

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

January - February 1984

Issue Number 88

Editorial Comment

*"Well, look who's coming through that door; I think we've met somewhere before . . ."**

It has been more than 14 years since I edited and printed the very first *SAH Newsletter* in September, 1969, Volume 1, Number 1. It was mailed to about 50 people who had responded to a questionnaire sent out by G. Marshall Naul and me to determine the feasibility of organizing a group of automobile historians, both professional and amateur, into a society whose purpose would be to record and preserve the history of the motor car, and to share our knowledge and information with each other. Except as an idea, SAH did not exist. There were no members, and the Society might well have gone the way of many an old-time auto maker—one lone prototype, and nothing more.

Then William Jackson, at that time the editor of *Antique Automobile*, offered the use of his office at Hershey, Pennsylvania, for an organizational meeting to be held coincidentally with the annual AACA Hershey Meet. The meeting was well attended, officers were elected, and plans for by-laws discussed. SAH was now a going concern with 37 members. And I assumed the job of editing and printing the *Newsletter*.

By the spring of 1973, both the *Newsletter* and my own printing business had grown to an extent which made it impossible for me to handle both jobs, and issue No. 29 marked the end of my editorship. Marshall Naul became temporary editor until March 1975, when our present art director, John Peckham, took his place. On July 1, 1978, the job was placed in the very capable hands of Walter Gosden.

The March-April 1983 issue included a treasurer's report. I felt that the cost of printing the Society's publications was much greater than necessary, and offered to submit a quotation for doing the printing. I was asked to attend the October board meeting at Harrisburg, where I learned that Walter Gosden had been elected to the vice-president's job and would, therefore, be giving up the editorship of the *Journal*. When the meeting adjourned, I found that I was not only the printer of both the *Journal* and *Automotive History Review*, but I was also to edit the *Journal*. Fred Roe will continue to edit the *Review*.

Walt Gosden supplied me with most of the material for issue No. 87, mailed early in January, with enough more to make up this present issue, for which I shall be forever in his debt. But from now on I'll be dependent upon you, the members of SAH, to keep me supplied with letters, articles, photos and news items.

Send all such contributions to: Richard B. Brigham, 1616 Park Lane, N.E., Marietta, Georgia 30066.

Seems like old times — and I'm glad to be back!

*Opening lines of the theme of Garrison Keillor's radio show *A Prairie Home Companion*, broadcast each Saturday from St. Paul, Minnesota, by the PBS Radió Network.

Chapter Reports

Southern California Chapter: It was an unqualified success, was the first Fair and Exchange (swap meet) restricted to automotive literature, memorabilia and small collectibles in the middle of October at the Briggs Cunningham Automotive Museum in Costa Mesa, California. The Society of Automotive Historians' Southern California Chapter hosted the event and will be making a donation to the museum foundation.

A success? Yes! All but four of the 18' x 18' swap spaces were sold. Business was brisk from before dawn until nearly sundown. Vendors and shopper-swappers were there from nearby and also as far away as the San Francisco Bay area and the upper reaches of the San Joaquin Valley. Mary Jane McLean was using a flashlight to direct traffic onto the larger of the two BCAM parking lots before 6 a.m., showing vendors to their assigned spots, when a taxi pulled in and the first of many customers arrived. It was a young man who had just flown in to the nearby Orange County John Wayne Airport, from Reno, Nevada.

What were the wares? Well, there were books and magazines and pages from old magazines. There were ads and brochures and sales bulletins and owners' manuals. There were calendars and photographs and recordings and emblems and jewelry. There were toy cars and model cars and model kits. There were slides and decals and license plates and mascots. There were collectors galore and some pretty amazing collections.

It was the third Sunday, which meant that the radio-controlled racecars and their fans were using the smaller BCAM parking lot. Next year, by avoiding that conflict, the SAH Chapter hopes to have room for nearly double the number of swap spaces.

Frank Golisch, chairman, and Ross MacLean, promoter, were pleased. But then, so were all the swappers.

Bobbie'dine Rodda

The (so far non-existent) Southeastern Chapter

The feeler which was put out in issue No. 87, to see how much interest there might be in the formation of a Southeastern chapter of SAH has brought exactly two replies as this is written, one of them highly favorable, the other very much opposed. The member who favored the idea is a resident of Georgia who belongs to the local chapters of just about all of the major antique car clubs, and is also a member of the Society of Automotive Engineers. He has offered to publicize the possibility of an SAH chapter in the southeast, and to encourage other SAE members to join our organization.

The other reply arrived by mail, and the writer made it quite clear that he is not in favor of any sort of "splinter group," partly, at least, on the grounds that such groups require the payment of dues and the expense of traveling long distances for the questionable privilege of paying \$20 or \$25 for a mediocre dinner. In my suggestion that the formation of a chapter be formed, neither dues nor dinners were mentioned. Our southeastern membership is small and scattered, and most of a chapter's discussions would probably be carried on by mail, and reported in a simple newsletter produced by the photocopy method, which I am ready and willing to contribute at my own expense. Any takers?

Richard B. Brigham

THE CYCLECAR(S) OF THE VALLEY BOAT & ENGINE COMPANY

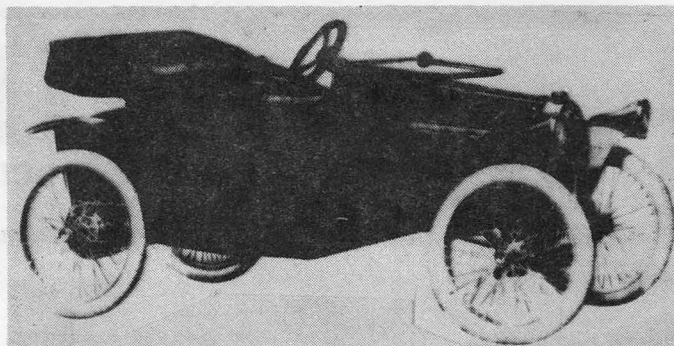
Issue No. 87 of the *Journal* included an article submitted by member Ronald J. Putz, of Saginaw, Michigan, concerning the Railsbach cyclecar built by L. M. Railsbach, who was a draftsman employed by the Valley Boat & Engine Company. No pictures of this car are known to exist, and little is known about the vehicle itself except for a few specifications contained in identical press releases published in the January 1914 issues of *The Automobile* and *Motor Age*, and perhaps other trade publications as well. These describe the Railsbach car as having a four-cylinder water-cooled engine, a friction transmission, and side belts driving the rear wheels.

In connection with the Railsbach information, Walter E. Gosden contributed a copy of an item in the February 1914 issue of *Cyclecar & Motorette* which states that the Valley Boat & Engine Company was road-testing a cyclecar of its own which would probably be named the Faultless, a name applied to Valley's line of motor boats. This car does not appear to be a development of the Railsbach, for it was to be powered by a two-cylinder air-cooled engine. Apparently the name Faultless, at least as applied to a cyclecar, was dropped in favor of the name Saginaw, for by March 1914 the Saginaw, as built by the Valley Boat & Engine Company was definitely on the market. It was advertised, with real photographs, in the trade magazines, and had been displayed at auto shows. Its specifications matched those of the proposed Faultless.

The full story of the Railsbach and its builder remain a mystery.

As a footnote to the foregoing, and perhaps to add to the confusion, *Motor Age*, March 18, 1915, page 17, states that seven cars by the name of "Valley" were registered in Michigan. Do any of our members know who made them?

Richard B. Brigham



Saginaw Cyclecar. (Don't let those headlights fool you—a Pierce-Arrow it isn't!) Photo from *Motor Age*, March 12, 1914.

Re: The Complete Car Catalog

This item was received from Terry Cowan, Alvarado, Texas: If you ordered *The Complete Car Catalog* from Automotive Publishers in Gainesville, Florida, and have not received a copy or your money back . . . the owner of the operation is Richard L. McKim, current address P.O. Box 141902, Coral Gables, FL 33114. I urge anyone who has not received their money back to complain to the Postmasters in Gainesville, FL 32604, and Coral Gables, FL 33114.

Letters

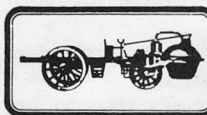
From Eugene G. Wanger, 524 S. Walnut St., Lansing, MI 48933: Darwyn Lumley's letter raised interesting questions about what role regional competition may have played in the development of the automotive industry. These kinds of questions are especially worthwhile, I think, for although the history of a person, a product, or a company can be equally valuable, because it involves so many more people, it has this added advantage: it is likely to tell us a good deal about ourselves.

Addressing one of Lumley's questions, I would hazard the opinion that competition between regions probably has little to do with the development of the automotive industry in the United States. The mobility of capital, and to a lesser degree of labor, in this country, together with our common language, tends to support my impression that, at least in matters of business, U.S. citizens have developed very little strength in their regional loyalties. Was there, for example, below Mason's and Dixon's line, ever a successful effort to boycott northern-made goods after the terrible hatreds of the Civil War had had time to cool? I would like to know, for I suspect that this might have a significant bearing on Lumley's question.

Of course, owners and workers, wherever they may be, will take political and other steps to advance their industries in order to protect their money and their jobs, but I do not think this is the phenomenon Lumley is asking about. Competition between regions, to be a really useful historical concept, it seems to me would have to mean more than this.

As to why the automotive industry developed where it did in the United States, I would risk making the suggestion that it had a great deal to do with three things: first, I suspect that the main customer—or at least a very important customer—was believed to be the farmer rather than the city dweller. Thus it was desirable to locate fairly near lots of farmers, considering the nature of transportation and communication in those days; second, the makers of stationary engines, who mainly served the farmers, were in the same area and could be expected to supply essential know-how and labor; third, many buggy and wagon manufacturers were near the farmers too, with long experience in producing wheeled vehicles which in that day seemed very similar to the kind

continued



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that the new engines should push. Their skill and resources were also invaluable to the new industry.

Do the facts back up this suggestion? That is where the armchair historian steps out and the skilled historical researcher, rather like a detective, steps in. A fine thing about the *SAH Journal* is that it is a place where both the amateurs and the professionals can get together and talk to each other about it.

From David W. Rice, 905 N. Gainsborough Dr., Pasadena, CA 91107: Here are some answers to Darwyn Lumley's questions in Issue No. 86. He asks why many dwindle to a few after the pioneering stage is over in automobile manufacturing. And why are the centers not always stable geographically? Why are the centers of banking, styling, and manufacturing where they are? Do we have social and cultural change as cause or effect from the motor car industry?

Regardless of government edicts, if there is any competitive industry or business, the weak will go to the wall; weak in know-how or weak in finance. This was true when obsidian was traded before the age of metals. When the precious amber from Denmark was moved by packhorse, boat, and backpack over all Russia and Europe, the sharp trader was the man on top.

Bronze had few sources, mostly in the eastern Mediterranean. The trails for trading bronze became almost roads all over Europe. When iron replaced it, iron could be found and smelted everywhere, and the trails and roads vanished. Knowledge became provincial.

Today we have gathering of the clans. The makers of electronics have favored towns because someone had success, and the rest got on his wagon. The selected area can be in climatically gorgeous Hollister, California (complete with a very active major fault), or it can fight the weather near Boston.

Waterpower used to dictate manufacturing location. No more. Ore bodies are not necessarily near mills anymore. The position is based on carefully weighted factors: (1) Cost of shipment of product; (2) Cost of labor, including availability, and (3) Cost of plant.

After the finance guys work all this out, the boss elects to try Ireland because his friend had good luck there—and the boss is often right, because in the final upshot, the success or failure of a business is the management. Management is system, requiring a strong leader.

So, I think it is the strong ones that dictate (sometimes very quietly) what is made, where it is made, and at what price it is marketed. All this is a laissez faire capitalist system that enjoys, frankly, the war of competition and, hopefully, success.

What you see in location of plant, variant of product, 'dictate' of style, etc., is the work of a few. The rest of us follow, unable to risk a guess on what the right product should be in planning dies, style, color, horsepower, etc., two years ahead.

I have not answered everything. I am not that smart. But, with good management, you can call the shots.

From Phillip C. Massie, 332 Garfield St., York, PA 17404:

The manufacturer of the Pullman automobile was originally (1905) known as the York Motor Car Company, but the name was changed to the Pullman Motor Car Company in 1909. Cars continued to be produced in a factory located at 242 North George Street, York, Pennsylvania, through 1917. As shown in the accompanying recent photo/sketch by M. M. Rodgers, this building still stands and should be preserved for posterity.

Barry Goodspeed and I are co-owners of this structure. Barry has been an automotive enthusiast since birth, owning



The pullman building,
york, pennsylvania

many cars including a D.K.W., several rusty Pontiacs, a 1939 Studebaker sedan with frenched taillights and an old engine that never ran, and a 1965 Mustang with TR-4 wire wheels. He now owns a 1967 King Midget, a 19?? Jet two-seater, and a 1965 Chevrolet Impala. Barry holds a Master's Degree in Business Administration from Johns Hopkins University and is currently a real estate investor and business consultant.

Taking after my father, who raced dirt track cars in the 1950's, I am also interested in automobiles. I have owned many different makes of cars including a Corvair, a "bug-eye" Sprite and a 1966 Mustang. At present I am the proud owner of a 1952 Jaguar XK-120 roadster. I am a Vietnam veteran with some college training and am now engaged in building construction and real estate investments.

Barry and I purchased the Pullman Building a year ago, hopefully expecting to rent it to earn enough money to start its restoration, but, unfortunately, so far this expectation has not materialized. This structure, comprising four floors and a basement for a total of 25,000 square feet, is in sound condition except for the roof which leaks, and if it is not repaired or replaced in the next couple of years, serious damage will occur. It would be a shame if this should happen. After all, it is a significantly historic building fully capable of restoration if immediate steps are taken. Advice or financial help in this enterprise is urgently needed and will be gratefully appreciated from any source.

Department of Psychic Predictions

From *Motor Age*, May 14, 1914:

PREDICTIONS BY HUGH CHALMERS

Kansas City, Mo., May 9.— Hugh Chalmers, president of the Chalmers company, does not believe the motor car of the future will witness many changes over its present form. Mr. Chalmers is of the opinion that the motor car has reached its highest development and that the car of tomorrow will be unimproved over the car of today.

"Of course, some inventive wizard may come out with a new battery or a satisfactory petroleum engine and cause a few changes in the motor itself," he said while here last week to address the Knife and Fork Club at its regular monthly dinner, "but I doubt it. The motor car has advanced swiftly and surely to its present high plane and I do not believe the future will see it changed to any great extent."

Research and Classifieds

WANTED: Pictures or other pertinent information on the Vaughn automobile, built in Greensboro, N. C., in 1921 and exhibited at a fair in the fall of that year. Also a picture of the Premocar touring car built for the use of President Harding on his visit to Birmingham, Alabama, in 1921. Keith Marvin, Apt. A-13, The Village One Apts., 587 Broadway, Menands, New York 12204.

ELBERT J. HALL/HALL-SCOTT—In addition to photos from all periods, I am in particular need of reference material from the mid-1920's onward. Any and all help will be credited and greatly appreciated. Griffith Borgeson, Campagne Mirail, La Motte d'Aigues, 84240 La Tour d'Aigues, France.

WANTED: Persons with information about the Martin-Parry Body Corporation. (Martin-Parry had principal factory and administrative offices in York, PA, and a manufacturing facility in Indianapolis, IN.) Would like to contact relatives of ex-employees or family members of the corporation. Also interested in originals or copies of original corporation stock certificates, production data, body construction, blueprints, advertising items, or any related material. Jay F. Self, Rt. 1, Box 336, Sturgeon, Missouri 65284.

Free catalog—The Car Builder's Catalog of hard-to-find tools, fasteners and other restoration supplies is available to SAH members at no charge. For volume users such as museums, swap meet vendors and restoration shops, we have the Auveco and Car-Pak catalogs and wholesale price lists available. H. C. Fastener Co., P.O. Box P, Alvarado, Texas 76009.

Assembly plant photos and information wanted. Need photos, illustrations, blue prints, books, magazine articles or information pertaining to any auto assembly plant procedures, tooling and equipment. Also need actual tools, tooling or equipment from any assembly plant (any year). Will purchase, swap, rent, borrow or whatever. Also looking for old out-of-print books and articles pertaining to body repair, metal forming, lead working and upholstery. Assembly plant materials will be used in a book about assembly plants and how cars were made. T. N. Cowan, P.O. Box 900, Alvarado, TX 76009. (817) 873-8150;

REFLECTIONS

by William J. Lewis

I would like to share a couple of experiences and thoughts with my fellow SAH members—reflections which are of lasting impression upon one who has lived and breathed automobiles since before the "average early age."

Once upon Ye Olde Time I chanced to meet a gentleman at, of all things, an old car parts swap meet. That encounter grew into sort of a mutual admiration society during the many exchanges of thought and treasures which followed in the ensuing decades.

Just to give you some idea of what a meticulous historian that gentleman was, let me tell you a true story. He had, on that day, a volume of the 1911 *A.L.A.M. Handbook* available. I was carrying a packet of 5" x 7" photographs of old and unusual cars. We made a trade then and there, and talked of other data while exchanging tales of personal experiences about locating old cars and their literature.

A few weeks later, the late Dr. Alfred Lewerenz sent a photocopy of one of the traded photographs back to me. Of all pictures to have fallen into the hands of such a master of identification, one had to be a fluke that I had completely forgotten about.

I had photographed that very early Lion-Peugeot back in 1939 on the east coast. The fellow who was doing my car pictures then had goofed, and replaced the print with one

incorrect side up. Historian Lewerenz wanted to be absolutely certain of his suspicion that the picture was indeed reversed. I immediately responded with a correct enlargement, and suggested that the print be destroyed. As to why I had kept it in the first place can be easily understood by people such as we. Look at your own "discard-but-keep" closet, garage, barn, cellar or working hobby room, and I rest my case.

The handbook received in trade as pointed out to be, complete but a reconstruction as opposed to original. Several pages had been reproduced via photographs taken of another complete 1911 handbook. Moreover, they had been very carefully bound and nicely covered, the original coverplate having been salvaged and remounted, thus making the partial copy totally complete in text and all illustrations.

The artisan of that project was yet another master historian with whom it was my good fortune to have shared many memorable discussions, with mutual assistance toward finding answers concerning long forgotten automobiles and their makers. The late W. Everitt Miller treasured automotive print, and did his utmost to preserve anything which a few photographed pages might help to provide information.

I have several examples of such reconstructed early literature which might well have been discarded had they not fallen into the hands of these two concerned historians more than 40 years ago. A mere six pages of linen-backed photographs were all that was required to complete that 274-page 1911 *A.L.A.M. Handbook of Automobiles*

Its research value (to me) is certainly equal to that of my other mint-original editions, as well as is the research value of later reprinted examples of the *A.L.A.M.* series. Its special significance, however, is beyond measurable value in coin as a personal treasure upon which to reflect.

AUTOMOTIVE EMPORIUM

The Big Rock Candy Mountain for grown-ups

BY TONY HOGG

Visitors to Dallas, Texas, should make a point of stopping by the Automotive Emporium at 100F Turtle Creek Village, which is located in what might be described as Dallas' Rodeo Drive.

The proprietor of the store is Fred Tycher, a building developer and car nut of long standing with a particular inclination toward Pierce-Arrows. In fact, among other activities, he owns the Dallas Hilton Inn and for the weary and thirsty traveler, the Inn has a tavern called the Fierce-Sparrow, decorated with Pierce-Arrow memorabilia.

Fred opened the Automotive Emporium in November 1981, although he had it on the back burner for a number of years, and it's a very special place reflecting Fred's taste in design. It's located in a shopping center and what makes it so special is that all the fixtures, fittings and showcases came from a jewelry store in Cameron, Missouri, and date from about 1900-1910. In addition, the doors came from Lloyd's of London when the old building was torn down a few years ago. To complement the general decor, the floor was laid using 10,800 pieces of oak arranged in a herringbone pattern.

Tycher's stock in trade consists of motoring books, models, jackets, emblems and badges. He also has a tremendous assortment of historic automotive literature, most of which he acquired by buying collections, primarily so he could extract the Pierce-Arrow material. He also has a considerable stock of original art work, posters and prints by such well-known artists as Peter Helck.

The store doesn't issue a catalog because Fred is not particularly interested in selling to the world. His primary purpose is to let people see what they want to buy, instead of buying by mail order. At present, Fred Tycher himself can usually be found there only on Saturdays, but he is looking forward to eventual retirement when he will be able to devote full time to what is now only one of his hobbies.

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REFLECTIONS OF A FRIEND

by G. N. Georgano

Michael Sedgewick, prolific automotive writer and president of the UK Chapter of the Society of Automotive Historians, died suddenly at his home in Midhurst, Sussex, on October 14, 1983, aged 57.

Born in 1926, Michael Sedgewick was educated at Winchester, winning a classical scholarship to Corpus Christi, Oxford, where he switched to reading history. He then spent a few years in publishing, gaining experience which was to be immensely valuable later, not only to himself as an author, but to the many other authors to whom he gave advice "from one who had worked on the other side of the fence." A brief spell as a schoolmaster was followed by some writing for Lord Montagu's *Veteran and Vintage Magazine*, and this led to his becoming curator at the Montagu Motor Museum in 1958. Here he blossomed as an historian, contributing his scholarly research to Lord Montagu's three volumes of *Lost Causes of Motoring*, the biography of Charles Rolls and a history of the Gordon Bennett Races. One of the most valuable fruits of his years at Beaulieu was the creation of the Master Index to the Library's magazines, whereby every significant reference to car, commercial vehicle or motorcycle is indexed alphabetically and chronologically. It is no exaggeration to say that without this Master Index it would be impossible for the Library to function as it does. In the 17 years since he left Beaulieu, Michael kept the Index constantly up to date.

I first came to know Michael well when I asked him to contribute to *The Complete Encyclopedia of Motorcars* that I was working on. He eventually wrote more than a quarter of the whole book, read the entire manuscript, checked all the picture captions and made innumerable helpful suggestions. Although my name appeared on the jacket as editor, I always felt that the *Encyclopedia* was as much Michael's baby as mine, and my debt to him has grown with succeeding editions.

From the 1960's to the day of his death, Michael's involvement with motoring history grew wider and deeper. He wrote numerous highly praised books including a definitive history of Fiat, *Cars of the 1930's* (a period he made particularly his own), *The Motor Car, 1946-1956*, and several volumes in the Profile series. He contributed regularly to practically every old car magazine in the world, and was Assistant Editor of *Veteran and Vintage Magazine* until its demise in 1980. He acted as Consultant/Cataloguer to Christies Car Auctions from their inception in 1972, and had a photographic memory for every car he encountered on the auction circuit, and every price realized. At the time of his death his other posts included Chairman of the UK Chapter of the Society of Automotive Historians, and UK Research Associate for *Automobile Quarterly*, while he was a valued and articulate member of the National Motor Museum Advisory Council and the Dating Committee of the Veteran Car Club.

As a colleague and a friend I cannot speak too highly of Michael. He was one of the few people of whom one could say that he always put his own consideration last. Any request for information or advice brought an immediate response, even when he had two or three urgent deadlines to meet. His knowledge covered almost every field of motoring, and although he said he was neither a truck nor a motorcycle man, he could show up many experts when it came to instant production of facts and figures. I well remember, when we were discussing the type of entry to be used in my *Complete Encyclopedia of Commercial Vehicles*, he said, "What shall we say about Jensen, for instance?" Pacing up and down the room he then proceeded to recite the Jensen entry, 500 words or so, without any notes or preparation, and the result was so accurate and complete that it was ready to go into the book with hardly any changes.

His sense of humour was lively, sometimes outrageous, but always original, as was his use of the English language. Of a family who lived in Dorking, he said, "They dorked in

some style for several years," while the 1937 DeSoto was "The one that looks like a disgruntled brontosaurus."

Those who met him only on the rally field may not have realized how knowledgeable he was apart from motor cars. A considerable classical scholar and widely read in English literature, he was also exceptionally well informed on European history and geography. He listed as recreations gardening and bridge, though the work schedule he took on allowed him little time for either.

It is sometimes said that no one is indispensable, and that gaps can soon be filled, but the combination of knowledge and generosity that was Michael Sedgewick will never be replaced.

Who's On First?

SAH Member Jim Harrigan, of Des Moines, Iowa, has sent a thought-provoking note, accompanied by a clipping from *Motor Trend*, December 1983, which lists styling and engineering innovations since 1927 as claimed by General Motors. Jim writes:

"Dear Folks: The membership could have a field day with the enclosed list of G. M. 'firsts.' I don't see a single entry that is a genuine automotive first."

We'd like to reproduce the list "as is," but there are such details as copyright laws to consider. The list includes items such as the completely automatic transmission ('40 Oldsmobile) once available on the Sturtevant of 1908, and turn signals ('40 Oldsmobile/Cadillac) which were offered in many types by accessory makers almost as soon as cars were equipped with electric lights.

Every student of automotive history—or just about any other kind of history—quickly learns to avoid such words as "first," "most," "best," "biggest" and other words of that sort. There have been so many "first" automobiles that it's hard to keep track of them all. Who put the first eight-cylinder engine in an automobile? Well, Alexander Winton did it in 1902, but someone else may have done it sooner.

We will probably never know for sure who or what company made the first of almost anything—but it's fun to try to find out.

Magazine Review

The Automobile is a British monthly magazine that made its debut in the spring of 1983, and its masthead notes it as "Being a magazine for the Veteran, Vintage and Pre-1940's car and commercial vehicle owner and enthusiast." Since the first issue, Editor Michael Brisby and his staff have held true to their claim. It is an excellent publication. There is a very good cross-section of material covered each month ranging from drive reports of various vehicles ranging from the primitive Edwardian to classics. The December 1983 issue even has a test of a 1920 Sentinel steam wagon. There are numerous articles on automotive history, covering all aspects from one make histories to racing. There is a "Commercial Corner" and one of my favorites, "The Motoring Library," reviews new and old out of print books as well as a column noting the Book Collectors Choice. There is a "Finds and Discoveries" column which is a regular feature, and current events are covered too.

Full color graces the covers and usually some inside material. The reproduction of all photographs, be they period or current, is superb. The graphics and layout are of equal calibre. It is primarily devoted to vehicles of British or European manufacture, although a few "Yank" autos do grace the pages on occasion. Annual subscription rate is £14 surface rate or \$45.00 airmail. Published by PPG Publishing Ltd., 5 Rectory Road, Beckenham, Kent, England.

I highly recommend this publication. It is well worth the annual subscription price.

Walter E. Gosden

Book Reviews

MY TWO LIVES: FROM RACE DRIVER TO RESTAURATEUR, by René Dreyfus and Beverly Rae Kimes, with a foreword by Walter Cronkite. 192 pages. 180 b/w illustrations. Hard covers. 8½" x 11". ISBN 0-89404-080-4. Aztec Corporation, P.O. Box 50046, Tucson, Arizona 85703-1046. \$19.95.

It is fortunate indeed that René Dreyfus and Beverly Rae Kimes happen to be friends of long standing, because their collaboration has resulted in one of the most interesting books on automotive history to come down the pike in some time.

I think it is a foregone conclusion the most of the readers of the *SAH Journal* are more or less familiar with the story of the Race Champion of France and his eventually becoming one of New York City's most famous and respected restaurateurs, but how many of us are familiar with the minute details of his fascinating life—his European and North African track record and finally, with his brother Maurice, the launching of Le Chanteclair, which became the gathering spot for racing drivers, sports car lovers, and just about anyone else who thrills to the Grand Prix track. And although Le Chanteclair is today only a memory, what a happy memory it is.

Dreyfus had completed some 100,000 miles in his 15-year racing career when, in 1940, he was granted leave from the French Army to represent his country at the Indianapolis 500 but, alas, shortly thereafter Paris fell to the enemy and Dreyfus found himself marooned in this country.

He thereupon enlisted in the U.S. Army, saw action in the European Theatre of Operations, and was promoted to Master Sergeant for performance under fire on the battlefield.

After the war he opened his famed restaurant, and the rest is history as far as it goes because René Dreyfus is still an active participant in just about any large scale racing event, whether a grand marshal or a consultant. At 78, he is also frequently consulted on racing in general and his own exploits on the track in particular.

With an excellent foreword by Walter Cronkite and a book design and cover picture by John Peckham, *My Two Lives* is an outstanding example of what an appealing, accurate and enjoyable piece of writing can be, and, in this case, certainly is.

Keith Marvin

WHEELS & TRACKS: THE INTERNATIONAL REVIEW OF MILITARY VEHICLES (a quarterly). Published by Battle of Britain Prints, International, Ltd., 3 New Plaistow Road, Stratford, London E15 3JA England. Distributed in U.S. by Sky Books, International, Inc., 48 East 50th Street, New York, NY 10022. \$4.25 per copy. Distributed in the United Kingdom by Seymour Press Ltd., 334 Brixton Road, London SW9 7AG, England. £1.75 per copy.

This quarterly is a must for anyone remotely interested in military vehicles and the history thereof. Among other reasons for its appeal is that, in frequent cases, former military rolling stock, once "demobilized," tends to live anew in civilian garb; hence, a good many pieces are encountered by the multitudes in everyday activity.

Edited by Bart Vanderveen, *Wheels & Tracks* has a format similar to that used by both *Veteran & Vintage* and *Old Motor* magazines, and each 50-page issue provides a wealth of material, including feature articles, a readers' forum and an excellent section of book reviews. Among the outstanding articles published recently have been features on the British "Goring"; the history of a Grosser Mercedes; the Canadian Dodge T212 built for the British Army by Chrysler of Canada; and Talbot military trucks in the 1920's. Photos are well chosen and clear—and complement their various subjects well.

Canadian distribution and subscriptions are c/o Yesterday's Glory, P.O. Box 393, Dorval, Quebec H4Y 1B1, Canada.

Keith Marvin

CLASSIC MOTORBOOKS CATALOGUE, 1984. 124 pages. Published by Motorbooks International, P.O. Box 2, Osceola, Wisconsin 54020, or order direct by calling 1-800-826-6600. \$2.00.

This isn't a book review per se but a reminder to those who haven't the updated *Motorbooks Catalogue*, that it has been printed, is ready and waiting. Motorbooks International is the largest distributor of automobile books in the world, and virtually everything pertaining to the subject via the printed word is available at Osceola and listed in the catalogue. Books are listed by title, author/editor, and subject, with information concerning size, hardcover or not, quotes from reviews in many cases, and price. This is a must for any serious automotive historian.

Keith Marvin.

Obituary

Mrs. Alice Huyler Ramsey, 96, the first woman to drive across the United States, died September 10, 1983, at her home in Covina, California.

The veteran motorist, 23 years old at the time and a mother, made the historic trip in 1909 with her two sisters-in-law and another woman friend as passengers. The 3,800-mile journey from New York to San Francisco took 41 days. The event was chronicled in her book *Veil, Duster, and Tire Iron*, which was published in 1961.

Mrs. Ramsey was the wife of a New Jersey Congressman and the owner of a Maxwell touring car when she was noticed participating in an endurance race by C. W. Kelsey, sales manager of the Maxwell-Briscoe Company in Tarrytown, New York. Kelsey, who subsequently manufactured the three-wheeled Motorette car and the Kelsey cars, and who had built his first car in 1899, was impressed by the manner in which the driver handled her car in the contest. Kelsey, an innovator and possibly the first person to use motion pictures as a medium to sell motor cars, approached Mrs. Ramsey and suggested the transcontinental trip.

Mrs. Ramsey and her three companions began the trek on June 9, 1909, keeping to the best roads where there were roads, and simply heading west along paths, fields and meadows where there weren't.

She was noted as an expert driver throughout her entire long life, and had been driving more than 80 years at the time of her death. During this period she ran afoul of the rules of the road only once. Thirty years ago she received a traffic ticket for making a U-turn in a business district.

She was honored as "Woman Motorist of the Century" in 1960 by the American Automobile Association. In the same year she was accorded the title of "First Lady of Automotive Travel" by the Automobile Manufacturers Association. She was an honorary member of the Antique Automobile Club of America, the Veteran Motor Car Club of America, and the Horseless Carriage Club of America.

She is survived by a son, a daughter, four grandsons, and five great-grandchildren.

A Memorial Service was held at Glendora, California, on September 14, and burial was in the Ramsey family plot in Hackensack, New Jersey.

Keith Marvin

SAH QUIZ NO. 1

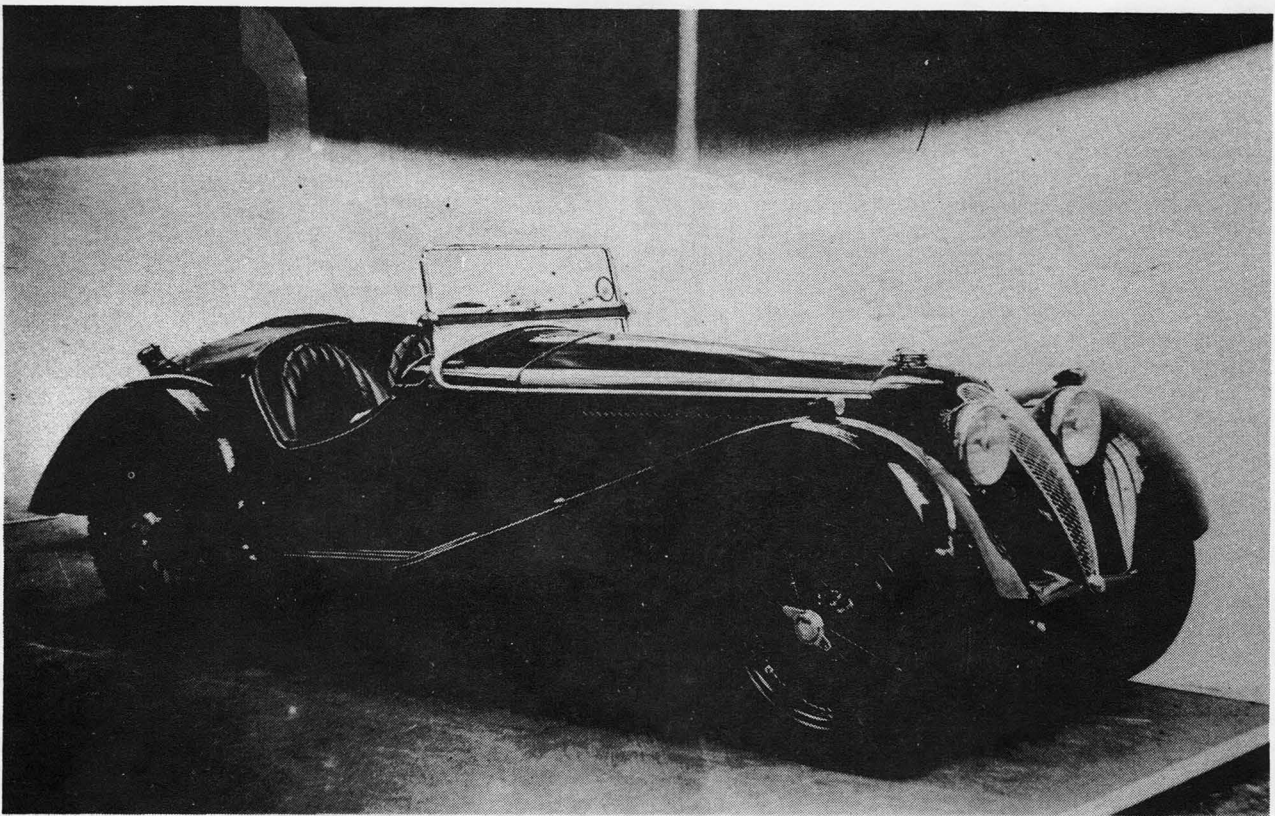
What automobile manufacturing company, well known in the early years of this century, started in business in 1898 as a maker of artificial limbs? Send your reply to: SAH, 1616 Park Lane, N.E., Marietta, Georgia 30066. A full page black-and-white reproduction of one of that company's ads, suitable for framing, will be sent to those who send in the correct answer.

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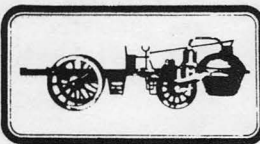
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Period Photograph : This 1935 Riley 1½ litre Sprite was displayed at the London Auto Show. New price, £425.
Photo from the collection of Walter E. Gosden.



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