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OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

September-October 1987

Issue Number 110

THE SECOND ANNUAL OSCEOLA HISTORIC LITERATURE SWAP EVENT

The following special notice arrived just too late for inclusion in the July-August issue of the *SAH Journal*, and a separate notice has already been mailed to U.S. and Canadian members. However, since this September-October issue is being sent out quite a bit ahead of schedule to allow time for work on the next *Automotive History Review*, we are repeating the same information here as a reminder to those who may have not yet decided about attending this Literature and Book Sale. (Try it—you'll like it!)

The Wisconsin region of SAH will host, and SAH will sponsor, the Second Annual Osceola Historic Literature Swap Event on September 12, 1987. This literature only swap meet is designed to provide an opportunity for serious literature vendors and collectors to buy, sell, trade, and discuss historic automotive literature.

The SAH Historic Literature Swap Event is held in conjunction with the the Classic Motorbooks/Motorbooks International Wheels & Wings automotive and aviation meet. Several hundred collectible cars and vintage aircraft attend Wheels & Wings every year, and there is an opportunity to browse the Classic Motorbooks warehouse and to purchase current titles at a discount. Classic Motorbooks also offers substantial discounts on a variety of overstocked, damaged, and non-current titles during the Wheels & Wings meet.

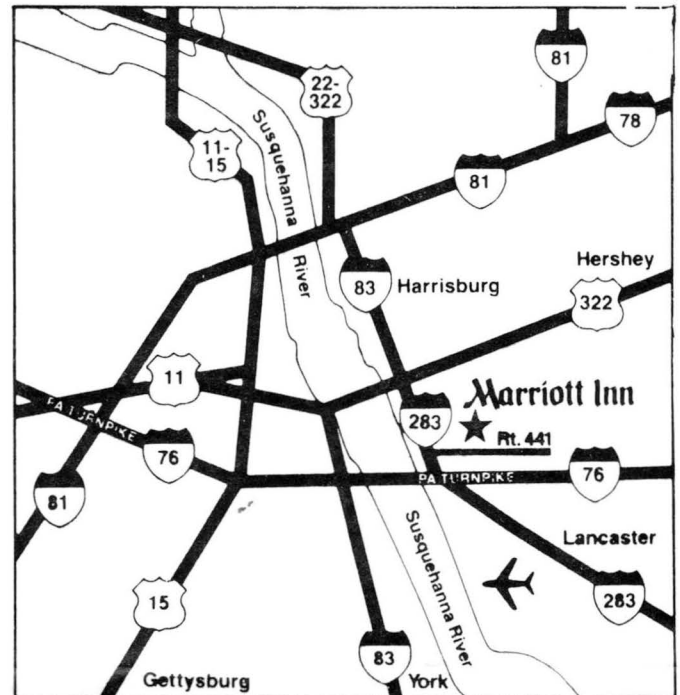
The Historic Literature Swap Event provides tent space to about twenty vendors, and outside space to about twenty more. Spaces are 10' wide and 15' deep, and cost \$20 for the under-tent spaces and \$15 for the outside spaces. Spaces can be occupied as early as 8:30 AM on the day of the meet and should be vacated no later than 3:00 PM. Spaces can be reserved by mail, but will also be sold on an as-available basis on the day of the event. If you want vending space, it is best to reserve it in advance.

Osceola, Wisconsin, is about an hour's drive northeast of Minneapolis. Upon request, we will gladly provide a map of the access to and area of Osceola, and a list of local accommodations. If you are unfamiliar with this area—the St. Croix Valley—you will find that it is one of the most beautiful river valleys in the upper midwest.

Last year was the first year of the Historic Literature Swap Event and the results were encouraging. We expect the event to grow from that beginning and to become one of the most important events in the country for commerce in historic automotive and aviation literature. SAH and the Wisconsin Chapter invite and encourage your participation in this year's event.

For further details, and to reserve vendor space, please contact Matt Joseph, 7728 Martinsville Road, Route 1, Cross Plains, Wisconsin 53528. Telephone (608) 798-4317.

Matt Joseph, Coordinator,
Historic Literature Swap Event



THE ANNUAL MEETING AND BANQUET

If the map at the top of this column looks familiar, it's because it is the same old one we have used for years to announce the forthcoming meeting and dinner at the Marriott Inn, Pennsylvania State Route 441 at Interstate 283, Harrisburg, PA. It's easy to find, and parking presents no problems at all.

This annual affair will be held on Friday evening, October 11, 1987, with a cash bar opening at 6:30 PM, followed by the banquet at 7:30.


The price is the same as it has been for the past several years—\$15.00 per person, which includes all taxes and gratuity.

Immediately following the dinner there will be a short business meeting, with Keith Marvin, President of the SAH, presiding. Results of the recent election will be announced, and the new officers and directors for 1988 will be introduced.

Also, the various awards which are made each year will be presented to the winners, including the Cugnot and Benz Awards, Friend of Automotive History Award, and to several winners of Awards of Distinction.

There will be plenty of time for "table-hopping," greeting the old friends we haven't seen since last year's dinner meeting, and getting acquainted with some new friends—people whose names you may have seen in these pages, but whom you've never met.

A couple of weeks before the date of the meeting, form letters including registration blanks will be sent to all members, but if you'd like to register right away, send your check (\$15.00 for each person) with the names of those attending, to our treasurer, George B.P. Ward, Jr., c/o Maryland National Bank, P.O. Box 987, Baltimore, MD 21203.

 <h1 style="margin: 0;">THE JOURNAL</h1> <p style="margin: 0; font-size: small;">OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.</p>	
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EDITORIAL COMMENT

Misinformation, Russian Style!

Some weeks ago the mail brought a beautiful twenty-page publication, *Soviet Life*, sent to the SAH by member Robert F. Gibson, of Somerset, Ohio. This is a large magazine (10½ by 14 inches) printed in full color on heavy, high quality paper by the Halladay-Tyler Printing Corporation, Rockville, Maryland, with text supplied by the Novosti Press Agency.

This magazine is published by reciprocal agreement between the governments of the United States and the Soviet Union. The agreement provides for the publication and circulation of the magazine *Soviet Life* in the United States and the magazine *America* in the Soviet Union. And, as one would surely suppose, the well-written text is substantially loaded with subtle (and not so subtle) propaganda.

This particular issue contains an article about the Russian motor truck industry, which is fully illustrated with beautifully printed photographs and drawings of both trucks and passenger vehicles, the earliest of which are drawings by the Russian illustrator Alexander Zakharov. The later models (all trucks) are actual photographs.

The oldest model shown is captioned "first Russian auto with internal combustion engine (1896)." Its picture, however, shows a car which, with very minor differences, is identical to the 1893 Benz car, pictured on the back page of issue No. 109 of the *Journal*, and even those differences can probably be attributed to the fact that this is a drawing rather than an actual photo. Most of the drawings of the early Russo-Balt trucks compare favorably with the photos of these vehicles in Nick Georgano's *Complete Encyclopedia of Commercial Vehicles*.

The text which accompanies these pictures provides an interesting account of the development of the Russian auto manufacturing industry, if one can ignore such statements as "By 1937 the USSR (automobile production) had moved into first place in Europe and second (after the United States) in the world."



Letters from our readers

A MYSTERY ELECTRIC?



From D. S. Manson, 157 Ashley Street, Chatswood, N.S.W. 2067, Australia: This photo of an early electric vehicle is from *Scientific American*, of May 1, 1901. A similar electric was in Sydney, Australia, in the same month. A better illustration will be found on page 22 of *Early Days on the Road* by Lord Montagu of Beaulieu and G. N. Georgano, published in London in 1976, where it is described as "probably a Lohner" from Vienna.

This is almost certainly wrong—it must be American. The controls, motor unit and drive look like the Waverleys of 1902/03 illustrated in the *Standard Catalog of American Cars 1805-1942*. The front springs, however, are grasshopper type, not the usual elliptics, and there are no rear springs. The body is sprung from the side-bars on transverse leaf springs.

If anyone can give me a proper identification and an authenticating reference I would be most grateful.

BERNARDI: A CLARIFICATION

From Griffith Borgeson, European Editor, *Automobile Quarterly*, 1499 Monrovia Avenue, Newport Beach, CA 92663: I would like to clarify the following points in my letter concerning Enrico Bernardi in *SAH Journal* No. 108, page 3.

First, it is the *Milleruote* encyclopedia, released in 1973 by the publishers of that Italian giant, *Quattoruote* magazine. An English edition of this valuable reference work was published in 1974 by Orbis Publishing Ltd, and distributed in the United States by Columbia House, then a division of CBS. It was titled *The World of Automobiles*, of which there were 22 volumes.

Second, you omitted the third, fourth and fifth words from *Societa Italiana per la Storia dell'Automobile*. That was the working title of the nascent organization at the time of writing. Then the term "Association" was adopted in place of "Society," as was confirmed on page 1 of the same issue of the *Journal*.

A BIT OF CREDIT TO AN ARTIST

From D. J. Kava, 1755 Bandera Drive, Beaumont, Texas 77706: I enjoyed issue #108, especially the Willys-Overland ad illustration on the back page. Unfortunately, I can't quite make out the artist's signature. Sometimes the artists can be hard to track down. Hudson's "RFH" from the early twenties proved to be elusive for years. In the future, if the artist's signature is readable, could it be noted in the text or caption?

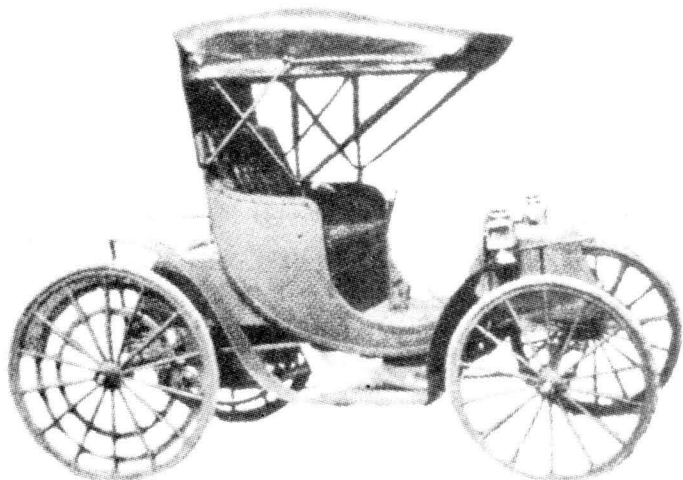
Also, would anyone have anything on one Charles A. Barker, who did a copper etching for a 1929 Hudson ad?

Editor: Actually, D.J., we hadn't even thought about it, but a quick phone call to SAH member Denney Freeston, who is the editor of the Knight-Overland 'Starter,' a publication of the Willys-Overland-Knight Registry, provided the answer. The artist who did this interesting piece of work was Norman Price, who did other Willys-Overland ads as well. And from here on we'll try to identify these unknown and unsung artists who made their own contribution to automotive history.

A 1911-12 DURYEA FROM SAGINAW

From Vic Johnson, 630 Valley Avenue, N.W., Grand Rapids, Michigan 49504: First, let me tell you that I really enjoy your publications as I like history of cars, people, and the locations of the old factories, etc. I have twin hobbies—old cars and old-time radios. Sometimes in looking up old radio history I find a connection to old cars. I was trying to find some details on a Sonora radio I had bought and as it was made in Saginaw there were several cars built there. Maybe some of your readers will know details about a delivery van built in Saginaw (year?) by Charles E. Duryea—location on South Water Street at the foot of Hoyt.

I think our members should write what they know about cars and related items from their areas. We are fast losing our sources of car history. There are still a few people left who either were connected or had relatives in the automobile business in some way.



1911 DURYEA ELECTA, MADE IN SAGINAW, MICHIGAN
Photo from Henry Austin Clark, Jr.

Editor's Note—One of Charles A. Duryea's many ventures into the world of automobile manufacturing took him to Saginaw, Michigan where, in 1911 and 1913 he built a car called the Duryea Electa. Also in Saginaw he acquired the delivery wagon business of the Brooks Manufacturing Company. By 1914 his Saginaw company had gone the way of all of his

previous attempts at auto making. Through failure after failure, Duryea clung stubbornly to a set of design features in which the buying public plainly wasn't interested. His final design, called the Duryea Gem, was produced in very small quantity by his last automobile company, the Crowther-Duryea Company, Rochester, New York, which expired in 1917.

STILL MORE ON THAT \$10 BILL--

From Doug Vieyra, 17687 Kneeland Road, Kneeland, California 95549: I hate to beat a dead horse, and will not belabor the point, but as a Ford researcher of the '28-'29 period I must comment on your article (page 6, May-June '87 *Journal*) of the identity of the car on the ten-dollar bill.

Yes, the Model A Ford advocates are right; more so, the '28-'29 advocates are even more correct. The car is, with very little doubt, a 1929 4-door town sedan (three windows on a side), which did indeed come equipped from the factory with cowl lights. The town sedan was not manufactured in 1928; only the 2-window sedan.

Your suggested hesitancy in fully accepting the sketch as a Model A Ford, I answer with the following.

1. Gas tank cap not apparent. True, but neither do I see a radiator cap, or the top of the passenger front tire—it's only a rough artist's sketch, but I can assume that they are there.
2. Small parking lamps in wrong position; can be answered in either of two ways: (A), the model is actually a standard Fordor (4-door) which came without cowl lights and which were added as accessories (a non-Ford type), positioning them higher than factory equipment. (B), the artist/etcher/lithographer indiscriminately and deliberately moved their location so as to avoid blatant endorsement of Ford by a government agency.
3. Your third point (a "nothing") strengthens this thought. Again, although the Ford Model A had an enormous popularity, and was no doubt inspiring to the government engraver, a clear and distinct image of the Ford Model A on millions of government documents (\$10 bill) would clearly be interpreted by many (including the rest of the auto industry) to be a government endorsement of the car. This, obviously, could not be, hence a deliberate obscuring of a potential "hot potato."

Meanwhile, the artist did none-the-less venture his neck out far enough to give us his feelings of "Fordness" — a strong hint, if you will—for America's new sweetheart, the Ford Model A.

I had fun reading the article, and am glad you ran it.

THE \$10 BILL: A NEW CONTENDER PLUS A BIT OF STEAM CAR HISTORY

Editorial Comment—It was back in 1984 that SAH member Bill Wrigley, of Atlanta, asked me if I had heard a statement by radio and TV commentator Paul Harvey, who had said in a noonday broadcast that the small car pictured on the back of the U.S. ten-dollar bill was a Hupmobile. With the aid of a magnifying glass I examined the sketch of the little car and concluded that parts of it looked like similar parts of other cars, but the car itself looked like no car that I had ever seen, least of all a Hupmobile. An enlarged photo, eight times original size, was made and filed away for possible use as a bit of filler, and it was not used until January of 1987, just to take up a bit of space. I had hoped

Continued on next page—>

that the use of it might produce a couple of letters, which it most certainly did. A few allowed as how it just might have been a Ford; others insisted that it definitely WAS a Ford; a couple of writers, who apparently remembered Harvey's pronouncement said it might really be a Hupmobile, and I, to the outrage of one or two writers, said I took it to be a loose composite of parts of some rather plain-looking cars, and, in my words, a "nothing" (an opinion which I still steadfastly cling to). Thus, to date, we have had three opinions—Ford, Hupmobile, and "nothing," each backed by widely varying degrees of enthusiasm. But now we have a brand new opinion, expressed in the following letter, the writer of which seems to believe that he has settled the question once and for all. I only wish that this could be true, for I'd like to put this thing to rest.

William W. McKay, 104 Grayling Ave., Narberth, PA 19072: There you go again, putting Chevrolet down by ignoring the obvious! The car on the U.S. ten-dollar bill is a 1927-28 vintage Chevy, the car that outproduced Henry Ford's finest because Henry had to shut down to update his product. The attached copy of an *Automobile Quarterly* (vol. 18, #4, fourth quarter 1984, page 443) illustration shows an almost identical vehicle with the proper parking lights, bumper, belt molding, high "wide-spaced" headlights, and of course, no gas tank or gas cap in the driver's lap.

Now that I've managed to solve your problem, perhaps you or a reader could help me solve mine. The Stanley Manufacturing Company may have been formed as far back as 1882, but on December 21, 1887, Frank F. Stanley, Amos P. Tapley, and Charles S. Randall met in the law offices of Franklin C. Payson at 188 Middle Street in Portland, Maine, to formally incorporate the Stanley Manufacturing Company. The company held the rights to what remained of the shoe machinery patents of Gordon McKay (May 4, 1821-?) of Pittsfield, Massachusetts and Newport, Rhode Island. The new company replaced the McKay Sewing Machine Association (1864-1880's) and planned to deal in the manufacture of machinery and business of machinery patents.

By February of 1899 the Stanley Manufacturing Company was one of a small number of businesses manufacturing steam cars under the patents of George Eli Whitney. Their product was called the Stanley-Whitney, which probably didn't hurt their sales. It was reportedly a well-made machine except for a short-lived reluctance to use cotter pins. The vehicles were produced in Lawrence, Massachusetts, in the company shops on the southwest corner of West and Haverhill Streets. This had previously been the location of the Lawrence Machine Company and the McKay Sewing Machine Association shops.

I've managed to dig out the above information but can find no background information on Gordon McKay (Harvard has a Gordon McKay Chair and the Stanley Manufacturing Company papers in its archives), Frank F. Stanley, L.R. Stanley, Amos P. Tapley, Charles S. Randall, and Franklin C. Payson, Esq. In addition, none of George Eli Whitney's papers mention the Stanley Manufacturing Company. Whitney's attorney was George Baxter Upham, but I have not yet tracked down his papers, although they are reportedly held by the Historical Society of Claremont, New Hampshire.

A number of articles have been copied from *The Horseless Age*, *The Motor Age*, and other contemporary publications, but I still need information on these to prepare a history of the Stanley-Whitney which was later called the McKay Steam Car when it was changed to a compound-engined steamer.



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

MARYLAND AUTOMOBILE HISTORY, 1900 to 1942. An early history of manufacturers, dealers and users of motor vehicles. 218 pages, 78 illustrations. \$13.95 plus \$1.50 shipping. Maryland residents add sales tax. RECTOR R. SEAL, 4005 RIDGECROFT ROAD, BALTIMORE, MD 21206.

CLOSE-OUT SALE: The American Car of 1921, a 63-page soft-cover book, size 8½ x 11 inches. Reprinted from the 1921 auto show issue of *Motor Age*. Short descriptions of 119 makes of American automobiles with more than 400 photos of most of the body styles plus three pages of the original prices of these models. Also eight pages of detailed specifications and specifications of the 1921 motorcycles as well. Hundreds of copies were sold at the original price of \$5.95, and the remaining stock is now offered at \$4.00 per copy, postage paid on U.S. and Canadian orders; plus postage on overseas orders. BRIGHAM BOOKS, 1616 PARK LANE, NE, MARIETTA, GEORGIA 30066, USA.

WHO'S ON FIRST ?

Longtime SAH member Hayden Shepley (#254) has made a hefty contribution to the SAH publications, and especially to this column in the form of about forty pages of "firsts" which he has accumulated over a period of a great many years. These pages will remain the property of the Society, and will be passed on to whoever will be my eventual successor as editor.

A few of these will be included in each issue of the *Journal*, with perhaps another one or two for our members to answer. For starters, here are a couple from Hayden's collection:

The first down-draft carburetors on American production cars appeared on the Chrysler line in 1929.

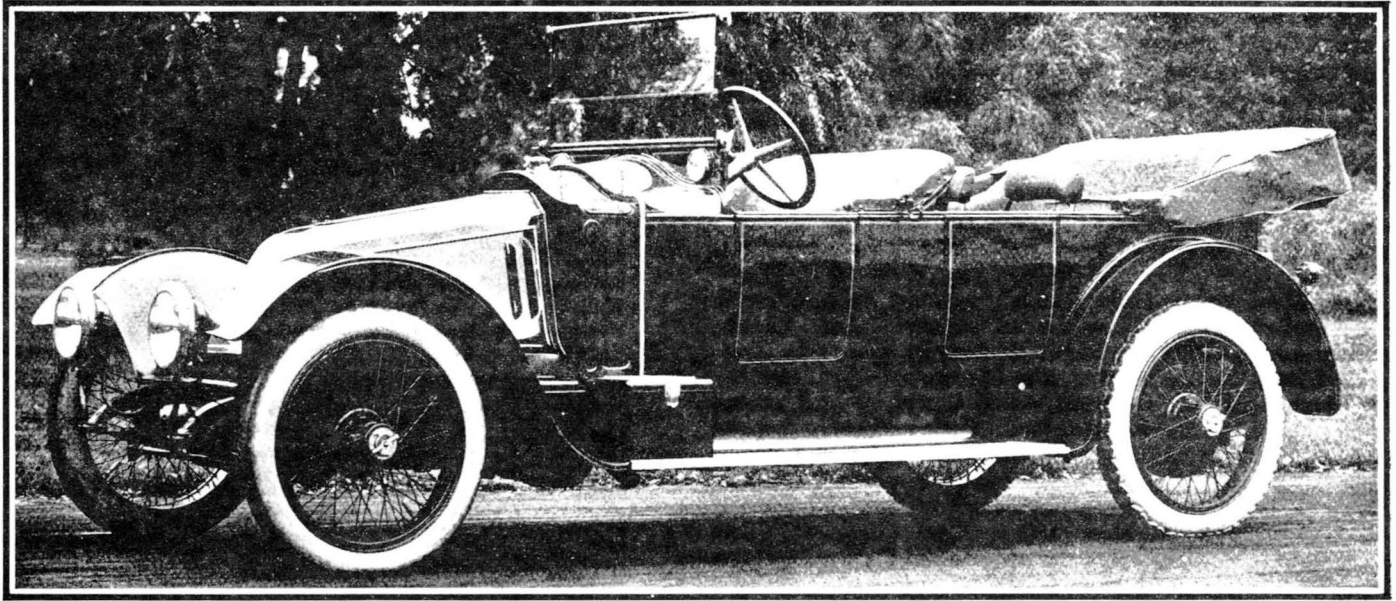
The first American producer to use the automatic choke was Oldsmobile, in 1932.

Now a question: Which American automaker was the first to use hydraulic valve lifters in its engines?

And an answer to our last question: the first American auto builder to offer an exhaust-gas heater on some of its enclosed models was Pierce-Arrow, in 1908. (Because of just plain sloppy housekeeping, I've mislaid the name of the member who sent an answer to this question. This answer is from Hayden Shepley's list).

Literature, information, and the location of any vehicles or parts would be a great help. F.H. Holmes, a fruit grower of San Jose, California, reported a 2,000 mile trouble free trip in June 1900, and in November 1900 told of 6,500 miles use on a StanleyWhitney/McKay vehicle. In February of 1901, a McKay steamer "outfit" was used to power a lumberman's sled in Moosehead Lake, Maine.

Thanks for any help.

*The Golden Oldies***The Keeton for 1914**

THE KEETON 7-PASSENGER TOURING CAR

Mechanically there will be little difference between the 1913 and 1914 products of the Keeton Motor Car Company, Detroit, Michigan, but several new types of bodies have been added which follow European design.

The six-cylinder motor is a block casting of the L-head type, with all the moving parts enclosed. Thermo-siphon cooling has given place to a pump-driven circulation, although the French type of sloping hood and dash radiator are retained. A large fan in the flywheel furnishes air circulation, which is directed in such a manner as to keep the foot-boards and front compartment cool.

The cylinders are 3-3/4 x 5-1/2 inches, and are cast en bloc. The crankshaft has four bearings, which are lubricated directly by means of a gear pump. An Eisemann dual magneto and Zenith carburetor are features of engine equipment.

A multiple-disc clutch is housed in the flywheel, running in oil. Connection to the transmission, which is located amidships, is through a double universal joint. Four speeds forward are provided, with direct drive on third speed and an overdriven fourth speed. Six F & S annular ball bearings are found in the transmission.

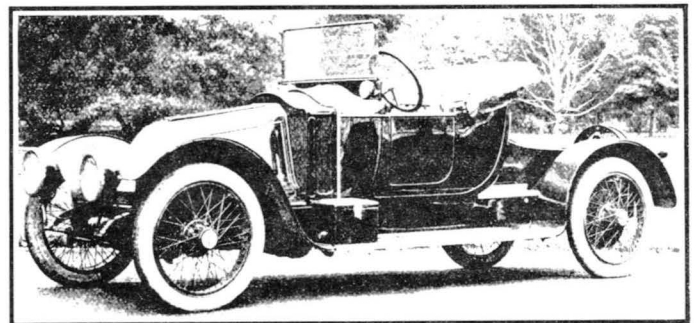
Drive to the rear axle is through a single universal joint and enclosed propeller shaft. The torque reaction is supported by the axle third member, which rides on the shaft. Driving thrust is transmitted to the frame through the rear spring, which is three-quarters elliptic. Gear ratios of 3-1/2:1, 3-3/4:1 and 4:1 are available. Both sets of brakes are internal expanding, there being two drums on each rear wheel. They are operated by pedals. All four wheels are mounted on F & S bearings, floating axle construction being used at the rear.

Nickel steel is the material from which the Keeton frame is made, its largest section being 4-1/16 x 3-3/16 inches. The frame has been lowered 1-1/2 inches without reducing the ground clearance from 10-3/4 inches. The front axle has ball bearing knuckles of Elliott pattern. Wire wheels are standard equipment, an extra wheel being furnished, carried on a false hub at the rear of the frame. The tires

are 34 x 4 1/2 and the wheelbase 136 inches. Left-hand drive and central gear-shift lever are retained from last year. With the dash radiator and the steering column passing through it, the removal of the radiator would be very difficult with a one-piece steering column. So the Keeton uses a two-piece steering column, the ends of which are a ground fit in a strong coupling just in front of the radiator and held from turning by large feather keys and taper pins.

Electric starting and lighting are included in the equipment, as are also a Warner speedometer and clock set. An unusual feature is the patented D-B dust hood and holder, which carries the top boot on the rear top curtain, rolled up very neatly, and securely fastened with four clasps to the curtain when the top is up. This does away with the annoyance of lifting the rear seat cushion to get the boot out or put it away when putting the top up or down.

New body types include a berline-limousine of unusual finish, a two-passenger cabriolet roadster and a five-passenger convertible top phaeton. There are also two-passenger roadster, seven-passenger touring and three-passenger coupe bodies.



1914 KEETON 2-PASSENGER ROADSTER

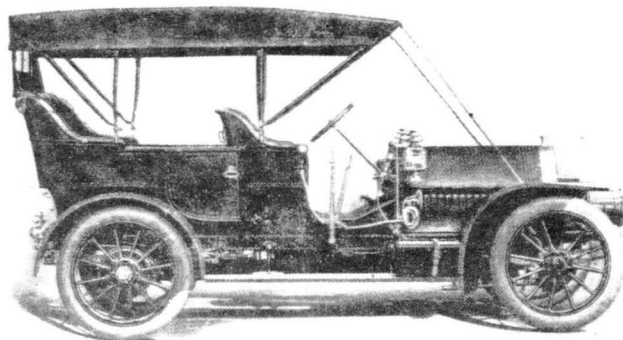
EDITOR: This text, with minor editing, and the photos, have been reprinted from The Horseless Age, December 17, 1913.

SOME BACKGROUND ON THE KEETON AND ITS PREDECESSORS

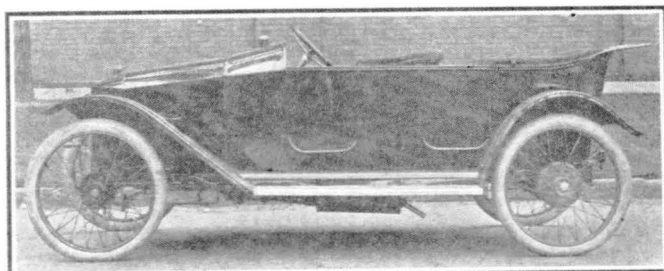
The Keeton automobile was built by the Keeton Motor Car Company, Detroit, a firm founded by Forrest M. Keeton, erstwhile member of the Croxton-Keeton Motor Car Company of Massillon, Ohio. The other principal member of this concern was Herbert A. Croxton, president of the Jewel Motor Car Company, who in 1909 was joined by Keeton, who was formerly with Pope-Toledo. The first product of this joint venture was the Jewel-Keeton taxicab, dropped in late 1909 in favor of the Croxton-Keeton car.

But this partnership, like so many in the early automobile industry, ended in disagreement. Keeton left the company and went to Detroit where he organized the Keeton Motor Car Company. Croxton reorganized as the Croxton Motor Company and moved the business to Washington, Pennsylvania, where it lasted until 1914, succeeded by the Universal Motor Car Company, builders of a cyclecar which failed in its first year.

As for the Keeton Motor Car Company, this firm staggered into 1914 and was absorbed by the American Voiturette Company, which had marketed a small car, the Car-Nation, with some success since 1912. This new organization produced both Keeton and Car-Nation cars. In late 1914 the Keeton line was dropped. Reorganization of American Voiturette as the Car-Nation Motor Car Company failed to save what was left of this enterprise.



The 1908 Jewel Model 40 with a four-cylinder water-cooled engine. Earlier models (1906 and 1907) were 2-cylinder, 2-cycle air-cooled horseless carriage types. The Jewel was succeeded by the Croxton-Keeton in 1909.



The 1913 Car-Nation, made by the American Voiturette Company, 1912-1915, which absorbed the Keeton Motor Car Company in 1914. The Keeton line was soon dropped and the company was reorganized as the Car-Nation Motor Car Company. Small production followed into 1915, when the company was sold.

Croxton-Keeton Flyabout

Automobile Trade Directory, April 1910

Weights 2200 lbs. Will do better than 60 miles per hour. Extremely low center of gravity. Radiator at rear of motor. Wheels, 36 inches; wheel base, 115½ inches. Turns in 30 feet—shorter than any American car built of its wheel base.



REGISTRATION PLATES OF THE WORLD (Second Edition), by Neil Parker, John Weeks and Reg Wilson. 558 pages. More than 4,000 black and white photos. ISBN 0 9502735 2 X, (Paperback). Published by EUROPLATE (The European Registration Plate Association), and available in the U.S. from Gerald D. Boone, 1713 West 28th Street, Lorain, OH 44052. \$17.90. Hardback edition also available at \$26.90.

Nearly, if not everyone, who is interested in automotive history has encountered those annoying occasions where a number plate might readily be the key to an old car's origin or place of registration and yet have no idea what it might be. *Registration Plates of the World* covers in minute detail the subject of license plates, and whereas it is primarily focused on the plates of today, there is considerable material on the earliest plates as well as illustrations and, for this reason alone, *Registration Plates of the World* is an ideal reference source.

Some 286 pages larger than its 1979 predecessor, this is the most complete encyclopedia on the subject ever produced, and is likely to remain so for some years to come. It covers 340 countries, territories and smaller enclaves from every part of the world as well as such former countries as Latvia, Estonia, Lithuania, French India, etc.; countries which tried but didn't make it such as Biafra and Katanga, and the fake South African "republics" such as The Transkei and Venda. Various alphabets and numeric systems are presented in chart form for those who can't read Cyrillic, Burmese, and the like, and a splendid foreword gives the reader the history of the first registrations, how and when they began, and their progression through the years.

The United States and Canada are taken state-by-state and province-by-province. As systems vary with annual changes, every-now-and-then changes and infrequent changes, this book is formidable in concept. It is also a godsend to anyone who wants the word on the subject.

Keith Marvin

BENTLEY: THE VINTAGE YEARS, by Michael Hay. 522 pages with more than 500 black and white photos. Hard covers, 8½"x9½." ISBN 0 901564 26 5. Dalton Watson Plc., London, and available in the U.S. from Bitz & Frost, P.O. Box 2010, 788 Commerce Street, Sinking Spring, PA 19608 (1-800-654-8523.) \$69.95 or with full English leather binding, \$295.00.

The English Bentley had a way of its own, and during its "first coming" or "Vintage Years" which spanned 1919 into 1931, managed to market—in seven series—some of the prettiest and most formidable cars ever to grace a highway.

Michael Hay, although only 24 years of age, is at once educational, historically important, entertaining and as complete as any research project of its kind could be.

The Bentley in those days was somewhat of a brute of a car to many, although it had a refinement of engineering, performance and reputation which could vie with others of its type—British or Continental—that cost twice its price. And the Bentley wasn't cheap, either. It owned its unique place in

the sun for its all-too-short 13-year life span. Of course it went on under the aegis of Rolls-Royce, and still carries an excellent reputation. But the two Bentleys are entirely different cars.

Besides the excellent text and magnificent photographs shown herein (many of these never before shown), there is much, much more to the book, including a 200+ page section which lists the engine, serial and registration numbers of the 3,024 cars made, plus the names of the original owners, dates of initial delivery, coachwork on the cars and a breakdown of the 79 coachbuilders who produced Bentley bodies on a year-to-year basis, in addition to those builders who made only one contribution to the line. One has to go some to better that sort of coverage. Michael Hay has done it.

Very few of the 1919-1931 Bentleys were exported to the United States during their period of manufacture, although more than 100 are here now. Their original owners were a mixed bag of princes, retired army officers, maharajahs, nobility and other titled persons as well as the leaders of industry and the professions, plus the just plain affluent who knew a good thing when they saw one.

Happily, a goodly number of these fine cars survive to this day. A few still carry their original bodies. More have been rebodied at least once and in many cases, several times. It speaks well for the chassis and for the affection of their owners over the years.

This is an excellent book. It combines keen knowledge with a talent for research, and putting it into the printed word. The excellence of Dalton Watson's part in it all—format, reproduction and binding—goes without saying.

Keith Marvin

THE HISTORY OF FORD IN AUSTRALIA, by Norm Darwin. 223 pages. More than 1,100 black and white illustrations, with 16 pages in color. Hardbound, 8½"x10½." ISBN 0-9552287-1-3. Eddie Ford Publications Pty Ltd, Newstead, Victoria 3462, Australia. \$37.95 (Australian) postpaid, or \$23.95 (Australian) postpaid for soft cover edition. (May also be paid in U.S. Dollars @ 70 cents on the dollar.)

SAH member Norm Darwin has done it again, this work being a companion volume to his earlier treatise on *The History of Holden Since 1917*. I think most of us know little of Australia, but in some respects the Ford cars from Geelong are as exclusively Australian as the kangaroo.

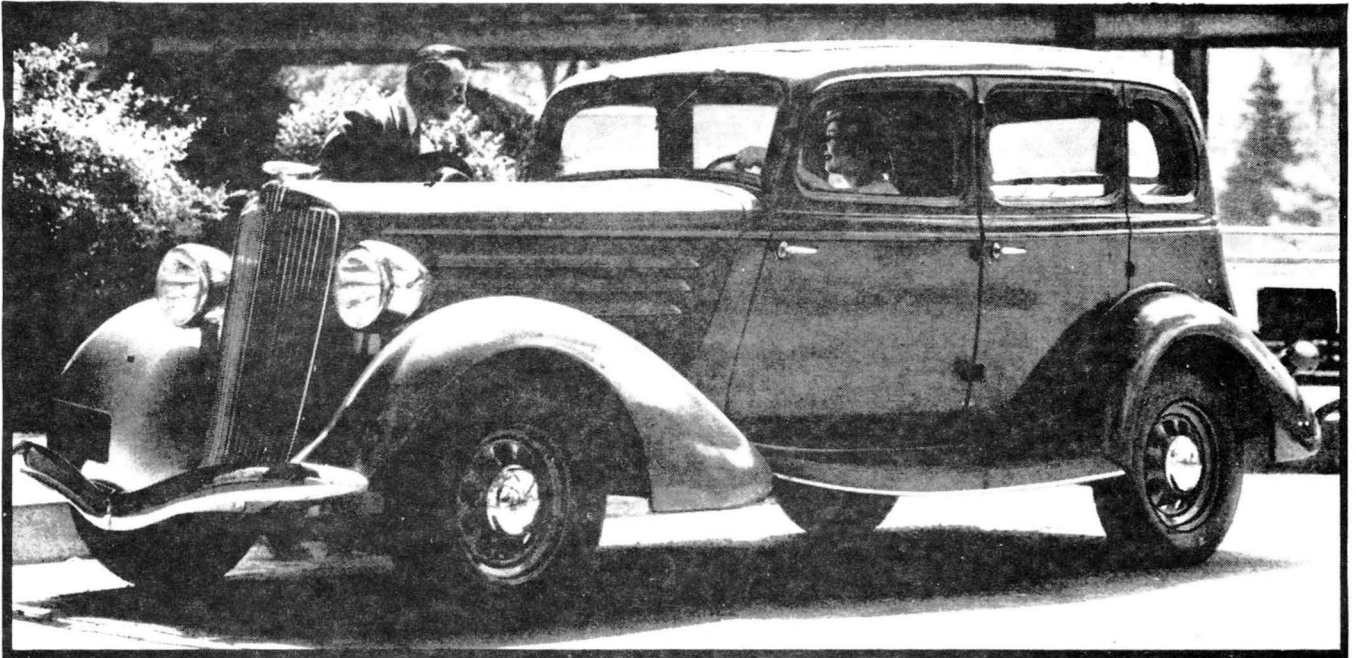
Actually, Ford of Australia, set up in 1925, was the result of an involved tour by Canadian Ford personnel, as Ford of Canada had supplied the Australian market since the earliest days, the Canadian chassis being equipped with oversized fuel tanks for the outback road conditions, and right-hand steering. And until 1925, each Australian state had its own Ford distributorship, which meant that bodies made in Queensland would differ to a greater or lesser degree from the coachwork supplied in New South Wales or Tasmania.

Both Canadian (similar to U.S.) and English Fords were sold on the market "down under" over the years, plus a number of body styles which were of exclusive Australian design, so variety abounded.

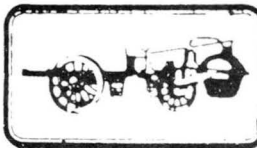
The author also touches on what he terms as the "spurious" cars from which nomenclature had been removed and replaced with such badges as Palm, Renown, and Spark. These fooled few, who recognized them for what they were but bought them anyway.

This is an interesting book on an all-but-unknown subject (in the U.S. at least) and well worth your scrutiny.

Keith Marvin



In the depression year of 1934, this six-cylinder Hupmobile Model 417 sold at a factory price of \$795



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