stanley led the field with no less than 209 of them in service. Other steam cars listed for the state at the time were White, 16; Mobile, 12; Covert, 6; Moncrieff, 3; Grout, 2 and Century, Clark, Conrad, Lane, Overman (also known as Victor), Prescott and the imported, Serpollet, one each. Locomobile accounted for 65 registrants, but as Loco had begun building gasoline cars, it is hard to separate these from their steam predecessors. If we give Locomobile a flat figure of 50 steamers which would seem about right to me, and ignoring "Milwaukee" (as there were both steam and internal-combustion-engined cars by the name), this would give us a total steam car figure of 305. Pretty good.

Let us turn to New Hampshire and that list of 1,313 cars registered. New Hampshire has the same yankee quality as does the Little Rhody State but the physical aspect is almost at opposites.

New Hampshire is anything but flat as attested by the White Mountains and rolling terrain. Roads weren't as highly developed there as they were to the south, but regardless, the Granite State was a steam car paradise for, whatever they may not be, the steam cars of these early dates were renowned as hill climbers, and like Rhode Island, streams and rills abound throughout the landscape.

Hence, it is not surprising that the steam cars were as popular as they were. By April 6th 1907, no less than 379 of the 1,313 total were steam-propelled and of these 173 of them were Stanleys.

Runners-up in this cadre of cars which boiled, bubbled, hissed, steamed or perked included Locomobile, 55; Grout, 48; White, 33; Mobile, 21; Prescott, 7; Watch City and Steam Mobile, 3; Keene (which became Steam Mobile) and Clark, 2, and Barrett, Knight, Stanton, Malden, Steam Vehicle Company, Whitney-Stanley, Marlboro, Piper & Tinker, Neustadt-Perry and 'Morris', one each.

There are some interesting observations here: Look at Grout, with a whopping 48. Why such a figure to Rhode Island's 2? Simple. In business since 1899, Grouts were built at Orange, Mass., just south of the New Hampshire state line. This was a matter of convenience.

And what was Whitney-Stanley? There were two Whitney steam cars so how did Stanley get into it? Registration information wasn't checked out very carefully back then and I'd conjecture that the car was probably a Whitney with some Stanley components and the owner put them both on the application.

There was no 'Morris' car as far as I know over here at that time, and feel that in all probability this was a misspelling of Morse, which was a steamer of the time.

And, an incidental note: Look at that Piper & Tinker. This was built in Waltham, Mass., and as far as is known, only three were built. SAH director Bill Lewis grew up in that area and knows something about the history of those early cars. He believes that the Piper & Tinker was later marketed under some other names including Watch City, Piper and Newton — all steam cars.

Another odd thing. As of April, 1907, no Lane steamers had been registered in New Hampshire, although a lone Lane does appear on the Rhode Island roster. Yet, Lanes were being turned out of their Poughkeepsie, N.Y. factory very nicely and one wonders why none had reached New Hampshire?

There are some other interesting things surrounding the New Hampshire list. Of the 1,313 grand total, eleven weren't listed as to name. Some 14 were electrics and I'll assume that these were probably in use on the relatively flat surfaces of some of the cities. Electrics were terrible hill climbers!

Because of the lackadaisical manner of registration, virtually anything managed to work its way on the listings. For example, one finds BOTH the 4 hp. Waltham AND the Orient, which were one and the same car. Also in these listings of yesteryear, it is common to find both Yale and Kirk listed, although in truth, the car was always the Yale and it was built by the Kirk Company, hence, confusion!

Some of them are mysterious. No less than five cars made by the James Brown Machine Co. appear. These we happen to know something about. They were Camerons. Others appear under such names as Seabury (2), Model Gas Engine Co., Lackawanna, Gormley & Jeffrey, McGraw, Duncan, Ellis & Co., Tregurtha, Keniston, Hub Auto Exchange Co., Quimby, Steinham, Milwaukee Auto Co., Frank Martini, Automobile of Detroit, and Boston Auto Company. But what the hell are they?

On the other hand, we find a few which were built and named for their builders and as such regarded (at least by the Registry at Concord) as a bona fide make. Thus we see an "Oliver Merrill" assigned license #61 to Oliver Merrill of Londonberry for a 14 hp affair; a "C.E. Wellington" registered to Clarence E. Wellington of Keene, with a plate #130; a "Harris" which got one Peter Harris of Manchester license plate #314 and an Esty, which carried its #433 tags on a 5-10 hp car of William Esty of Laconia. Doubtless one or more of these MIGHT have been steamers, too.

An unusual case is that of Lorenzo J. Watts of Manchester, who was issued plates #445 for his "Watts" automobile, a 6 hp affair. This plate was surrendered sometime in 1905 or 1906 but, sure enough, it crops up in 1906 — the car, not the plate, as the Watts automobile of George E. Garon of Manchester, to whom plates #775 were assigned. Presumably Lorenzo had sold his car to George!

But even if we don't regard any of these others as steam cars, we still have 379 steamers of the 1,313 total which gives us a ratio of a steam car for about every 3½ vehicles registered at the time.

New Hampshire was full of surprises but Vermont was doing its own thing, too, at least toward the end of 1905.

Having lopped off the five motorcycles, a close scrutiny of the Vermont registration shows us that, like Rhode Island and New Hampshire, they were steamer-acclimated and Stanley-proud. No less than 83 steam cars comprised the 209 on the list and of these, 51 were Stanleys. After Stanley, the run-down on steamers show us Locomobile, 16; Grout, 9; White, 4; Prescott, 2, and Steam Vehicle Company, 1. In the roster, we also note that five cars were "homemade" and two of them unidentified.

The Vermont list also eliminates electrics entirely. Perhaps it was as well. An electric in a hill city like St. Johnsbury would have been useless!

But Vermont must have been the winner for the affection of the steam car of the time. It comprised a ratio of one steamer to less than three of gasoline cars and that's saying something, even if I'm not quite certain of what it is!

Classified Ads

Trade or sell, original autograph of J. Frank Duryea. Claud L. Neal, 222 Anderson St., Manhattan Beach, CA. 90266

In belated response to requests a very small edition of "La France & l'Automobile" in English is planned. Chapters cut from original text by publisher restored. Flyer with details from: Chas. W. Bishop, 89 Sherland Ave., New Haven, CT. 06513.

Book Reviews

VAUXHALL, by Michael Sedgwick. 112 pp., 149 photos. Soft covers. 8¼" x 10¼". ISBN 090 1564 924. Beaulieu Books (a National Museum Trust Book), published by Dalton Watson, Ltd., London, and available in the US from Classic Motorbooks, P.O. 1, Osceola, Wisc. 54020 (or order direct by calling 1-800-826-6600). \$17.50

This is essentially a picture book and a delight it is — the story of a relatively unknown make of car over here, and nicely explained by the master storyteller of matters automotive. The combination of such good pictures, Dalton Watson publishing quality and soft covers, gives the reader a great deal of worthwhile material for the price. There should be more books like this in these days of inflation.

Although the Vauxhall may be a *rara avis* to these shores, its background is not for it is a General Motors product and as such will be of special interest to GM enthusiasts.

From its inception 79 years ago to the present day, the Vauxhall might be compared with a two-act play — the first act comprising its days as an independent and the second or final present act, its history since the GM takeover which, although it occurred in 1925, didn't MEAN anything so far as the cars went until two years later when the first all-GM-sponsored designs became the norm.

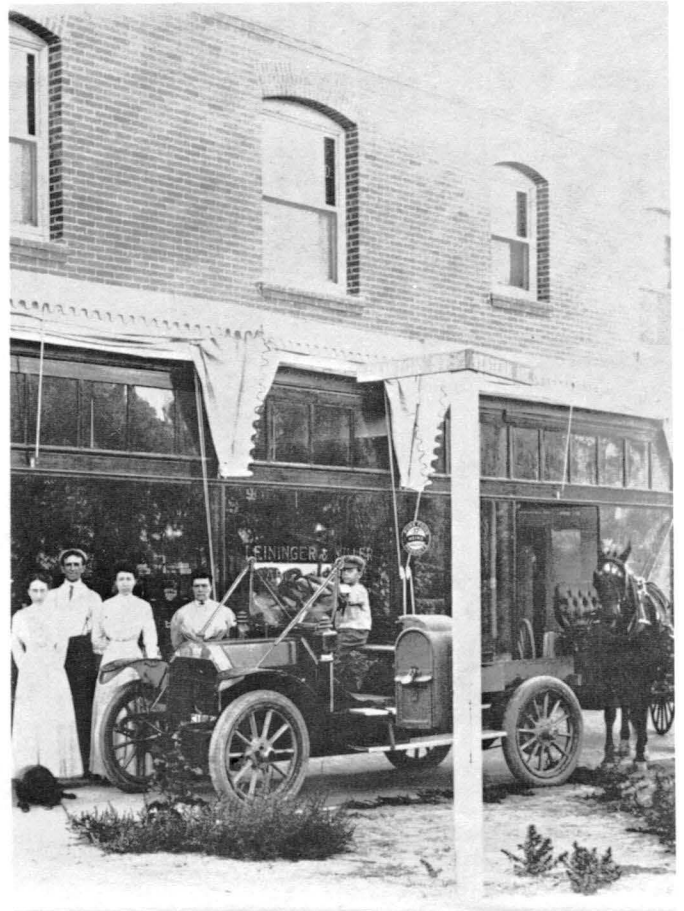
The earlier history is a story in itself and although the car became stereotyped after the amalgamation in the 1920s, a good deal of individuality in its design was retained including its famous fluted radiator shape which persevered right into post World War II days and which was directly copied for five years by Chrysler on its Imperial series in the United States.

As the author puts it, "Between 1925 and 1927, fun went out the door and black ink appeared in the ledgers." Maybe so, but the fact is that fun or no, Vauxhall survived and is with us to this very day.

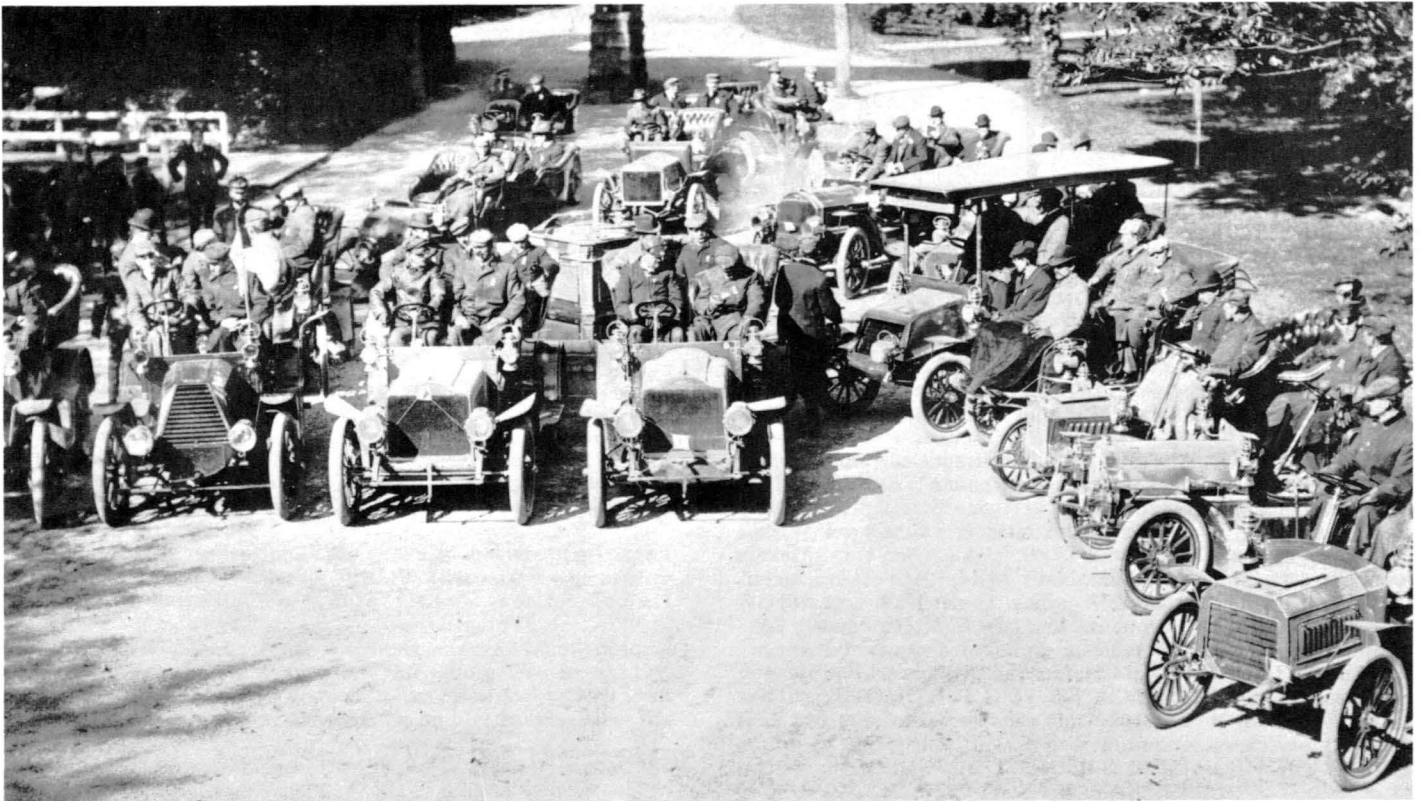
The pictures in VAUXHALL are extremely well chosen and give the viewer a splendid idea of the great variety of models and types even after the 1920s. The English do love their custom coachwork, you know, and some interesting examples crop up here and there through the pages.

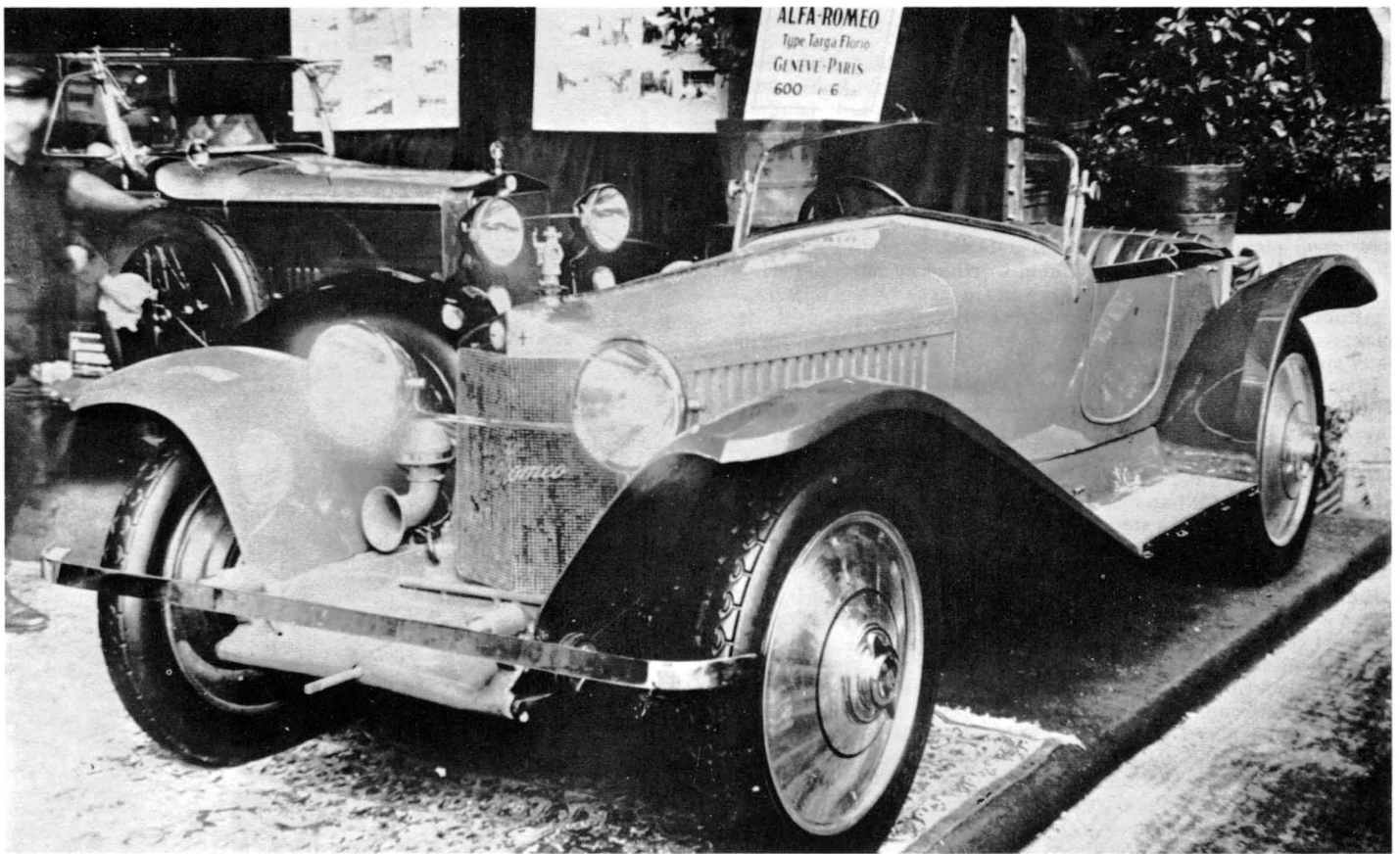
Add to this—fine illustrations, informative and interesting captions and a brief but excellent text plus four significant appendices at the end and you have it. It is an excellent study of what one of Britain's most famous cars was and is all about.

Keith Marvin

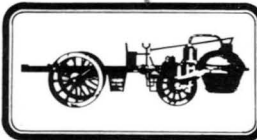


Mystery Photographs: Member Bruce Ledingham of Vancouver, B.C. contributed the photo of the young lad sitting at the wheel of an unknown make of vehicle while the old harridans look on, what kind of car is it? The larger photo comes from John Conde, what kinds of cars are they, and what event is this? Note the second car from the left has a flag on a stick, and some of the cars have numbers on small pieces of cloth strung between the headlamps.





Factory Photograph: This photograph of an Alfa-Romeo Targa Florio, comes from the collection of the editor. Note the unusual hood ornament/mascot.



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