

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

July-August 1987

Issue Number 109

THE 1987 CUGNOT AND BENZ NOMINATIONS AND AWARDS

The Society of Automotive Historians' Cugnot/Benz Awards Committee will accept nominations for these awards from now until September 1, 1987.

This year's Cugnot Award is presented for the best book in the field of automotive history published and copyrighted in calendar 1986. The Benz Award pertains to the best periodical article, or serial article, in the field of automotive history published in the same period. The Committee encourages member nominations, and requests that if you are planning to nominate a work or works for these awards, that you do so at the earliest practicable date so that the Committee members will have adequate time to secure, examine, and consider the subject(s) of your nomination(s).

Works that do not win Cugnot or Benz awards, but that are judged by the Committee to be particularly meritorious, may receive an SAH "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, and includes such topics as business history, sociological interpretation, biography, etc. The wide range of possible topics considered in these awards necessarily means that the selection criteria must be general. Such aspects of works that are nominated as ingenuity and depth of research, soundness of interpretation and elegance of writing are the bases of selection.

SAH members are encouraged to join the Cugnot/Benz Committee members in the nominating process so that the awards will represent, to the greatest possible degree, the thinking of our membership. Do not assume that someone will nominate a work that you think should win an award. Duplicate nominations help the Committee in determining the thinking of SAH members. The Committee is particularly concerned that a worthy article published in an "obscure" journal may escape nomination, and we ask members to bring such articles to our attention. If a particularly obscure journal is involved, please enclose a copy of the article you have nominated with the nomination.

Authors should not be bashful about nominating their own works.

The Cugnot/Benz Committee is chaired by Matt Joseph, who is joined by Bill Cameron and Walter MacIlvain. Nominations should be submitted at the earliest possible date to Matt Joseph, SAH Cugnot/Benz Awards Committee, 7728 Martinsville Road, Route 1, Cross Plains, Wisconsin 53528.

FOR FASTER DELIVERY AND BETTER SERVICE THE JOURNAL NOW TRAVELS FIRST CLASS

The SAH *Journal* is now being sent to all domestic members via first class mail in the hope of providing faster delivery. Copies sent to Canadian and overseas members have always traveled by first class or air mail, and these have usually been delivered promptly, but those sent with third class postage have frequently been delayed for many days or even several weeks, and, since the *Journal* often includes announcements of dated events, in many cases the event has become history by the time the information reaches our readers.

Also, first class mail is forwardable to members who have moved but have neglected to send a change of address notice in time for the next mailing.

Although first class postage costs somewhat more than the bulk rate formerly employed, we have found that the increased cost nearly offsets the cost of labor involved in sorting and bundling each issue by zip codes, and we feel that the greatly improved delivery schedule is well worth the very small increase in mailing costs.

We would very much like to know if delivery of your issues is prompt, or there are still delays. The date of the postmark on your copy compared to its date of arrival will tell you how long it took for delivery.

SECRETARY APPLGATE NOW IN CHARGE OF MAILING LIST CHANGES AND ADDITIONS

Shelby C. Applegate was elected SAH secretary in 1986 to succeed Charles L. Betts, who had been continuously re-elected to that position since 1977. Now she has assumed the job of maintaining the Society's mailing list. This is a part of the secretary's job, in which Charlie has provided yeoman's service for more than ten years, faithfully sending each month to the publications editor an up-to-date list of the addresses of new members as well as changes of addresses of current members.

Effective at once, all address changes and membership renewals should be sent to: Shelby C. Applegate, P. O. Box 501, Mt. Gretna, PA 17064.

DO WE HAVE YOUR ADDRESS CORRECTLY?

Please check the mailing label on the back page of this copy (or, if you're an overseas member, on the envelope in which it was mailed). Any misspellings? - address correct? - P.O. Box number, zip code and member number ok? If not, drop a card with your correction(s) to SAH Publications, 1616 Park Lane, N.E., Marietta, Georgia 30066, USA, and the necessary revisions will be made.



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Letters from our readers

THAT 1091 DATED LONG DISTANCE

From Jim Petrick, 7275 Berwood Drive, Madeira, OH 45243:

What I am writing about is the *Journal*, No. 107, that I received recently. I note that on page 7 you were wondering if anybody reads your stuff, because only one person wrote about your 800 year error. Most people figured it for what it was—a simple transposition of digits.

If you really want HATE MAIL, then just miss a date by one year, like a 1935 vs a 1936 Ford V-8. Then the fun starts. I know of an editor who could testify to that if he were still alive.

AND MORE LONG DISTANCE CARS

From Steve Richmond, Box 1422, Temple City, CA 91780:

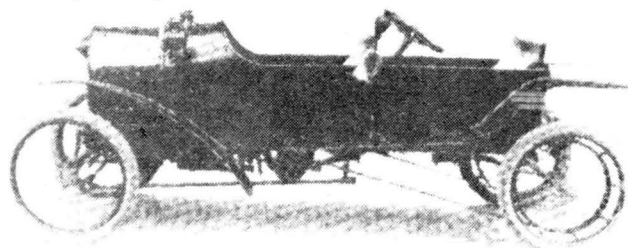
I appreciate the response from Willard J. Prentice regarding the Long Distance piece that I wrote a few months ago. He brings up a very important point. There is ALWAYS the possibility, however remote, that examples of a given car are still around. I gave the impression that there were only two Long Distance automobiles still in existence when, in fact, there could possibly be more. I think that the words "possibly," "apparently" and "it could be" should be used more often, especially when writing about auto history. Mr. Babcock, the owner of the Long Distance, did do extensive research and found only one other example of the marque. Even so, Mr. Mr. Prentice's remarks were well taken, and I appreciated them very much.

MORE BACK-SEAT-DRIVEN CARS

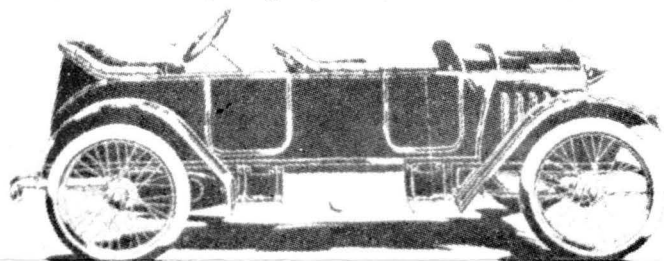
From Steve Richmond, Box 1422, Temple City, CA 91780:

A most interesting *Journal* (No. 108). I wanted to comment briefly on the "Automotive Oddities" segment by Arby Bee. The "Duck" was certainly unusual, being offered with rear seat steering as an option. I think, however, it should be noted that the concept of a rear steering wheel was not originated by Jackson.

The very first just may have been the Rollo, which was British-built in 1911. There well may have been others even before that. There was also the DeCross in 1913 and the Davis in 1914, both cyclecars.

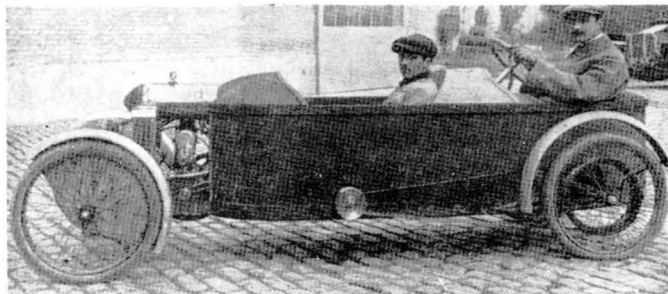


1913 DeCross 2-passenger cycle car, steered from the rear seat



Davis cyclecar, 1914, tandem seating, back seat steering

Editor's comment: Arby has come up with yet another one, the Bedelia, built in Paris, France, in 1912. See photo below.



Bedelia Cyclecar, 1912 (French) with tandem seating, rear seat steering

ONE SOURCE OF MISINFORMATION IDENTIFIED

From Donald J. Summar, 409 Spring Drive, Millersville, PA 17551:

Enjoyed *SAH Journal* issue No. 108 (as always) and found "The Car on the Ten-Dollar Bill" amusing. I had always thought it to be a generic vehicle. but I'm enclosing a photocopy from a trivia encyclopedia which states that the car is a 1926 Hupmobile! I might add that the book, for things I am familiar with, is simply full of overflowing with misinformation.

Someday I may get all my notes together and write up an article to be titled "Charles Duryea and the Dissemination of Inaccurate Automotive Information."

Editor's comment: And now we know where TV and radio commentator Paul Harvey picked up the bit of misinformation he sent out via the air waves back in August 1984.



Advertising in this column is offered free to SAH members on a space available basis. Ads for historical automotive books and literature, photographs, drawings, etc., are acceptable, both for sale and wanted. Ads for automobiles or parts are not acceptable.

LITERATURE FOR SALE

I have several issues of very early automobile magazines that I offer to SAH members before "going public," as per the following listings. All are in excellent condition except as noted;

The Automobile

11 April 1903; 18 April 1903; 4 July 1903; 11 July 1903
18 July 1903; 1 August 1903; 5 September 1903; 12 September 1903
19 September 1903; 3 October 1903; 10 October 1903
17 October 1903; 21 January 1905 (New York Show Issue)
18 March 1905 (Poor Condition); 8 April 1905

The Horseless Age

11 April 1903; 18 April 1903; 4 July 1903; 11 July 1903

I am asking \$25.00 per individual copy (plus \$1.00 postage) but invite offers for larger quantities.
Franklyn K. Brown, 90 Pond St. Holbrook, MA 02343.

FOR SALE: Thirty-year literature collection for sale. U.S., European, Asian, South American, etc. 70-page legal size Xerox copy of list available for \$20.00, to be applied to purchase. First time offered!

Ira H. Goldman, 5 East 76th St., New York, NY 10021.

INFORMATION AND LITERATURE WANTED

WANTED: Any information about a steel-bodied roadster of the late 1950's called the Carsten or Carston. It was built in Wheeling, Illinois, and was entirely based around the Henry J, with cycle fenders that turned with the wheels, and the three-speed column shift was moved to the floor but stayed in the same pattern. You shifted from left to right, rather than push forward and pull back.

WANTED: Any factory literature, sales brochures, salesmen's guides, cloth swatch books, paint chip books, photographs, sales bulletins, service bulletins or anything at all about the Willys Aero of 1952-1955.

Rick Kamen, 220 North Brighton St., Burbank, CA 91506.

SOURCES and RESOURCES

A little more than twenty-seven years have rolled around since I had my first real experience in finding sources and resources in the highly fascinating process of tracking down the facts surrounding the birth and death of small and obscure automobile manufacturing companies. At the time, I was living near the tiny town of Frankton, Indiana, publishing a small but popular weekly classified advertising paper named *The Motomart*, which carried ads for antique automobiles and parts both for sale and wanted. One of the subscribers was Frank Goodwin, of Frankfort, Indiana, some 35 miles west of Frankton. (The similarity of names created horrendous problems for the postal service, since this was before the days of zip codes).

Goodwin was the proprietor of Frankfort's funeral home, but he also was the owner of a small antique automobile museum which contained several rare and interesting vehicles.

WHO'S ON FIRST ?

FIRST WITH BUMPERS AS STANDARD EQUIPMENT?

A question asked in *SAH Journal* No. 108 as to which American automobile manufacturer was the first to equip its cars with front and rear bumpers as standard equipment has brought the following response from Walter O. MacIvaine of Manchester, Connecticut:

"The first American car to have bumpers front and rear was the Pierce-Arrow of mid-1914, Series 3. The rear bumper covered the gas tank but not the fenders."

HEATERS FOR AMERICAN AUTOMOBILES

The automotive trade directories list manufacturers of automobile heaters as early as 1912. With only about a half dozen exceptions (hot water or electric), all of them utilized the hot exhaust gases from the engine, which were passed through a finned cast iron radiator mounted under a grille on or beneath the car's wooden floorboards. Not until the late twenties did most of the heater manufacturers turn to the hot water type, and these were made as accessories by a large number of companies.

The question is: What American auto maker was first to offer heaters of any type as standard equipment on at least some of its models?

One evening early in 1960 he phoned me, seeking information about the Bour-Davis car which had been produced in Frankfort in very small numbers in the fall of 1917, and which failed in February 1919. This company also announced the soon-to-be-built Shad-Wyck, which was advertised but never produced—not even a prototype.

Goodwin invited me to visit him in Frankfort, and a couple of days later I drove there to spend an extremely interesting day. Goodwin had located a former employee of the automobile company (Shadburne Brothers) who had helped to build every Bour-Davis car that was made there. His story was accurate and easily confirmed by a trip to the local public library and also to the newspaper office. Later in the day I stopped at a small doughnut shop and made the acquaintance of a regular patron of the place. He was a very old man who went to this place almost daily, mostly for the purpose of joining in the endless discussions which are usually a feature of such small neighborhood places. He remembered the company well, and told me a great deal about its methods of raising money, and its promises to the townspeople which may have been sincere but were never fulfilled.

I returned home with more information than I had hoped to get, and the makings of a good story which later appeared in the second issue of the *SAH Newsletter*.

In small communities, where a great many of automobiles were made from the beginnings of the industry until the teen years, the local librarians can often put you in contact with some of the town's elderly citizens who remember very well the doings of these early auto makers and are eager to talk about them. Local newspaper files generally contain stories of them, and county courthouses can provide records of incorporation. And if you can't take the time to actually visit these places, a letter to the public library or chamber of commerce (with a stamped, self addressed envelope) will almost always bring some sort of reply.

R. B. Brigham

The Golden Oldies

1909 PACKARD '30' SHOWS MANY IMPROVEMENTS TO 1908 MODELS

This article has been taken, with very minor changes, from Horseless Age magazine of June 24, 1908. It describes the many detail changes made to the Packard '30' of 1908 to update the car as a 1909 model.

One of the first of the new touring cars for 1909 to be announced to the public is the Packard "Thirty," of which a number of photographs are shown on the opposite page. The car differs only in a few points from the 1908 Packard model. The separate lever for operating the reverse gear has been done away with, and the gear-shifting lever is now hinged to its shaft. Swinging it in towards the center of the car, from the neutral position, throws in the reverse by means of a bell crank connection. The idler between the cam shaft driving gear has been done away with. The front end of the fore and aft steering connection has been raised above the axle so that it's arc of travel corresponds with the axle movement. Means have been provided for closing the primary air supply to the carburetor when starting in cold weather. The pump has been changed from gear to centrifugal.

A 5-gallon reserve supply of gasoline has been provided for by a separate compartment within the main tank. Both this and the regular supply are turned on or shut off by a handy lever at the side. A panel has been added at the top of the tonneau door. A small compartment opening into the tonneau has been provided between the backs of the divided front seats. Visors have been added to the forward ends of the front mudguards. The folding chairs in the tonneau are now a part of the regular equipment.

Following are the chief specifications of the new model:

The motor is a 4-cylinder vertical watercooled of 5 inch bore by 5½ inch stroke, giving 30 horsepower by European rating. The cylinders are cast in pairs, with water jackets and valve chambers integral. The castings for the cylinders, exhaust manifolds, pistons and piston ring blanks are made in France. The pistons are ground and fitted with four ground rings, and the cylinders, pistons and rings are lapped together.

The crankshaft has all bearing surfaces ground and bushed with Parsons white bronze. The connecting rods are drop forgings and have the crank pin bearings bushed with Parsons white bronze and piston pin bearings with Packard special bronze.

Inlet and exhaust valves are located on opposite sides of the cylinders, are mechanically operated and interchangeable. The cam shafts are enclosed within the motor crank case. All cam shaft as well as magneto and water pump gears are contained in a separate, but integrally cast, oil-tight extension of the crank case.

The crankcase is cast of aluminum alloy in three horizontal sections. The uppermost section forms the engine base and is supported directly on the side frames. On each side between the transverse supporting arms is a horizontal, integrally cast web entirely enclosing the space between the motor and the frame. The crankshaft bearings are held between the uppermost and middle sections. The bottom section is an oil well, easily removable for inspection or adjustment of the connecting rods, cam shafts, etc., without disturbing the crankshaft bearings. The crank case is divided into front and rear compartments by a central partition, which supports the middle crankshaft bearing.

The carburetor is of the company's own design and manufacture. It is of the float feed, aspirating nozzle type, with

automatic auxiliary inlet. The auxiliary air inlet is a poppet valve under the control of an adjustable coil spring, and automatically governs the intake of air. Spring tension to suit different atmospheric conditions is regulated by a small lever on the dashboard. The carburetor is kept at a uniform temperature by warm water circulating through a jacket surrounding the mixing chamber. For starting in cold weather there is provided a primary air intake shut-off.

Positive water circulation is secured by means of a gear-driven centrifugal pump. A special feature of this pump is a hydraulic pressure lubricated thrust bearing. The radiator is of the cellular type and combined with a tank. A belt-driven ball-bearing fan is adjustably mounted on the front of the motor base.

Ignition is by jump spark from an imported Eismann low tension magneto, mounted on the left side of the motor bed and direct gear driven by enclosed gears. A Fulmen imported storage battery permits starting the motor from the seat. The transformer coil for magneto current and vibrator coil for battery current are arranged as a unit in a box on the dashboard, with a single hand lock switch between. The commutator for the battery primary current is carried on a vertical shaft at the rear of the motor, and driven from the cam shaft by enclosed bevel gears. The distributor, high tension wires and spark plugs are common to both magneto and battery systems. Universally jointed knife switches are provided.

Lubrication is by splash. Oil is pumped separately to the front and rear compartments of the crank case. The double plunger oil pump, with adjustable strokes, is accessibly located at the left of the motor and driven by a worm on the exhaust valve cam shaft. Oil is pumped from a vertical copper reservoir close to and between the pairs of cylinders, so that oil will be warm and kept in fluid easily flowing condition even in the coldest weather. There are two drip-sight feeds on the dashboard. The crank case drain cocks have anti-clogging devices.

The motor speed is regulated by a hydraulic governor, acting directly on the butterfly throttle. A pedal cuts the governor out of action for instantaneous acceleration and high speed running. The throttle is also under control of the hand lever on the steering wheel. Another lever on the steering wheel advances and retards the spark.

The clutch is of the internal expanding ring type.

The propeller shaft, connecting the clutch with the change-speed transmission gear, has effectively encased universal joints at each end. The speed-changing set, bevel gear final drive and differential gear are contained within a rigid aluminum housing, forming a rear axle unit. The housing is internally ribbed and provided with inspection holes. The differential gear unit is supported by its own bearings so that the live rear axle may be withdrawn without disturbing the gears. Three forward speeds and reverse are obtained by sliding gears, the third speed forward being a direct drive. All gears in the rear axle housing, as well as the rear axle, run on annular imported ball bearings.

Four brakes, all acting on rear wheel brake drums, are provided, viz, external contracting brakes operated by a pedal for regular use, and internal expanding brakes operated by the emergency hand lever. A drum disc entirely encloses and protects each internal brake.

Steering is by a large hand wheel, with worm and sector gear. The worm and sector are forged integrally with their respective shafts. The steering spindles and the jaw-type yokes

are drop forgings. The steering knuckles have imported ball thrust bearings. All steering connections have grease cups, and the steering rod universal joints are encased.

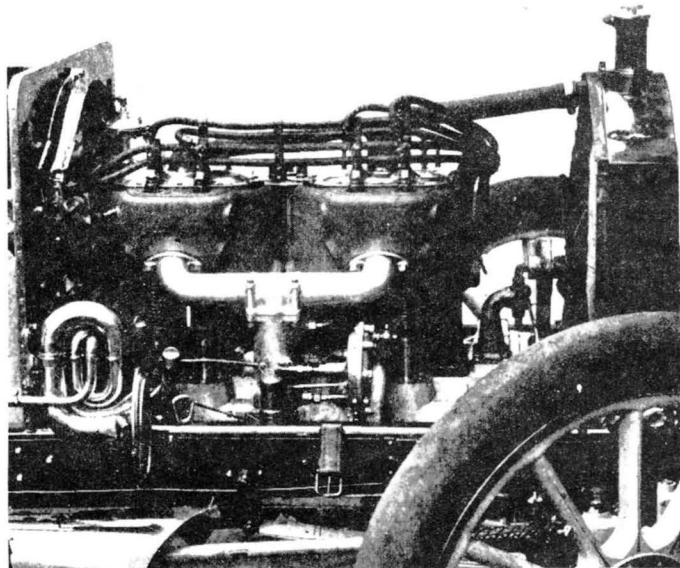
The frame, of pressed steel, is arched above the rear axle to provide increased spring action without raising the body. The top and bottom flanges of the side bars have integral gussets for the reception of cross members. All rivet and bolt holes are drilled in rigid jigs. All springs are semi-elliptic, the front ones 40 inches and the rear ones 56 inches long.

The front axle is steel tubing of large diameter and heavy gauge. The stationary sleeves of the rear axle are steel tubes pressed into and riveted within flanged collars bolted to the differential housing. The wheelbase is 123½ inches and the tread 56½ inches. The wheels are 36 inches in diameter, with 4-inch front tires and 4½-inch rear. The copper gasoline tank is located under the front seat and has a total capacity of 21 gallons. The capacity of the water circulating system is 5 gallons; that of the copper oil tank one gallon.

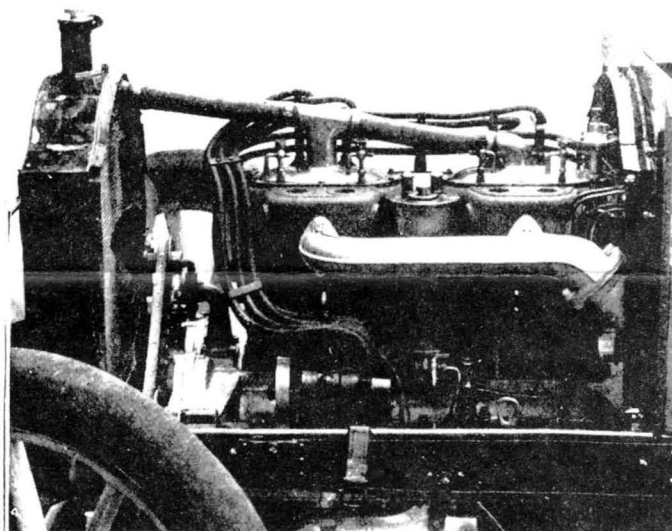
The capacity of the standard touring body is seven persons, the tonneau having two folding seats. The body is made of sheet aluminum panels over a wood framework. The seats are upholstered in black straight grain leather, over curled hair and with spiral spring support throughout. The tonneau is provided with brass foot rail, coat rail and pockets for goggles, etc. The aluminum bonnet opens from either side, is secured by hand latches and a leather strap, and is readily removable.

The aluminum front fenders are easily detachable and provided with integral aprons, preventing mud and water from splashing between the fenders and the car. There is a metal apron between the frame and running board on both sides.

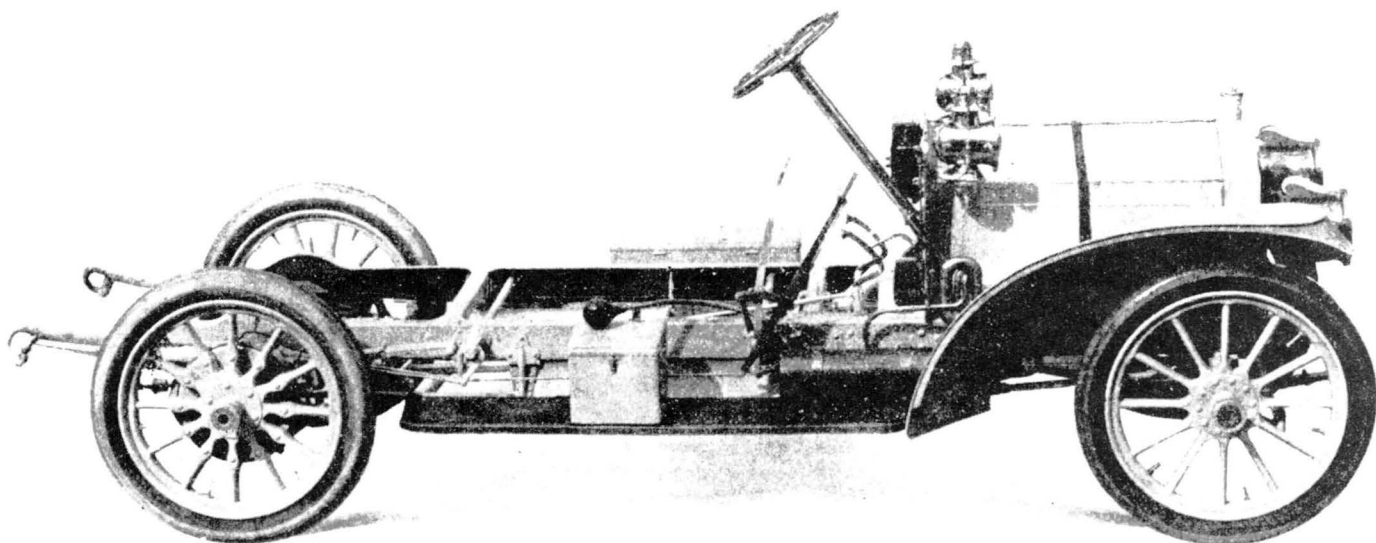
For a runabout body the wheelbase is made 108 inches instead of 123½ inches. Motor and driver's seat are placed farther back on the frame than in the touring car, to properly distribute the weight. The steering post has greater rake, and the divided front seat is lower. The gasoline tank is on the rear of the frame and has a capacity of 27 gallons. The gasoline feed is by a simple automatic pressure system. A rumble seat is located above the gasoline tank. The standard tire equipment is 3½ inches in front and 4½ inches in the rear. The close-coupled body and the limousine and landaulet bodies are fitted to the standard chassis.



INTAKE SIDE OF 1909 PACKARD ENGINE



EXHAUST SIDE OF 1909 PACKARD ENGINE



CHASSIS OF PACKARD "THIRTY," 1909 MODEL

A MOTOR HOME OF 1909 BY JIM VALENTINE

Jim Valentine is a leading authority on the cars made in southern California in general and Los Angeles in particular. His story about this early motor home has been reprinted from the April 1987 issue of the newsletter of the Southern California Chapter of the SAH.

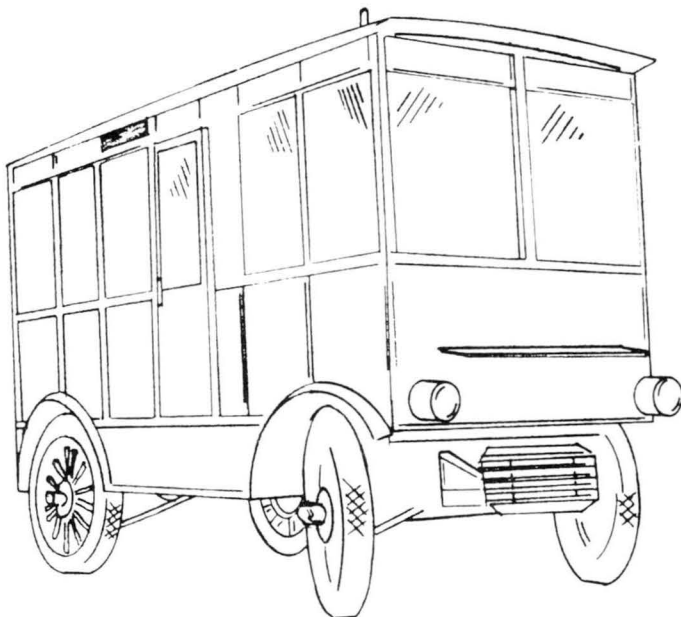
Mining engineer Henry W. Larson of 723 West Third Street, Los Angeles, began building a camping-type desert prospecting vehicle at his home during 1908. He used a proprietary two-cycle three-cylinder air-cooled engine mounted at the rear with friction drive to each rear wheel. The chassis was designed with a wheelbase of 108 inches and a track width to match that of ordinary desert wagon trails. The car was 54 inches wide, 84 inches high, and 13½ feet long. It had solid tires and traveled at 15 miles per hour.

The fully enclosed body had a right-hand driving position. Plate glass was used on all three sides of the driving area, in the right side entry door, and in the wide rear access door. Narrow panes were used all around just under the slight roof overhang, tilting inward for ventilation when desired.

The interior was equipped with chairs, a collapsible table, lamp, cooking stove, kitchen cabinet, sideboard, fireless heater, chemically cooled water tank, and even electric lighting. The seat back of the two-passenger front bench seat was reversible for use at the table during meals. Fold-down berths were mounted to the sides of the rear compartment.

The 33 horsepower engine also had a belt driven power takeoff to power an ore crusher which, with a pulveriser and a rotary flame burner, was used to evaluate rock samples in a fraction of the time usually required.

The car was used by Mr. Larson and his wife for extended desert tours. It carried 40 gallons of gasoline, 25 gallons of oil, and 40 gallons of water for the travelers' use. The couple planned their first prospecting trip to Death Valley in December 1909, shortly after the vehicle appeared in the *Los Angeles Times* under the headline "Prospector Builds Novel Desert Motor Car Palace." The car was later shown in *Motor* magazine in 1911, at which time the tires had been changed to pneumatic. Its other features appeared little changed.

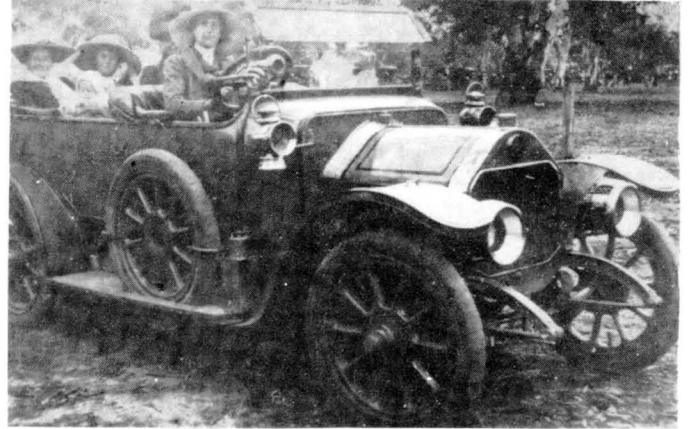


Sketch of Henry Larson's 1909 Motor Home

AUTOMOTIVE ODDITIES

by
Arby Bee

TWO CYLINDERS—TWO CRANKSHAFTS—NO VALVES



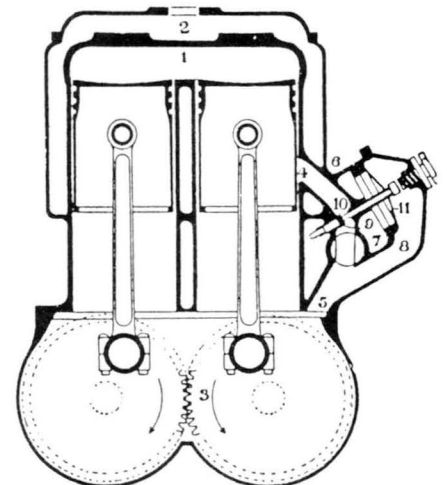
1913 VALVELESS DODSON

This photo and the text below are taken from *The Sporting Car Club's South Australian Motoring History Book No. 2*, published by The Sporting Car Club of South Australia, Inc., contributed to the SAH by member G. H. Brooks, of Tranmere, South Australia. We have conflicting references to this car, but apparently it was built by Valveless Cars Ltd (1908-1914), Huddersfield, Yorkshire, England.

"Orthodox in appearance externally, the Valveless Dodson had a two-stroke engine, the two cylinders of which had a common combustion chamber. Each piston had its own crankshaft and the two shafts were geared together, rotating in opposite directions, an arrangement which gave excellent balance of the moving parts and freedom from vibration.

"Motors Limited [an Australian dealership] began business in 1911 with the agency for the Valveless, somewhat to their sorrow, as they found them not to be altogether trouble-free. Their worst failing was the common two-stroke fault of refusing to start when the engine was hot. More than one car was destroyed by fire, possibly due to backfiring. A number of owners did get satisfactory service from their Valveless Dodsons, even coming back for repeat orders, while they were still to be seen on the roads in the twenties, in many cases converted into light lorries."

Horsepower 15.6
Bore 112 mm.
Stroke 127 mm.
Disp. 2500 cc.





Welcome
New Members

NEW ENROLLMENTS, MAY 30 THROUGH JULY 1, 1987

AUTOS ON THE WATER: A HISTORY OF THE GREAT LAKES AUTOMOBILE CARRIERS, by Lawrence A. Brough, 516 Yorkshire Drive, Newark, Ohio 43055. 67 pages, 67 black and white illustrations. Soft Covers, 8½" x 11." ISBN 0-910347-06-9. Published by Chatham Communicators, Inc., Columbus, Ohio 43214 and available from J. A. DeVito Bookstore, 35 West Church Street, Newark, Ohio 43055. \$8.95 plus 75c postage.

"Dedicated to the glory of God and in memory of the officers and seamen who served in the movement of new automobiles on the Great Lakes," *Autos On The Water* is an important contribution to that which we see as automotive history.

SAH member Brough has done his homework well and recorded the great successes and failures of the many vessels and the companies which operated them on the Great Lakes for a period extending from 1917 to the end of the 1950's. There were successes in many cases, and over the years tens of thousands of cars built at locations on the lakes were transported economically—Pierce-Arrows and such westward; Nash, Case and Kissel to the east. Water travel was cheaper by far than rail in those days unless the distance was a short one, the highways of the times were hardly ideal in getting cars from the manufacturer to the dealer.

But the operation had its tragic side as well, and the Great Lakes auto-carrying steamers had more than their share of mishaps due to storms, accidents and the like, and many a ship was consumed by fire. Many others sank with their automotive cargos, one of these being the *Lakeland*, which, on December 22nd in 1924, went down with a cargo of 75 Rollin cars aboard. The author notes that "The ship remains to this day on the bottom of Lake Michigan, not out of reach of the divers who have visited her. In 1979 divers brought up from her decks the remains of a 1923 Rollin automobile, one of many still on board undelivered" and which, by the way, appeared in an excellent article in the October 2nd 1979 issue of *Old Cars*, then not yet a weekly.)

The tale is fascinating from one end to the other, and no one has to look twice to really comprehend that some of these behemoth steamers could take on a thousand cars or more in a single sailing, without thinking for a minute that there are ships today which can carry more than 6,000!

But this is now and that was then. Ever stop to think of the cars quietly in the hold of R.M.S. Titanic? There were some, you know. This book got me thinking. Illustrations range from the actual ships to such shots as a spanking 1936 Packard Club-Sedan over the edge of the boat in a storm—destination: Davy Jones' Locker!

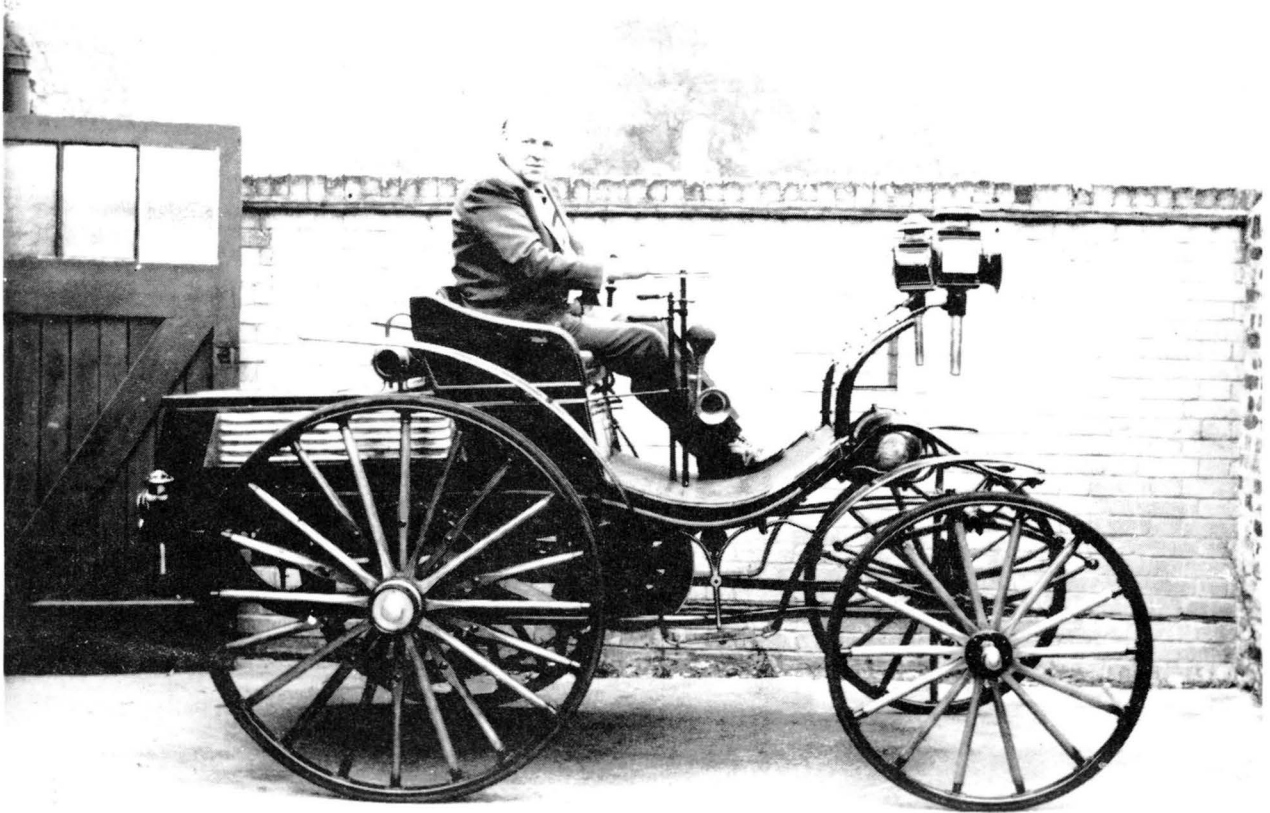
Author Brough has done automotive history a service here and it is a book I heartily recommend. There are a few typos (e.g. Hupmobile for Hupmobile or Sterns for Stearns,) but who really cares? This is a good story and it has been put down for all to see.

Keith Marvin

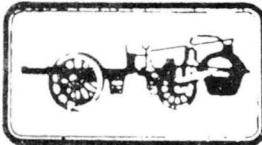
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A Benz Victoria of 1893, powered by a one-cylinder, 5 horsepower engine. It is owned by Bernard W. Garrett (SAH No. 336) of the Benz Registry, Kiepersol, Rockfield Road, Oxted, Surrey, England RH8 0HA. The car's registry number is A42. Mr. Garrett contributed this photograph.



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