

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

March-April 1983

ISSUE NUMBER 83

FYI by CB

Only two directors (George Dammann and Louis Helverson) and three officers (David Lewis, George Ward and Charles Betts), plus two invited guests (Beverly Rae Kimes and Hayden Shepley), showed up at the Skyline Room, Free Library of Philadelphia, on Friday, February 11, 1983. This marked the second year in a row that the scheduled mid-winter meeting of the Board of Directors had to be aborted due to the lack of a quorum. Nevertheless a successful meeting was enjoyed by those present who discussed the following subjects which are being presented here in lieu of customary minutes:

Treasurer George Ward presented two statements, (1) Financial Position as of December 31, 1982, and (2) Income and Expense for the Year ended December 31, 1982 (found elsewhere in this issue). George pointed out that publication expenses for the JOURNAL and AUTOMOTIVE HISTORY REVIEW during 1982 far exceeded those for 1981.

Reporting on membership, Charles Betts stated that renewals for 1983 were the best ever, approximately 85% of our 1982 enrollment, as of February 1, 1983.

A proposal for issuing both Life and Honorary Memberships was tabled until the next meeting of the Board of Directors.

President David Lewis announced that he had appointed an Auction Committee composed of Howard Applegate, Bob Lichty and George Ward, and a Cugnot Awards Committee chaired by Matt Joseph, assisted by Bill Cannonn and Keith Marvin. There was some discussion regarding the need for better looking frames for future Cugnot Award certificates, and that Certificates of Excellence (or Certificates of Merit) be presented in the future in place of Honorable Mention certificates. President David Lewis agreed to prepare guidelines for a proposed Friend of Automotive History Award for presentation at the next meeting of the Board of Directors.

The meeting was adjourned after the idea of having an informal SAH booth at Carlisle, Pennsylvania, April 21-24, 1983, was discussed, while it was hoped the set-up for Hershey 1983 would be the same as last year.

The Marriott Inn, 1650 Lindle Road (at the intersection of I-283 and Route 441) Harrisburg, PA 17100, is holding a block of rooms for SAH members planning to attend the 1983 Annual Meeting of Friday, October 7, 1983. If you need accommodations, write the Marriott Inn at the above address, or call them at 717/564-5511, for particulars.

Instead of the fancy (and expensive) buffet-style spread of the last two years, the Annual Meeting Committee is looking into the advantages (plus reduced cost) of a sit-down dinner. Are you listening, Dave Brownell? More details later.

It has been suggested that we update the 1982 Membership Directory (a copy of which has been sent to every member) to save the expense of publishing a completely new directory for 1983. This updated version would include an alphabetical listing of all new members enrolled thru February 15, 1983, changes of address/minor corrections, plus a list of former members who renewed their status after the cut-off date for the 1982 directory. If financially feasible, it is hoped to include a set of the revised By-Laws, a list of the present Board of Directors, and an up-to-date listing of the officers of each chapter.

Your attention is called to the By-Laws, Article IX (Nomination & Election), Section 3 - Other Nominations which provides:

"Other nominations may be made in writing to the nominating committee by petition signed by not less than 10 voting members. Such petitions must be received 90 days prior to the Annual Meeting..."

Directors who will be leaving the Board as of December 31, 1983, are George Dammann, Louis Helverson and John Peckham, and there are no restrictions regarding their re-nomination for a second 3-year term. Petitions are to be sent to Douglas A. Bakken, Chairman Nominating Committee, prior to July 15, 1983.

Auto racing historians will be happy to learn that *Auto Racing History*, the journal of the National Auto Racing Historical Society, has been revived. Volume 2, Issue No. 1, dated First Quarter, 1983, made its appearance in February. This copy consists of a 6-page, 8½ x 11-inch "newsletter" that will be published on a quarterly basis by NARHS and edited by Thomas F. Saal. Subscriptions are only \$4.00 per year, payable to the National Auto Racing Historical Society, 1488 West Clifton, Lakewood, OH 44107. The next issue will be released in mid-May, 1983.

"Wheels"

A new publication, the first issue dated March 1983 has been released by the friends of the Detroit Public Library. It's title is *Wheels* and is the journal of the National Automotive History collection. It notes research material in the collection, new acquisitions, an SAH Bradley award winner, etc. to receive a copy, write: Friends of DPL, 5201 Woodward Ave., Detroit, MI. 48202.

Gift to SAH

Cars and Parts Magazine in the latter part of January of this year wrote to SAH President Dr. David L. Lewis and noted "We at Cars & Parts Magazine are fully aware of the noble activities conducted by the Society of Automotive Historians on behalf of automotive history and old car hobbyists. We respect and admire the Society's untiring efforts in advancing an understanding and appreciation of our automotive heritage.

In support of the Society's various activities, we are pleased to donate \$100 to the Society to be used in whatever manner the Society chooses.

In support of the Society's various activities, we are pleased to donate \$100 to the Society to be used in whatever manner the Society chooses.

We commend the Society for its sincere efforts on behalf of automotive history and automotive historians, and extend our best wishes for continued success in the years to come."

The letter was signed by Cars & Parts Publisher Wayne Lawrence and Editor Bob Stevens, and a check for \$100.00 was enclosed. This was a generous gift and was all the more appreciated as it was unsolicited. Thank you Cars & Parts!

Harrah's Swap Meet

A letter has been received from the Shamrock Inn and Chalet Motel, Reno, Nevada, that offers SAH members a 10% room rate discount. To get the discount members will have to show a current membership card. They note that the discount offer will be throughout 1983 should members not be able to make the Swap meet. Contact John Gierke Jr., manager at the Shamrock Inn at 702-786-5182.

Assets

General Fund			
Checking account - Maryland National Bank	\$ 4,610.94		
Savings account - Maryland National Bank	2,229.72		
Deposit a/c 1983 banquet	250.00		
Deposit a/c postage	220.43		
Price Prime Reserve Fund	309.27	\$ 7,620.36	
Awards Endowment Fund			
Price Prime Reserve Fund		628.11	
Publications Endowment Fund			
Price Prime Reserve Fund		14,636.97	
James J. Bradley Memorial Fund			
Price Prime Reserve Fund		2,835.88	
Total Assets			\$25,721.32

Liabilities

Liabilities (unpaid obligations)	\$ -0-		
Net Worth - Fund Equities			
General Fund		7,620.36	
Awards Endowment Fund		628.11	
Publications Endowment Fund		14,636.97	
Bradley Memorial Fund		2,835.88	

Total Liabilities and Net Worth \$25,721.32

General Fund

Income			
Dues*	\$ 4,788.47		
1983 Dues	5,500.00		
Sale of publications	46.50		
Interest	249.90		
Contributions	25.00		
Annual meeting receipts	2,014.00		
Proceeds of auction	1,209.50		
			\$13,833.37

*Net after loss on foreign exchange - \$11.53

Expense

Printing	\$4,342.41	
Typesetting and layout	4,583.26	
Postage and mail service	2,686.93	
Telephone	14.52	
Xerox	122.20	
Corporate expense	10.00	
Office Supplies	64.24	
Annual meeting/hospitality tent expense	2,427.84	\$14,251.40

Excess of expense over income (\$ 418.03)

Awards Endowment Fund

Income: Interest	\$ 78.03	
Expense: Cugnot Award supplies	62.62	
Net Income		\$ 15.41

Publications Endowment Fund

Income: Interest	\$1,670.99	
Expense: None	-0-	
Net Income		\$1,670.99

James J. Bradley Memorial Fund

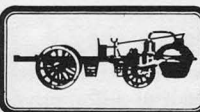
Income: Interest	\$ 344.10	
Expense: Memorial plaque	338.00	
Net Income		\$ 6.10

Letters

From: J.H. Valentine, P.O. Box 5026, Playa del Rey, CA 90296. SAH member Claud Neal of Manhattan Beach has come up with a group of photographs taken at Balboa Park in San Diego in 1915. All include various Osborn Electricquettes in them, with at least five separate ones shown. I enclose a copy of the best photo, one which shows Floyd "Dare Devil" Derkum in the driver's seat. Derkum was a local Indian motorcycle dealer and held various road-racing motorcycle records of long distances.

200 Osborn Electricquettes were built for use at the 1915 San Diego Exposition by the Electricquette Manufacturing Company of 1234 S. Main Street, Los Angeles. The firm was headed by Clyde H. Osborn, a San Diego attorney, who had earlier invested in retail electric auto sales in the Los Angeles area.

The wicker body is its most unusual feature. It was intended for use by two passengers, though one of Mr. Neal's photos shows three men in one. It was said to have an useful operating time of eight hours between charges. An auxiliary emergency brake was centered between the two passengers for use by either. The cars rented for one dollar per hour, a bit expensive for the average person at that time.



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OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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John M. Peckham

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SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS 1983

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Corrections For Journal no. 80

Ralph Dunwoodie's notes/letter should read that the Lackawanna was a 3 cylinder car not 3 cycle.

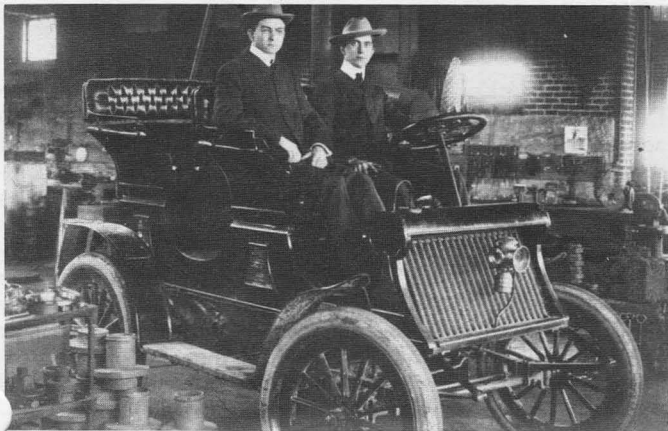
From: *G.N. Georgano, Island View, Lyme-fields, Milford-on-Sea, Hampshire SO4 OSU, England.* I am enclosing two photographs which represent the entire automotive output of the Lunkenheimer Motor Vehicle Co. of Cincinnati, Ohio. This company was founded in 1862 by Frederick Lunkenheimer as a manufacturer of valves and steam specialties. In about 1900 the family changed its name to Lunken, though the company name remained Lunkenheimer, and Edmund Lunken, son of Frederick, decided to venture into the automobile business two years later.

Only two cars were made, a very light buckboard and a four-passenger car powered by a 2-cylinder opposed engine mounted under the front seat. Apparently the steering wheel of this car was a cast-iron hand wheel from an iron gate valve!

The company decided not to proceed with this new venture, but the manufacture of valves has continued to the present day. Since 1964 Lunkenheimer has been part of Condec Corp.

For the photos and information, I am grateful to Mr. Edmund P. Lunken, grandson of the would-be motor manufacturer.

Hoping this will be of interest to readers.



From: *Jerry E. Gebby, 301 Appalachian Drive, The Highlands, Route 6, Tucson, Arizona 85704.* Leafing thru The Journal #82, I recognized that Chandler without looking at the caption. There were two of those cars built, and I saw them in their first race. It was at the new Akron-Cleveland board speedway at Northampton, a few miles north of Akron, in the fall of 1927 or 1928. The cars were brand-new, unpainted, just a coat of blue-gray primer. The track was equally new, the forenoon of the race, carpenters were building the ticket office and the pits. The cars ran well and both finished in the ten monies. The race was 150 miles, won by Whiz Sloan, of Akron, driving a new 16 valve Fronty Ford owned in Lorain Ohio. Shorty Cantlon of Detroit was second, driving one of Louis Chevrolet's 1920 3-liter Frontenac cars.

The men in your photo are from the Chandler engineering dept Driver is Ralph Holmes, on the Duesenberg racing team in 1927-8. Mechanic is Jack Wolfram, later with Oldsmobile, chief engineer there in the late 30's, and was general manager of the Olds division when he retired.

That Peugeot might have run in the 24 hour LeMans road races in France, either in 1937 or 1938, possibly both.

From: *D.J. Kava, 1755 Bandera Drive, Beaumont, Texas 77706.* The enclosed photo is from the Hudson Triangle of August, 1943. It shows George Benham, manufacturer of the Benham car, working in the Hudson factory as a Navy inspector. Benham is listed as a 1914-17 assembled Detroit make of about 60 units. The article notes production in 1913 and 1914. The photo of the car is captioned "Production of 1913 \$2585.00."

George Benham graduated from the University of Michigan in 1897 with degrees in mechanical and electrical engineering. Despite having to be well into his sixties he had established "a reputation for inexhaustible energy among his fellow employees." The insert shows his son, Major N.R. Benham, an Army civil engineer since 1927.



Letters

From: *Paul Shubsachs, 66 Arnfield Rd., Withington, Manchester, M209AR England:* Congratulations on turning out yet another great issue of the Journal (#82). Mystery photo on page 7 (lower) is as you say, a PEUGEOT. It is a 402DSE Special Sport; one of the Emile Darl'mat developments of the earlier 302 production cars. Darl'mat being to PEUGEOT what Shelby was to Mustang! The photo was taken at the 1938 Paris salon and shows Charles de Cortanze's car, which, was driven by Contet, achieved 5th in class at the 1938 Le Mans 24 hours race. I think that the example shown is still in existence, so perhaps one of our members can tell us where the car now resides? "Hooks" protruding from the grille sides one for a "quick lift" racing — type jack, and were omitted from the small run of production Special Sports.

From: *Dave Brownell, P.O. Box 196, Bennington, Vt. 05201.* Just finished reading Keith Marvin's fascinating article on The Blue Book of Locomobile Owners in Journal #82 and would like to add my thoughts to the subject.

In commenting on Locomobile sales literature printed after Durant's takeover of the firm, Keith notes the emphasis which Durant made of assuring long-time Locomobile customers that the Model 48 would not be changed in any substantial way, the implication being that Durant wanted to preserve the core of loyal owners the marque so rightly deserved.

Personally, I think this approach was adopted for a more vital reason. Durant simply didn't have the financial resources to engineer a new Locomobile at the time and so decided to take the "high road", as it were, and say that the Locomobile is as perfect as it can be made, so we're not going to muck with it. It's a great marketing ploy, but can only be strung out so long in the automobile business.

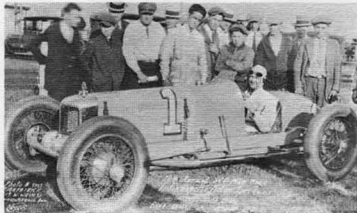
Cadillac was not Locomobile's sole rival in these days. How about Packard, Pierce-Arrow and, yes, the Springfield Rolls-Royce? Packard certainly appealed to a conservative audience, yet they were flexible enough (and had enough dough) to bring out their straight eight, and even stodgy old Rolls-Royce knew the Silver Ghost was quite long in the tooth by 1926 and replaced it with the Phantom I.

Keith concludes that by 1929 the big Loco was a dinosaur, and it was. But I believe it had achieved that status by the time Durant too, it over in 1922; a superbly-engineered but thoroughly obsolete motorcar which, without a complete mechanical updating, was doomed to fail no matter who was at the company's helm.

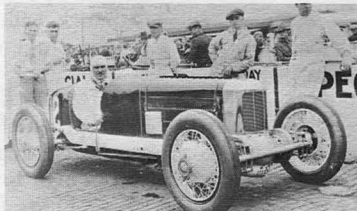
From: Jerry E. Gebby, 310 Appalachian Drive, The Highlands, Route 6, Tucson, Arizona 85704. I am enclosing 3 photos that relate to a discussion in Journal #78 by Griff Borgeson and Mark Dees. I am fairly certain this subject matter was history before they were born, but I was there and would like to refer these gentlemen to printed material that should clear things up very definitely. I believe that both are partly right and partly wrong, and most of the confusion is due to names. Most large libraries should have files of Motor Age magazine and I suggest reading about this subject in the issue of December 11th, 1924 and also the 1925 race description in June 4, 1925. Also any large library should have a copy of Indianapolis 500 Mile Race History, by Floyd Clymer, page 151 thru 164. Reading this history will make clear that in 1924 Miller built a car to Murphy's specifications, but it was not finished until after the death of Murphy in September, and the car was sold some time later, by his estate.

Probably this car would have been entered in the 1925 race as a Murphy Special, but under Durant ownership it was named Junior Eight. However, while the car was under construction, Harry Miller realized that here was something not to be overlooked, and started building a similar car for himself. He did not follow the Murphy plans exactly, moving the brakes off the sides of the transmission and putting them in the wheels. Miller entered this car in the Indy 500 of 1925 as a Miller Front Drive and named Bennett Hill as driver. But it handled poorly, lacked speed to qualify, when time ran out, Miller withdrew the entry and Hill joined the Durant crew as relief driver for Lewis on the Junior Eight.

Both of these cars were around for several years, at least one of them being fitted with a 2-man body for racing in the riding mechanic era of 1930 and later. This was Miller's car, the second front-wheel-drive finished. Both changed owners, sponsors and drivers several times, but the Miller, as long as I knew of it had its brakes out in the wheels. This could well have been the cause of poor handling that Hill objected to. As speeds approached the hundred miles per hour mark, handling difficulty had removed the disc front wheels a couple of years earlier. This was attributed to strong, gusty wind blowing across the home stretch from between the grandstands. Putting spoke wheels in front solved the problem for other cars, but the Miller retained the outboard brakes. The drums were about twice the diameter of the hubs on the Murphy designed car. They were not quite as wind-catching as a disc wheel, but Miller never built another car with brakes in the front wheels. Maybe he had to learn something that Murphy already knew!

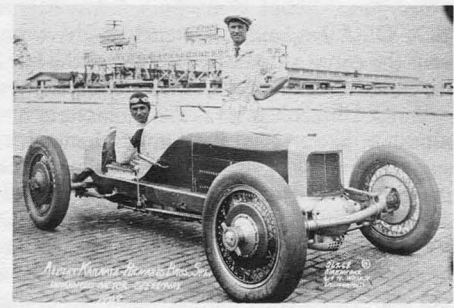


Indianapolis, 1925, car, Junior Eight, entered by Cliff Durant. Driver, Dave Lewis. Relief driver, Bennett Hill, standing, hatless. Finished second place. Car ordered by Jimmy Murphy and sold by his estate to Durant. Note brakes on sides of transmission, and very small diameter wheel hubs.



Probably the most famous of the Miller-built cars that drove thru the front wheels. Entered by Leon Duray, name, Duray-Miller Special, driver, Leon Duray.

This car held the track lap and qualifying record for several years. It always started in the front row (3 cars) and led the race for a time, before breaking down. It never finished a race. The first front wheel driven car appeared in 1925 and the first FWD win came in 1930.



The second car of this type, four-wheel-drive, Miller built, entered in 1925 Indy 500 by Harry A. Miller as Miller Front Drive, to be driven by Bennett Hill. Car handled poorly and was withdrawn. Note big drums in the wheels, and absence of brakes at sides of transmission. This car was not completed until after the Murphy car had been purchased by Durant, and it arrived at the Speedway too late for working out the bugs. The front row cars qualified at 113 MPH, Hill could only make 105, and then declined to drive it. Miller withdrew the entry.

From: J.H. Valentine, P.O. Box 5026, Playa del Rey, Ca. 90296. The JUNGERS which Mr. Wawrzyniak inquired about in issue no. 80 appears to be John Jungers of Grafton, Wisconsin, who was granted several stove and heater patents in the Teens and Twenties. No company name is associated with any of these patents. Whether he was involved at all with vehicles is still to be determined.

Tied in with the on-going discussion regarding the Rayfield carburetors, race cars, and Findiesen & Kropf Manufacturing Co., one patent granted Mr. Rayfield of a great many in the period is number 1,193,820, applied for on December 8, 1909 and granted on August 8, 1916. This has a 1/3 interest assigned to the firm which is mentioned above, 1/3 to Charles W. Findeisen, 1/6 to Herbert E. Kropf, and the remaining 1/6 retained by Charles L. Rayfield.

Mr. Dunwoodie provides information in issue no. 80 on the J.M. Quinby & Co. firm of Newark, New Jersey. I have a later reference which locates them at 27 Division Street in Newark in 1911, and does indicate them to be importers of gasoline-powered pleasure vehicles.

From: Thomas F. Stewart, Rt. 3, Box 446, Leesburg, Va. 22075. In issue #82 the lower mystery photo shows a Peugeot Darl'Mat. The show was probably Paris 1938. Three of these cars ran at Le Mans in 1937. Emile Darl'Mat was a Peugeot dealer and he assembled about 200 of these cars in roadster, convertible and coupe form using a 402 engine in a 302 chassis. One of these cars also ran in the "Fastest Road Car" race at Brooklands in May 1939 and finished last. These were built from 1937 to 1939. I saw one of these cars about 1972 in Gaithersburg, Md. the windshield retracted into the cowl with the aid of a crank handle, similar to the Healey Silverstone. See page 197 of Georgano's "A History of Sports Cars".

From: Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, OH 45243. I was most interested in the Fred Crimson letter in the January-February issue concerning the Autocar archives at Henry Ford Museum, and his concern about (among other things) the \$15 charge for a 8x10 print.

Coincidentally, the enclosed story about new arrangements for the Harrah library/archives ran in OLD CARS at about the same time.

I find these proposed charges to be nothing short of alarming, and would be likely to result in these valuable materials being virtually inaccessible to the great majority of automotive history students. What can be done about it — short of organizing a vociferous complaint from as wide a spectrum of interested parties as possible — I have no idea, but I certainly hope the scheme doesn't spread.

Incidentally, you are still having proof-reading problems: my name (letter, same issue) is Hauck, not Hanck (sic). On the other hand, if some eagle-eyed nit-picker queries you as to how my letter from Cincinnati and the Jim Petrik letter from Madeira could both have the same zip code — they do and the addresses are correct as printed.

From: *William. T. Cameron, 7495 Clearwater Road, Minocqua, Wisconsin 54548.* My history of the Cameron car is nearing completion and in doing my research I spent some time with the 98 year old widow of the younger of the two Cameron brothers, Forrest F. Cameron. I borrowed her rather extensive file of photographs, most of them of other makes of cars with which Forrest had been connected.

All the way from about 1898 to 1920 he worked off and on with the Marsh brothers who originally built cars and motorcycles in Brockton, Massachusetts and later the Vulcan in Painesville, Ohio, the Caesar Light Car in Anderson, Indiana and, finally, the MARSH FOUR in Cleveland. Although the two attached photographs are not identified as such, I believe they are of the Marsh Four and it occurred to me these might be eligible for the Mystery Photo section of the Journal. If it turns out they are not the Marsh Four, I would be interested to find out what names our members come up with.

Research Column:

Searching for history or product information on the following:

A.T. Bcraft, Bartlett & 23rd Streets, San Francisco, supposedly offered autos and commercial vehicles about 1910.

T.J. Cooper, 567 7th Street, San Francisco, offered a variety of commercial vehicles about 1910.

R.M. Fichter, Acacia & Clousia Streets, Sutter, California, who offered gasoline-powered autos about 1910.

Western Carriage Works, 416 S. Main Street, Butte, Montana, J.A. Poitros general manager, autos and taxis, 1910.

J.H. Valentine, P.O. Box 5026, Playa del Rey, Ca. 90296.

It is understood that *Cyclecar Age* August 1914 & *Motor Print* March 1914 carry articles on the "Saginaw Cyclecar". I, however, know of neither of these existing. Would like to buy photo copy of these articles. All help deeply appreciated Ronald J. Putz, 201 Salzburg Ave., Bay City, Mich. 48706-5317.

Air brake information requested. Need names of persons who developed airbrake systems for cars or trucks, references to sources of information on the subject, in fact any information at all. Walter F. Robinson Jr., 14615 SE 55th St., Bellevue, WA 98006.

Classified Ads

WANTED: Book authors. Motorbooks is always receptive to well-thought-out, organized, marketable book proposals. Standard royalties paid. Send proposals and outline to William Kosfeld, Motorbooks International, P.O. Box 2, Osceola, Wisconsin 54020.

Book Review

AMERICAN CARS, by Leon Mandel. Hardbound, 9 $\frac{3}{4}$ " x 11 $\frac{3}{4}$ ", 448 pages, over 450 color photographs. Stewart, Tabori & Chang, c/o Workman Publishing Co., Menasha, Wisc. 54952. ISBN 0-941434-19-2. \$60.00.

This is a hefty book (8 pounds) at a hefty price, but excellent color photos printed on high-quality paper are expensive to reproduce.

The primary appeal is the sparkling array of more than 450 photographs of some of the cars in Harrah's Automobile Collection. The camera work by Baron Wolman and Lucinda Lewis is on a par with that of *Automobile Quarterly*. Only one or two pictures could be rated at a lower level (for example, the back-lit '49 Mercury on page 297 which has lost most of the detail). The reproduction and printing, which was done in Italy, are of top quality throughout.

Unfortunately, here is where the praise must stop. Captioning and text are filled with so many annoying misstatements and inexcusable errors that the volume is close to worthless for the serious auto historian — or even the neophyte car buff seeking a good reference source.

Let's begin with just a few of the many captioning mistakes. On page 109, the caption for the double-page illustration overleaf describes a variety of Fords and states that two of them are not Model Ts. Wrong. They all are, but the body styles listed are not all

shown in the photo. Elsewhere (page 250), the Crosley shown is not a pre-war model as stated, but is a post-war Hotshot.

There are many more obvious captioning errors, but the most annoying trait is that they tend to describe features of the cars that are not shown in the photo. The illustration of a 1938 Buick is supposedly of a business coupe, but only the hood, front fenders and grille are shown. A 1930 Graham-Paige with a custom-built Erdmann & Rossi body (misspelled Ehrmann Rossi) would be interesting to see, but the view we are given is only a close-up of grille and headlights. The photo of a Chrysler Town and Country convertible shows not even a splinter of the wood panelling that was characteristic of this model.

A Nash-bodied Hudson of 1957 is pictured but the caption comments on how well this low car handled, referring, of course, to the original "Step-Down" Hudson of 1948-54. There are countless other captioning bloopers, but even more serious are the large number of errors contained in the text.

You'll read (on page 128) that "At last, in 1936, Ford introduced the V-8". The Jeep is credited to Willys with no mention of Bantam's pioneering role. The Dodge Wayfarer business coupe did not have a convertible top, as the author avers. The 1929 Duesenberg's "V-shape" radiator is curiously singled out as a "sensation". (Actually, the Duesenberg had a very minimal "V" — nowhere near the sharp angle of the Biddle or Mercedes of an earlier time, just to mention two examples). The author says that Cadillac tailfins "reached their crescendo by the 1957 model.", although it was the '59 that was really grotesque. He also implies that the Corvette V-8 started in 1957. And did the '55 Chevrolet really have 14" wheels? I thought they were introduced on the '58 models.

These are only a few of the appalling number of misstatements noted. To recount all of the errors would require a book by itself. Did no one from Harrah's extensive reference library review the manuscript? The author admits that "time pressure" was a factor in the production of the book. Too bad, for with better editing and checking of the text, this tome could have been a five-star "must" for thousands of auto enthusiasts and historians. As it is, AMERICAN CARS is merely an expensive volume of excellently reproduced color photographs.

If you can afford the price, buy it and savor the illustrations, but remain aware of the multitude of errors that detract from the book's value as a reliable reference source.

Bernard J. Weis

U.S. MILITARY WHEELED VEHICLES, by Fred Crismon. 472 pages. More than 1,200 photos. Hardbound. 8 $\frac{3}{4}$ by 11 $\frac{1}{4}$ inches. ISBN 0-912612-21-5. Crestline Publishing, 1251 No. Jefferson, Sarasota, Fla., 33577. \$34.95 (Florida residents please add sales tax.)

In the remarkable tradition of Crestline's Automotive History Series with special attention to specialty-type vehicles (e.g. AMERICAN FIRE ENGINES SINCE 1900 and AMERICAN FUNERAL CARS AND AMBULANCES), U.S. Military Wheeled Vehicles is a winner all the way.

For one thing, its contents come from the horse's mouth, so to speak, as Fred Crismon, besides being an outstanding automotive historian is also a career U.S. Army officer and a widely recognized military expert. Thus, we the readers, are most fortunate to have the information first hand.

For another, virtually every type of wheeled vehicle used since pre-1900 by the U.S. Army, Navy, Marine Corps, Air Force and Coast Guard are pictures here. Variety abounds and the reproduction register of the pictures is good.

And in addition to these advantages, many, many of the pictures shown are shown for the first time so the work is largely devoid of rehash.

What a treasure trove there is. There are motorcycles of all types with and without sidecars. There are staff cars including those borrowed or attached from foreign countries where our Armed Forces just happened to be at the time. And there is an abundance of scout and reconnaissance vehicles plus armored cars (which includes tanks), various types of trucks, crane carrier trucks, fire apparatus, buses, missile carriers, amphibians and others.

Nearly 200 different views of the ubiquitous Jeep are here, most of them published for the first time and including the standard fare such as American Bantam, Willys and Ford plus the exotica such as a Crosley and a three-wheeled Davis which, alas, (and probably just as well) was not adopted for military service.

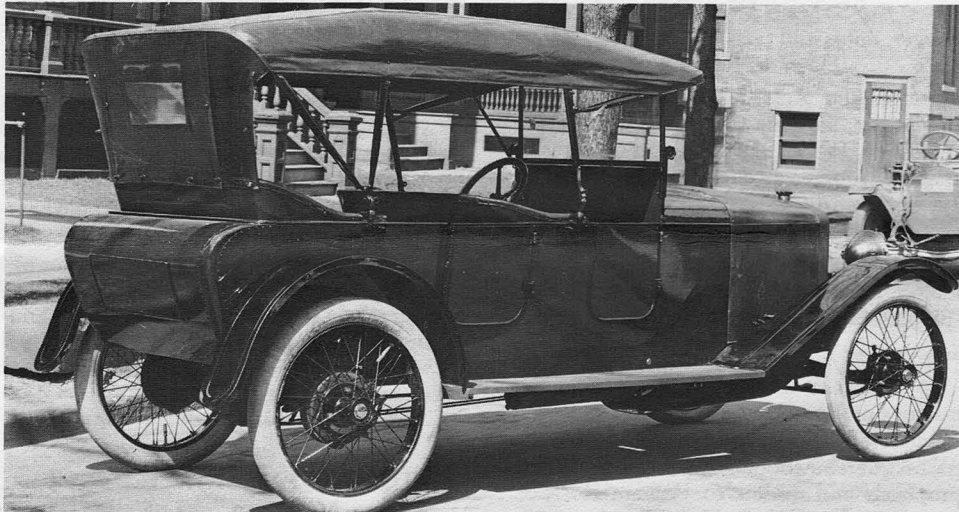
The automobile, truck and the like were slow in being adopted by any of our military branches. Indeed, according to *MOTOR AGE* for April, 1912, Uncle Sam owned a meager fleet of 20 trucks, but with World War I, the motorized equipment of any and every sort came into its own. If Theodore Roosevelt didn't ride up San Juan Hill, it is a matter of record that General Pershing did have his Dodge Brothers, Buick and Locomobile cars overseas with the A.E.F. From there it is a varied and involved story and the happy combination of Crismon and Crestline have brought it to us, well written, nicely laid out and most interesting.

As far as I'm concerned, U.S. MILITARY WHEELED VEHICLES is one of our more important book releases and it should find ready acceptance on a wide scale. It will have instant appeal for any historian of motoring and should also appeal to anyone even remotely interested in matters military and their rolling stock over nearly nine decades.

Keith Marvin

Mystery Photos:

See the letter from Bill Cameron in the letters section. Several members asked the source of the mystery photos in #82 as it was not noted; they are from the collection of the editor.



The Constant Search - Collecting Motoring and Motorcycling Books. Charles Mortimer 1982, 8½" x 11", 303 pp, \$42.95. Distributed by Classic Motorbooks, Inc.

Here is another British first — a book about books, from a British point of view, on subjects almost exclusively British. The book consists of twenty-four chapters, each dealing with a specific aspect of one field: racing, touring, history, magazines, etc. For each subject there is an introduction plus a listing of pertinent and important books giving title, author, publisher, publishing date, number of pages and a rating of relative rarity. There is an overall index by title which should be helpful. One of the initial chapters treats dealers in Great Britain who specialize in automotive literature. Most of these have their own shops rather than being mail-order outfits.

While this book should be applauded for breaking new ground, it is not without its flaws. More economical use of paper by a more condensed lay-out could have reduced the cost and price considerably. This book is only for specialists who have an abiding interest in British motorcars and related subjects. I do hope this book will inspire a similar work on U.S. automotive literature, which work would be most welcome.

G.M. Naul

CHANGE OF ADDRESS — March 1983

New Address/Correction

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West Chester, PA 19380
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Certificates
Letters of Automotive
Pioneers

Arnold, Robert F. 806
6354 Gale Road
Atlas, MI 48411
European Classics, WW I-
WW II (Belgian)
Mercer, Locomobile
Steam Cars

Austin, Stephen L. 805
Box 21
Palmyra, NY 14522
Racing vehicles, 1935-present
Early trucks
Light utility vehicles

Babow, Eugene H. 911
359 Half Moon Lane #213
Daly City, CA 94015
cars 1915-24
classics
Porsche
stamps with autos

Bailey, William L. 401
820 Woodcrest Drive
Royal Oak, MI 48067
early pre-war odd makes
Franklin, classics

Bakken, Douglas A. 505
Ball Brothers Foundation
Merchants Nat'l. Bank Bldg.
100 South Mulberry Street
Muncie, IN 47305
- - - - -

Baldwin, James R. 768
Box 188
Marysville, OH 43040
Overland, Willys-Knight
cars made in Toledo, OH

Baldwin, N.J.R. 842
Sunnyside House, Higher Horton
Ilminster, Somerset
England
cars pre-1950
commercial vehicles/farm
tractors (all ages)

Barnard, Robert G. 516
1239 E. Conner Street
Noblesville, IN 46060
pre-WW II cars & classics
model cars
literature

Bellman, Rande 199
P.O. Box 266
Portland, OR 97207
post-war II cars:
AC Cobra, Ford GT 40,
Shelby-American
Edsel, Volvo

Bethel, Vern M. 486
2720 Balaclava Street
Vancouver, B.C.
Canada V6K 4E4
MacLaughlin-Buick
Buick Canadian Vehicles

Blond, Stuart R. 952
7050 Owensmouth Avenue
Canoga Park, CA 91303
Packard
Earle C. Anthony

Bolan, Nelson 474
2131 N.E. 41st Street
Lighthouse Point, FL 33064
History: U.S. Auto
Companies and men

Bomgardner, William E. 311
56 Maple Avenue
Hershey, PA 17033
Velje

Boone, Harold C. 547
20 Everette Lane
Bella Vista, AR 72712
Trucks
Auto/Truck Reference
Library

Borntraeger, William 193
29 Cherry Lane
Scotia, NY 12302
Cars of Mid-Teens to
late Forties
Literature Collection

Box, Robert de la Rive 913
Aaraustrasse 422
5703 Seon AG
Switzerland
Italian Sports Cars
1945-65

Breslauer, Kenneth C. 910
30C N.E. 25th Street
Boca Raton, FL 33431
Pre-1960 Auto Racing
History/Memorabilia
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Wankel Rotary Engine

Butler, E. Dean 802
Eye Masters Box 45334
Baton Rouge, LA 70895
American & European
Racing Cars
Bugatti, Allard,
Cooper, DeIage

Buttolph, Kenneth 839
Krause Publications
700 E. State Street
Iola, WI 54990
Auto Writer

Cady, Joseph G. 949
5506 Wilson Lane
Bethesda, MD 20814
- - - - -

Cannaday, Martin Jay 922
12032 Hidden Hills Drive
Jacksonville, FL 32225
Chrysler 1949-70
American Motors 1941-70
Kaiser-Frazer -- Ford
1961-65
British Sports Cars
Corvair 1965-69

Capwell, Benjamin F. 400
R.R. #1, Box 288
Tunkhannock, PA 18657
Rickenbacker

Clayton, Willis S. 192
6414 San Ignacio Avenue
San Jose, CA 95119
Star & Durant
American Cars of 1930s
American Pre-WW II
Sales Literature

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This 1983 Update is to be used in conjunction with your 1982 Membership Directory.

The Update includes names/addresses (and interests) of new members enrolled after the 1982 Directory was published, plus address changes and miscellaneous corrections (spelling, zip codes, etc.) of members previously listed.

Alderman, Philip 243
39 Paerdegat 12
Brooklyn, NY 11236
racing cars

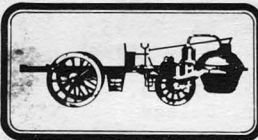
Allman, Mrs. E. F. 850
132 St. Andrews Court
Mt. Laurel, NJ 08054
Researcher
Encyclopedia: cars
built in North America

Anderson, Dan W. 908
Box 114
DeSmet, SD 57231
Ford & Chevrolet
1930-50

Applegate, Howard L. 167
1410 Stallion Lane
West Chester, PA 19380
Studebaker
International Trucks
Auto Literature



Factory Photograph: This 1946 Cadillac model 62 featured a modified body by the Derham Body Co. of Rosemont, Pa. Photograph from the collection of the editor.



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