

# THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

May-June 1986

Issue Number 102

## LITERATURE FAIR & EXCHANGE SCHEDULED

The Society of Automotive Historians Southern California Chapter has selected Sunday, August 10, as the date for its fourth annual Literature Fair and Exchange.

The setting this year will be the campus of Pasadena City College in Pasadena at the corner of Colorado Boulevard and Hill Avenue.

The annual automotive literature swap meet is the only event of its kind on the West Coast, and is restricted to automotive literature, memorabilia and small collectibles. No parts or non-automotive materials may be offered for sale.

Vendor spaces (three parking spaces in size) are \$15, and there is no admission charge for buyers.

Additional information may be obtained from Jeff Minard, event chairman, 2808 Oak Avenue, Manhattan Beach, CA 90266, or by calling him at 213/545-1070. Steve Richmond, chapter president, may be reached (days) at 818/285-3102.

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## SAH SPONSORS HISTORIC LITERATURE SWAP EVENT

On Saturday, September 6, 1986, the SAH will sponsor the first historic literature swap meet to be held in conjunction with Classic Motorbooks annual book sale and the Wheels & Wings automobile and aviation event. The literature swap meet will be hosted by the Wisconsin Chapter of the SAH and will be held in a tent on the Classic Motorbooks grounds.

The Wheels & Wings event is held in Osceola, Wisconsin—about fifty miles northeast of Minneapolis. It is now in its sixth year and has become a major automotive and aviation happening in the midwest area. Each year Wheels & Wings attracts more than 200 automobiles and motorcycles as well as many antique aircraft. In conjunction with this meet, Classic Motorbooks holds an open house and the public is invited to browse CMB's warehouse and to purchase books at substantial discounts.

The SAH literature swap event will be a focal point for serious literature collectors and merchants. It will involve buyers, traders, and sellers of any number of out-of-print artifacts—books, periodicals, posters, sales literature, and the like. Already it is widely rumored that the denizens of the midwest are frantically cleaning attics and barns, and separating the priceless from the mundane for this event. Sharp collectors and perceptive merchants in the literature field will, no doubt, travel from other parts of the country to attend this first event in what promises to become an annual tradition. For those serious literature collectors who have been frustrated by wandering the rows of Hershey, Pate, or Indianapolis looking for the subjects of their interest amidst masses of dirty parts, this is the answer. For literature dealers seeking a place where literature collectors outnumber people who handle valuable literature with greasy hands, this is the answer.

Anyone seeking to initiate, add to, or complete any aspect

of an automotive literature collection should consider this event.

For further information about attending this event and for swap space reservations, contact: Matt Joseph, Wisconsin SAH, 7728 Martinsville Road, Route 1, Cross Plains, Wisconsin 53528; phone 608/798-4317.

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## PIONEER CHAPTER HOLDS SPRING MEETING

The Pioneer Chapter of the SAH held its spring meeting on Saturday, May 31st at the home of Assistant Director Fred W. Soule.

Director Nat Dawes presided at the business meeting and plans were outlined for the chapter's annual meeting to be held in late October or early November at the White Hart Inn at Salisbury, Connecticut, a traditional gathering place for the last several years.

Following the business meeting, the group adjourned for luncheon at Lawrence's Tavern in Hudson, New York.

Besides Fred Soule and Nat Dawes, other chapter members in attendance included John Montville, secretary-treasurer of the group; Walter O. MacIlvain, Randy Bellman, Tom Stewart and Keith Marvin.

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## THE 1986 CUGNOT AND BENZ NOMINATIONS AND AWARDS

The Cugnot/Benz Committee will accept nominations for these awards from now until September 1, 1986. The Cugnot Award is presented for the best book in the field of automotive history published and copyrighted in calendar 1985. The Benz Award pertains to the best periodical article, or serial article, in the field of automotive history published in the same period. Both book and periodical awards were called "Cugnot Awards" prior to 1983.

The Cugnot/Benz Committee also cites particularly meritorious works that do not win the awards with the designation, "Award of Distinction."

The basis for the Cugnot and Benz Awards, and for the Awards of Distinction, is generally described as a significant contribution to the field of automotive history. This creates a great diversity of possible nominations from technical exposition to marque history, sociological interpretation, business history, biography, etc. Because of the wide range of topics and approaches that will be considered in these awards, the selection process must necessarily concentrate on general criteria, such as ingenuity and thoroughness of research, soundness of interpretation, clarity and elegance of writing, etc.

The Cugnot/Benz Committee would like to encourage as many SAH members as possible to join in the nominating process. If you have strong feelings about the merit of a book, article, or series of articles, please nominate your choice to be sure that it is considered. Duplicate nominations do no harm, but there is a real possibility of omissions in the nominating

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## MOTOR VEHICLE MILESTONE

THE "PIONEER," EARLIEST KNOWN GASOLINE-POWERED PASSENGER BUS BUILT IN THE U.S., APPEARED ON THE STREETS OF CLEVELAND IN 1900.



THE RUBBER-TIRED VEHICLE, BUILT BY THE PEOPLES' AUTOMOBILE MANUFACTURING CO., RESEMBLED A STREET CAR AND WAS ACCLAIMED AT THE TIME AS "A BRILLIANT EXAMPLE OF THE POSSIBILITIES OF GASOLINE AS A MOTIVE POWER." THE BUS HAD A CHAIN-DRIVE, WAS 22 FEET LONG AND HAD A SEATING CAPACITY OF 24 PERSONS.

Motor Vehicle Manufacturers Association

Beverly Rae Kimes, in *Standard Catalog of American Cars: 1805-1942* tells us that "The People's Automobile Company was organized in 1900 as the result of a prolonged street railway men's strike in Cleveland." The striking railway workers, however, would not allow this vehicle to operate on the streets of Cleveland, so the company turned to the manufacturing of small, two-passenger runabouts. Production ceased in 1902 when the company entered receivership.

process. Do not assume that someone else will nominate the work that you like. If you choose to nominate a work that appeared in an obscure publication, please send a clear copy of the article with your nomination. Authors should not be bashful about nominating their own works.

The Cugnot/Benz Committee is chaired by Matt Joseph, who will be joined by Bill Cameron and by a committee member yet to be selected. Nominations should be submitted to: Matt Joseph, SAH Cugnot/Benz Committee, 7728 Martinsville Road, Rt. 1, Cross Plains, Wisconsin 53528.

## HENRI GIROD-EYMERY

Henri Girod-Eymery, the founder and president of the International Historical Commission of the FIA, died on April 2, 1986 at the age of 73. Born in Savoie on June 6, 1912, he had studied law with the intent of taking his place in the familial law offices. His passion for mechanical transport was stronger, however, and he became a self-taught expert in railroad construction techniques. He established his own engineering firm, which became noted for its composite steel-and-concrete railroad ties, which continue to be used throughout the world. His love for historic motor vehicles was equally strong. His first such acquisition was a De Dion Mono of the early 1900's, which he bought "as is" in Paris in the mid 1930's and intrepidly drove to his home, several hundred miles away. This was the beginning of a very large personal collection which, along with a quantity of historic bicycles and a fantastic model railroad, he shared with fellow enthusiasts in his "Museum di Rodo"—Provençal for Museum of the Wheel. It flourished at Uzes, in the Gard in the South of France, from the early sixties until the early eighties, attracting as many as 25,000 visitors annually to his chosen retreat. Girod-Eymery was a pillar of the Historical Commission of the Automobile Club de France for decades, before instigating its international equivalent within the framework of the FIA in the early 1980's. It was a richly fulfilling activity for this man of vast culture who had worked without respite all over the planet and who was a citizen of the world in the fullest sense of the term.

*Griffith Borgeson*

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## ALEC ULMANN

Alexander E. "Alec" Ulmann, aviation export consultant and a pioneer of sports car racing in North America, died on Wednesday, April 27th at the Southampton Hospital on Long Island following a long illness. He was 82.

Alec, who was the founder of the Sebring 12-hour Grand Prix of Endurance in Florida, had been a member of The Society of Automotive Historians for many years.

He was born in St. Petersburg, Russia, June 16, 1903, and came to the United States in 1921. He was a graduate of the Massachusetts Institute of Technology in 1925 and did postgraduate work at Harvard University. Alec organized the first American endurance race at Sebring, Florida, in December 1950 after visiting the 24 Hours at Le Mans, France, earlier that year.

In 1959 he organized the first U.S. Grand Prix for Formula 1 cars, also at Sebring.

He served as the first activities chairman of the Sports Car Club of America, and as chief steward for the first races at both Watkins Glen and Bridgehampton.

*continued on next page* →

An authority on Mercedes-Benz cars, he was the author of "Mercedes: Pioneer of an Industry," published in 1948, and wrote profusely on automotive and motorcycling subjects for numerous publications. An authority on Hispano-Suiza, he had owned Hispano-Suiza cars and headed the Hispano-Suiza Society in this country. Among his writing was a column, "Nothing New Under the Sun," which appeared for many years in the *Bulb Horn*.

Alec was a member of several automobile and aviation clubs and societies. In 1980 he was the featured speaker at the annual dinner of the Society of Automotive Historians at Hummelstown, Pennsylvania.

The Society extends its deepest sympathy to the Ulmann family.

Keith Marvin

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### ROSE H. MacILVAIN

Rose MacIlvain, wife of SAH member Walter MacIlvain, Manchester, Connecticut, died Saturday, April 19, 1986, at Manchester Memorial Hospital. Besides her husband, she is survived by a daughter, Mrs. Michael Cutler of Middletown; a daughter-in-law, Mrs. James MacIlvain of Glastonbury; and two grandchildren in Glastonbury.

*Editor's note:—Walter MacIlvain is a founding member of SAH (Number 6-F) who joined us when we were in the process of organizing in mid-1969, well before the first organizational meeting at Hershey, Pennsylvania, at which time we counted just 37 members. He is also a member of most, if not all, of the major old-car clubs, and has served for many years as the editor of Bulb Horn, the fine magazine of the Veteran Motor Car Club of America.*

## LETTERS

### THE HISTORY OF THE JAGUAR

I greatly appreciated Andrew Whyte's contribution, "The History of the Jaguar," in *Automotive History Review* (Fall 1985 issue). It was very interesting to read about the early days of the Swallow Sidecar Company, later Jaguar, in the words of Sir William himself. I look forward to part two of this interesting article.

For my fellow SAH members who are Jaguar enthusiasts, I would like to call their attention to *Automobile Quarterly*, Volume XVIII, Number 4—Fourth Quarter 1980. In that issue there is a very fine article by Andrew Whyte entitled, "Sir William: a fresh look at Jaguar's background; a talk with the man whose idea it was." The article in *AQ* is outstanding, covering the early days at Swallow Sidecar and bringing the history of the Jaguar motorcar and Sir William Lyons up to date, circa 1980. Andrew Whyte did a fine job of writing, in presenting both the history of the marque and including many reminiscences by Sir William. But then, who could do a better job of writing the history of Jaguar than a man who, according to *Automobile Quarterly*, was an apprentice with Jaguar in the 1950's and later became the company's public relations manager. Mr. Whyte is clearly qualified to write about Jaguar Cars Ltd.

If I may be allowed a personal reminiscence, one of my most prized automotive experiences was an invitation to drive a vintage 1966 Jaguar XK-E coupe (red, of course).

Beauty is a subjective term. I feel, however, that the E-type Jaguar is the most beautiful sports car ever designed and I have found few who disagree with me. Sitting behind the

beautiful aluminum-spoked wood-rimmed steering wheel; surveying the most beautifully designed and best laid-out instrument fascia I have ever seen; finding the shifter falling immediately to hand; my feet resting on the perfectly placed clutch, brake, and accelerator pedals; and looking at the road down the sexiest bonnet ever designed; was an experience unmatched in any motorcar that I have ever been exposed to. The way the Jag handled was so outstanding that it is beyond description. This was the perfect sports car! I have a photograph of myself standing next to that car as a constant reminder of that wonderful day when I was privileged to drive an E-type Jaguar.

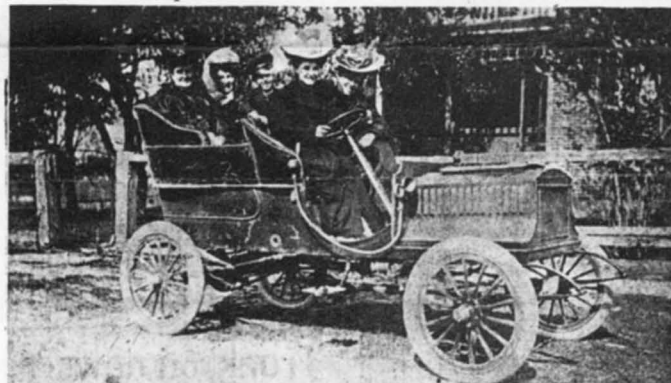
It was recently announced that Jaguar sales are at an all-time high, and that many of the problems that had plagued Jaguar cars in recent years have been overcome. The late Sir William Lyons would have been pleased.

Michael Samuel Aurelius  
1435 Melbrook Drive  
Munster, Indiana 46321

### RANDOM NOTES ON A COUPLE OF HOMEMADE INDIANA CARS

From Wallace S. Huffman (SAH No. 116-H):—I have been working hard all winter on *Indiana-Built Automobiles*, etc. In checking over my files I found I had overlooked some cars on which I had information back in the early 1960's. The makers of these home-built one-of-a-kind vehicles were as follows:

- (1) James Drage, R.R. 3, Ossian, Indiana, built a car in 1906. I have a letter on that one.
- (2) Myrtle Dawson and family, Elwood, Indiana, built a car in 1906. The picture below is from the *Elwood Call-Leader*.



Out for a Sunday drive in a car the Dawsons built themselves. Mrs. Myrtle Dawson, Dora Hefner, Elmira Lewis, (the little kid is Vern Dawson) and an unidentified lady. This was in 1906.

The Lakeside Motor Works at Syracuse, Indiana, was owned and operated by Mr. Sheldon Harkless

A Mr. James Drage, R. R. 3, Ossian, Indiana, purchased one of their stationary engines and put it in a car that he had built. He operated the car for over a year and never spent a cent for repairs. This was a two-horsepower engine. Mr. Drage stated that he drove more than 2,500 miles, and also used the car to saw wood and cut fodder.

But he did have his troubles—he drove through the barn door.

The above information came from two letters written to Mr. Harkless from Mr. Drage. They were dated January 14, 1906 and January 15, 1907. I talked to Mr. Harkless at Lake Wawasee, Syracuse, Indiana, on November 22, 1963.

*Editor's Note:—The booklet Indiana-built Automobiles has been published in several editions. It is loaded with information on the Indiana cars. For full details, write to: Wallace S. Huffman, 2125 South Webster Street, Kokomo, IN 46901.*

# MADE IN HUTCHINSON

## (A BRIEF HISTORY OF THE SELLERS MOTOR CAR)

By: Steve Richmond

In our automotive history there have been hundreds of examples of wonderfully-built cars that were born, only to fade away within a few short years, unremembered. The Sellers, made in Hutchinson, Kansas, was such a car.

To tell the complete story of the Sellers we must go back to 1906. It was then that the Shoemaker Automobile Company was born in Freeport, Illinois. This enterprise was started by Charles Clinton Shoemaker and his son, Harry C., both responsible for the design of the car.

The Shoemaker was a well-built car equipped with a four-cylinder engine, tubular front axle, three-speed sliding gear transmission and shaft drive. But in October of 1907, after only 25 cars had been built, the company relocated its operation in Elkhart, Indiana. It would be son Harry who would make the move, leaving his father behind to continue the production of incubators which had been an on-going business located beside the Shoemaker automobile factory.

Less than a month after this relocation the Shoemaker Automobile Company announced its failure, and the operation would cease production by early 1908.

Harry Shoemaker, not one to give up easily, somehow came up with new financing for another new organization called the St. Joe Motor Car Company. The new company would absorb all of the Shoemaker assets and begin to produce a car called the St. Joe. It's not known the actual number of cars that were manufactured under the St. Joe name, but the number had to have been small. The company would struggle from the very beginning, which is probably why Harry Shoemaker would jump at an offer made by a consortium of Hutchinson businessmen in late 1908. They offered a complete new factory facility in Hutchinson for the purpose of manufacturing a new automobile. There would also be a large amount of capital, most all of it coming from Hutchinson investors.

The meeting in Elkhart apparently produced a name for the new company. It was to be called "The Sunflower Motor Car Company." However, by the time press releases began in early 1909, the name had been changed to the "Sellers Motor Car Company." O. G. Sellers, a longtime associate and friend of Harry Shoemaker, apparently put much of his own money into the venture—thus the name "Sellers."

Remarkably, there was a pilot model of the Sellers car ready by May of 1909, with the first sale coming in July of that year. Although the first car sold was shipped to Oklahoma City, the main thrust of much of Sellers advertising was directed at the state of Kansas. "No Waiting for Repaires [sic] When You Own a Sellers" was the company slogan.

Later that year, two Sellers automobiles were entered in the "Kansas-Colorado Endurance Run." One car completed the course with a perfect score, and the other showed the fastest time.

The car itself was equipped with a 35 hp Rutenber four-cylinder engine. The wheelbase was 112 inches, and it featured shaft drive. Like the Shoemaker, it was well built, with the transmission made of imported Krupp steel from Germany.

Salesmen would often demonstrate the strength of the transmission by shifting into reverse while the car was being driven in a forward speed.

Apparently the Sellers was offered in two models: a run-about and a touring car, although some references state that only a touring model was made. The five-passenger model was priced at \$1,700 with E&V carbide headlights included as standard equipment.

Sellers factory output averaged approximately three cars per week, which was just not enough to support the large overhead which included some 30 employees. As 1912 arrived the Sellers Motor Car Company was sinking quickly, and there was no new money to keep the company going. The end came in June of that year when the company was purchased by Central States Engineering who would relocate and begin the manufacturing of clutches.

The factory itself, located at 305 South Main Street in Hutchinson, was taken over by Guy C. Rexroad, who built several more Sellers cars out of the remaining parts inventory and then proceeded to operate a service and repair station for the cars. The company slogan would still be true: "No Waiting For Repaires When You Own a Sellers."

The once-noisy factory is no longer standing. Ironically, in its place is a modern-day auto graveyard, but there are still a few old timers who recall seeing Sellers motors, bodies, an partly finished cars piled high in a corner of the Smith's farm just outside of Abbyville. Before you jump in the old family pick-up and head for Kansas, remember that the year of the sighting was 1919.

### ACKNOWLEDGEMENTS

*I would like to express my sincere thanks to Ruth Neill and Gene Whitney of Hutchinson, Kansas, for their help with the preparation of this article.*

*Also, a special "thank you" to Helen Crissman, editor of "The Hutchinson Honker," a regional HCCA newsletter, for her help in obtaining information related to the Sellers motor car.*

Steve Richmond



THE SELLERS 5-PASSENGER TOURING CAR—\$1,700

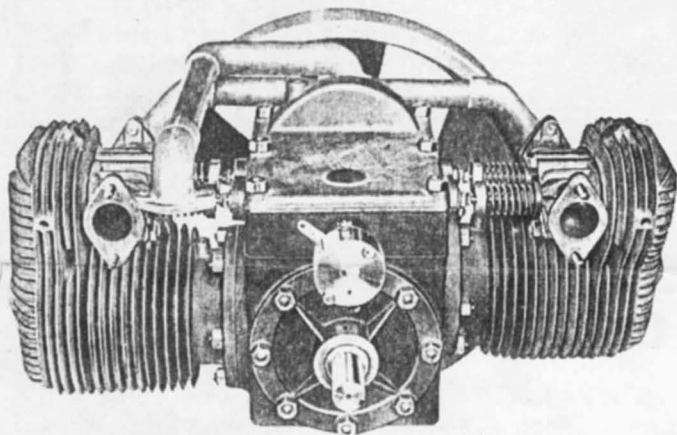
*From R. B. Brigham collection*

### INFORMATION WANTED

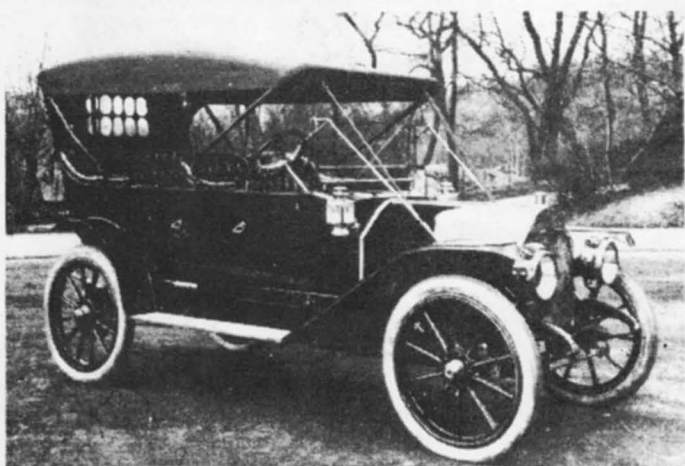
**ALBERT J. FARMER:** Seek information on his life and work. Particularly interested in his dohc engine, as specified for the Drexel car of 1916-1917. **Griffith Borgeson, Campagne Mirail, La Motte d'Aigues, 84240 La Tour d'Aigues, France.**

## ENGER: From Highwheeler to V-12

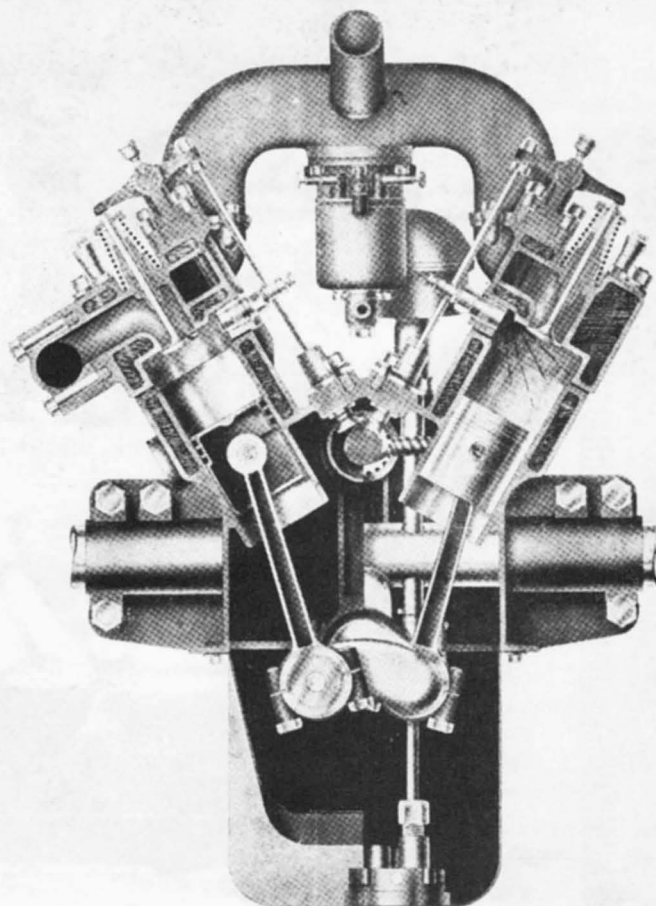
The Enger Motor Car Company, of Cincinnati, Ohio, was organized by Frank J. Enger, and this new company's first effort was the car pictured on the back page of this *Journal*. It was a highwheeler, powered by an 18 hp two-cylinder air-cooled engine of 18 hp, with cylinder dimensions of 4½-inch bore by 4-inch stroke and mounted under its hood. Power to the car's rear wheels was delivered through a cone clutch, a two-speed and reverse transmission and chain drive. The engine was made by the Carrico Motor Company, also of Cincinnati, who probably manufactured the transmission and jack-shaft as well. The price of this car, the Enger Model D, was \$725.



The Model D Enger was propelled by this 2-cylinder, 18 hp Carrico engine—a powerplant used in several highwheeled makes circa 1909.



In 1910 this Model 40 Enger replaced the earlier highwheeled Model D. Improvements followed each year, and in 1915 a six cylinder Enger was added to the line, and in 1916 the first Enger V-12 was announced.



Cross section of Enger V-12 engine

Frank Enger was obviously aware that the days of the high-wheel cars were drawing to a close, for in 1910 he introduced a handsome, contemporary five-passenger touring car, the model 40, followed by improved models each year thereafter until 1916, when the Enger became one of the earliest cars with a V-12 engine.

Late in 1916 the V-12 engine was modified so that it could be run on either six cylinders or all twelve, with the choice selected by the driver by means of a lever conveniently located within his reach.

This, however, was not the first nor the last automobile with an engine which gave the driver a choice of the number of cylinders he wished to use. George Schebler, of Indianapolis, built a V-12 experimental car in 1907 which could be run on either six or twelve cylinders. His car was still running as late as 1915. Also, in recent years, Cadillac offered its now discontinued and unlamented 8-6-4 (or was it 4-6-8?).

Very early in 1917, with his business on the verge of receivership, Frank J. Enger shot himself in his office. There is evidence that he assumed that his vice president, Daniel McLaren, would try to continue the business, but Enger's widow petitioned for receivership, stating that the company's assets amounted to over \$300,000. When the company was sold at auction, however, on July 6, 1917, it brought only \$70,000.

*Editor's note: The Carrico 2-cylinder engine used in the first Enger cars, was popular with makers of similar vehicles in 1909, which included Cole (Indianapolis), James (Lawrenceburg, Indiana), and DeTamble (Anderson, Indiana). Carrico also made 4-cylinder air-cooled engines for the Wolfe, made at Minneapolis.*

1917

1917

The Season's Biggest Sensation

# The 1917 Enger

Twelve and Six—Both in One

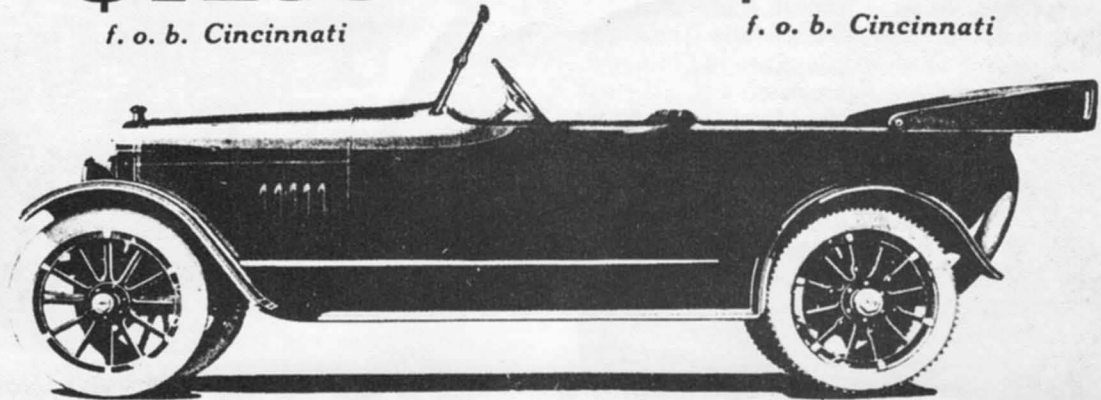
# Twin-Unit Twelve

**\$1295**

*f. o. b. Cincinnati*

**\$1295**

*f. o. b. Cincinnati*



## 35 Miles Per Gallon

**T**HE most marvelous automobile improvement yet invented!

Just move a little lever and the trick is done—the trick that is turning the automobile world topsy turvy.

One minute your car is a twelve with tremendous power for a lightning get-a-way, slow driving in crowded streets, or for hills and heavy going.

The next instant you have a six, for all normal driving—and the

most economical six the world has ever seen—35 miles per gallon—read the affidavit shown below.

Just a touch of the little lever on the steering column does it all—cuts out six of your twelve cylinders and cuts them in again—in an instant.

This Enger invention makes possible the supreme motor car combination—luxury and economy.

In other cars emergency power eats up fuel all the time—needlessly—extravagantly.

In the Enger Twin-Unit Twelve you have emergency power in abundance—but it uses fuel for surplus power only when called upon. The six cylinders that are idling one instant are adding extra power and push the next.

Never has a car stirred up such enthusiasm. Never was a car such an instantaneous success.

For no other car at anywhere near the price even approaches such attainments in either luxury or economy—none at any price combines them.

**Sworn Statement**



STATE OF KENTUCKY )  
COUNTY OF KENTON ) ss. Affiant, J. H. Jolly, being first duly sworn, states that he made 36.8 miles per gallon of gasoline at an average rate of speed of 20 miles per hour, driving an Enger Twin Motor Car 1917 Model, carrying three passengers and equipped with the Economy Mechanical Device, on June 14, 1916, at the Motor Speedway, Indianapolis, Ind.

Subscribed and sworn to before me this 14th day of June 1917.

*John T. Murphy*  
Notary Public, Hamilton County, Ohio  
My Commission Expires February 18, 1918

Write for Booklet "The Story of a Gallon of Gasoline"

The Enger Motor Car Company, Cincinnati, Ohio

1917

1917



*CANADIAN CARS 1946-1984*, by R. Perry Zavitz. 160 pages, profusely illustrated. -Soft -covers, 7" x 10". ISBN 0-934-780-43-9. Bookman Publishing, Baltimore, MD, and available from Motorbooks International, P. O. Box 2, Osceola, Wisconsin, 54020. (1-800-826-6600). \$14.95

The saga of the postwar Canadian automobile is an interesting tale, and unless one lives near the border, that tale is all too frequently untold. True, the cars are generally similar to those produced in the United States, but there are and have been many differences. This is the story of those differences as told by Perry Zavitz, of London, Ontario—an expert on the subject.

Canadian cars fall into different categories, as do cars of any origin. There are those such as the Meteors and Monarchs which are Ford products but produced exclusively for the Canadian consumer. There are the GM and Chrysler cars and, now and then, others. It should not be forgotten that Studebakers were being made north of the border two years after operations had ground to a halt in South Bend, plus the fact that the ill-fated Bricklin was ostensibly an American product, but its site of manufacture was St. John, New Brunswick!

Perry Zavitz has covered the subject nicely and given automotive history something of considerable interest in the field by putting the industry as it exists in Canada into its rightful place in the sun.

Keith Marvin

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*MARYLAND AUTOMOBILE HISTORY 1900-1942*, by Rector R. Seal. 218 pages. 44 black & white photos and 28 black & white ads. 6" x 9". Rector R. Seal, 4005 Ridgewood Road 21206. Hardbound \$16.95 and soft cover \$13.95. Add \$1.50 for postage. (Maryland residents please add state sales tax).

Rector Seal has been researching the automobile industry of Maryland for the last 15 years, and the result is a work touching on several aspects of that industry. The book has been divided into four specific sections, the first of which concerns cars built in the state from the earliest times. It might be called a capsule history as the automotive biographies which range in length from a single page to several, are relatively brief. Some of them are illustrated by photographs or sketches of the cars in question.

The second part is a listing of Baltimore automobile dealers over the years and, where known, the makes of cars they sold. This, of course, is highly specialized information but would undoubtedly have an added attraction for Marylanders. The third part is a description of eight Baltimore Automobile Shows ranging from 1906 to 1940, with descriptions of the cars on exhibit. The final section is entitled "The Automobile in Maryland" and deals with various aspects of the motorcar ranging from regulations and law enforcement to motor vehicles in municipal service.

*Maryland Automobile History 1900-1942* would make an excellent adjunct to Willard J. Prentice's excellent history of Maryland and District of Columbia cars which appeared in the September-October and November-December issues of *Antique Automobile*.

Keith Marvin

*ALFA ROMEO GIULIETTA*, by Angelo Tito Anselmi, with the collaboration of Lorenzo Boscarelli, in Italian. Published by Libreria dell'Automobile, Corso Venezia 43, 20121 Milan. Hardcover, 9 x 12¾ inches (22 x 32.5 cm), 192 pages, 36 photos in color, 292 in black and white. ISBN 88-7672-019-7. Price: Italy, 50,000 lire; UK, £28 (including shipping); USA, \$37.00 (including shipping).

This book is the fourth in a series called *le auto classiche* which is being published by Giorgio Nada, owner of Italy's biggest automotive bookselling operation. The book's predecessors are *Alfa Romeo Sprint*, *Lancia Aurelia GT*, and *Ferrari tipo 166*, all written by different authors. The whole series, however, is under the editorial and graphics direction of distinguished historian Anselmi, which gives it a consistent organizational character which is original, logical, lucid and very attractive. It would seem that some English-language publisher would do well to do the whole literally classical series in translation.

*Giulietta* is an enormously comprehensive history of that immortal latter-day classic in each of its forms, from the basic berlina through all of the wonders worked on its platform chassis by Bertone, Pininfarina, and Zagato, as well as variations played by many minor coachbuilders. The text is outstandingly authoritative, being based largely upon interviews with key actors in the creation and development of what was the first car of the marque to be produced in quite large volume. The authorities range from company managing director at the time, Francesco Quaroni, to chief driver Consalvo Sanesi. A very detailed technical section provides data for each of the main Giulietta models, while another deals with the highlights of its remarkably rich competition history. This is covered in fine detail in many pages of tables, while others provide the serial numbers, colors, dates of sale and names of owners for the first hundred or so cars of each model. Being unique in its field, this fine book obviously is a must for anyone with a crush on Giuliettas.

Griffith Borgeson

## DIRECTORY CHANGES AND ADDITIONS

### CHANGES OF ADDRESS

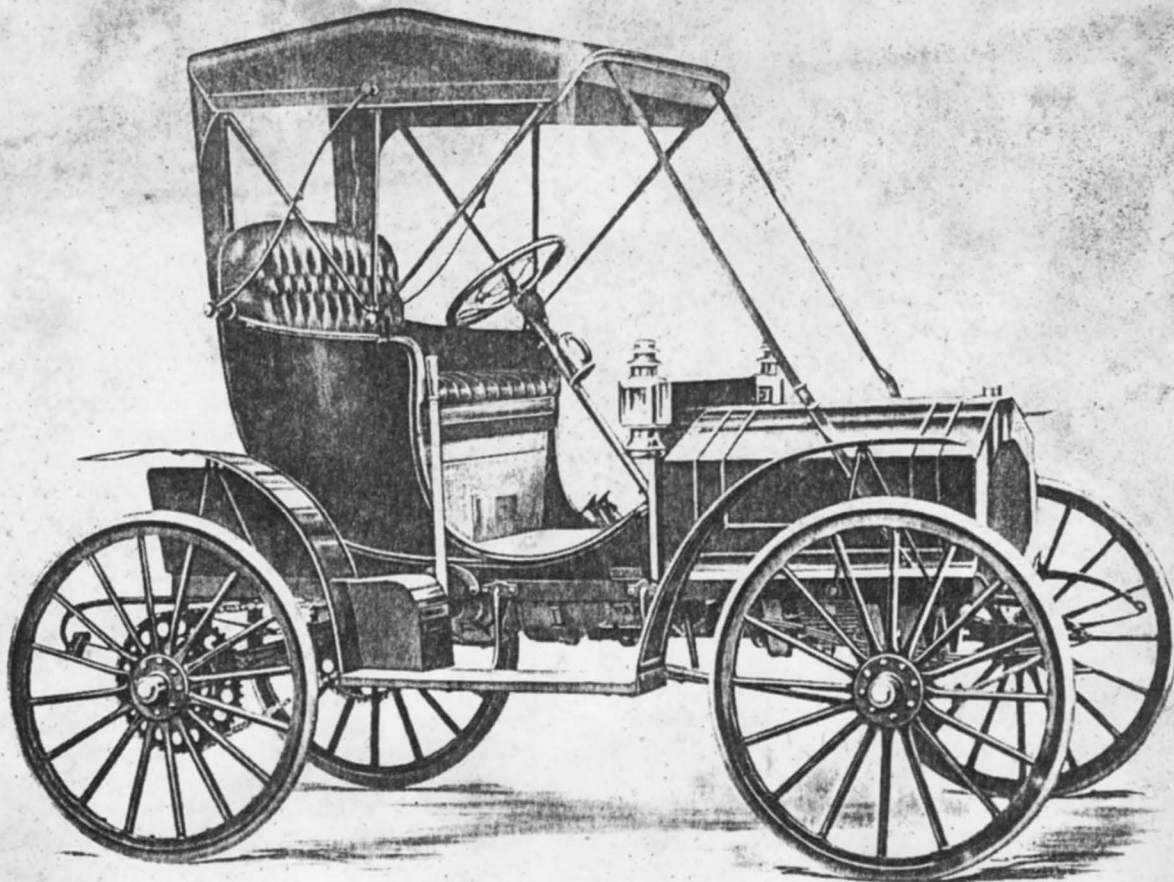
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Z. Taylor Vinson 710 Sixth St. SW Washington, DC 20024	417	Z. Taylor Vinson 1314 Trinity Drive Alexandria, VA 22314	417
Robert F. Gibson 132 N. Cassady Rd Columbus, OH 43209	358	Robert F. Gibson 2285 Ayers Drive Reynoldsburg, OH 43068	358

### NEW MEMBERS ENROLLED

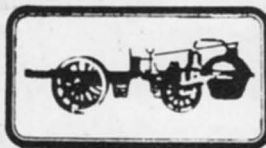
James F. Flannery 3071 Cardin Place Eagleville, PA 19408	1180	Paul K. Habecker 2534 Sand Point Rd Ft. Wayne, IN 46809	1181
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Robert T. DeMars 989 40th Street Oakland, CA 94608	255	Nathaniel T. Dawes 15 Buckingham Ave. Poughkeepsie, NY 12701	178



1909 TWO-CYLINDER ENGER, MADE IN CINCINNATI, OHIO (See page 5) *Picture sent by Cornelius Hauck*



# THE JOURNAL

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