

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

November-December 1987

Issue Number 111

MINUTES OF THE SAH BOARD MEETING OCTOBER 8, 1987

The October meeting of the SAH Board of Directors was called to order by President Keith Marvin at 8:53 p.m. after dinner at the home of Mrs. Shelby Applegate in Mt. Gretna, Pennsylvania. Present were Charles Betts, Shelby C. Applegate, George Ward, Matt Joseph, Christopher Foster, Bill Camerom, Tom Bonsall, Jack Martin, Taylor Vinson, newly elected officers: President Beverly Rae Kimes, Vice President Henry Austin Clark and Treasurer Robert Gary.

The minutes of the February board meeting were read by the secretary, and accepted. Treasurer George Ward passed out copies of the treasurer's report, which was accepted. To facilitate the transfer of the treasurer's records, George Ward resigned and Bob Gary took over as treasurer at the meeting instead of January 1, 1988. The membership report included the information that as of October 8 we have 519 active members. Shelby is in the process of entering all membership records into an IBM compatible computer D-Base III system.

The board approved and accepted with thanks, Vice President Charles Betts' gift of lapel pins to the distinguished Founder, Honorary/Lifetime, Director/Officer and Award Winner members on record as of July 1, 1987: V. Alvarez, H.E. Appelquist, S.C. Applegate, D.L. Bell, C.W. Bishop, S.R. Blond, O. Bombard, J.R. Bond, T.E. Bonsall, G. Borgenson, G.R. Brigham, R.B. Brigham, D.W. Brownell, W.T. Cameron, M.M. Cattie, R.D. Chapin, H.A. Clark Jr., J.A. Conde, G.H. Dammann, M. Duerksen, R. Dunwoodie, H.J. Earley, T. Erich, C.G. Foster, J.E. Gebby, G.N. Georgano, J.I. Godshall, W.E. Gosden, K.N. Gross, G.P. Hanley, S.P. Hanley, P. Helck, L.G. Helverson, A.L. Homan, W.S. Huffman, R.R. Irwin, W.S. Jackson, M.L. Joseph, B.R. Kimes, D.L. Lewis, K.E. Ludvigsen, W.O. MacIlvain, S. McMinn, J.L. Martin, K. Marvin, J.R. McAlpine, W.M.P. McCall, J.R. Montville, H.J. Mueller, G.M. Naul, J.M. Peckham, W.J. Prentice, W.F. Robinson Jr., F.D. Roe, W.E. Swigart, Z.T. Vinson, G.B.P. Ward Jr., T.E. Warth, L.A. Warth, L.A. Watson, R.A. Wolff, M.J. Worthington-Williams, W.E. Wray, K.S. Zahm, R.P. Zavitz.

Beverly Rae Kimes reported on publications. There will be a new column in *The Journal* for members to relate their current projects, or share news of projects of fellow members. This will be a way to learn about each other and get acquainted. There was an increase in letters to the editor in the last year which is also a good way for members to keep in touch. The subject of a new edition of the membership directory was tabled until the February board meeting, at which time it was hoped that all information will be computerized, which will make the whole process easier.

Matt Joseph reported on the Cugnot/Benz Awards, to be announced at the banquet.

The next board meeting will be held on February 12, 1988, in Philadelphia.

The meeting was adjourned at 11:15 p.m.

Respectfully submitted,
Mrs. Shelby C. Applegate

OFFICERS INTRODUCED, AWARDS PRESENTED AT ANNUAL BANQUET

Newly elected officers and directors were introduced at the society's annual meeting and banquet held on the evening of Friday, October 9, 1987, at the Marriott Inn in Harrisburg, Pennsylvania. Elected president in the recent balloting was Beverly Rae Kimes of New York City, who succeeds Keith Marvin. Henry Austin Clark Jr., of Glen Cove, New York, was elected vice president, succeeding Charles L. Betts. Robert Gary, of Stevens Point, Wisconsin, was chosen to succeed George B.P. Ward Jr., as treasurer. Gary took office immediately, as Ward submitted his resignation effective October 8th, in order to effect an orderly transition of the society's accounts. Incumbent secretary Shelby C. Applegate, of Mt. Gretna, Pennsylvania, was re-elected. Elected directors for three-year terms were Strother McMinn, of Pasadena, California, incumbent William T. Cameron, of Minocqua, Wisconsin, and retiring president Keith Marvin, of Menands, New York. The balance of the officers and directors assume their positions on January 1, 1988.

CUGNOT AND BENZ AWARDS


Matt Joseph, Cugnot and Benz Awards chairman, announced the winners of awards for publication during the year 1986.

The Cugnot Award for the best book in the field of automotive history was presented jointly to two works: *The Star and the Laurel: The Centennial History of Daimler, Mercedes and Benz*, by Beverly Rae Kimes; and *The Immortal 2.9: Alfa Romeo 8C 2900 A&B*, by Simon Moore. *The Star and the Laurel* is published by Mercedes-Benz of North America, *The Immortal 2.9* by Parkside Publications, Seattle, Washington.

The Carl Benz Award for the best periodical article in the field of automotive history was presented to Frederick A. Usher for "Andre Dubonnet, as Supple as a Cat" published in the third quarter 1986 issue of *Automobile Quarterly*.

Several Awards of Distinction were presented for books and articles of particular merit published during 1986. Book awards went to *There is No Mistaking a Pierce-Arrow* by Brooks T. Brierley, published by Garret and Stringer; *Dynamic Beherrschen* by Erik Eckermann, published in Germany by ATE/Teves; *Bentley: The Vintage Years* by Michael Hay, published by Dalton Watson; *Golden Wheels: The Story of Automobiles Made in Cleveland and Northeastern Ohio* by Richard Wager, a second corrected edition published by John T. Zupal, Inc. Awards of Distinction for periodical articles went to "Strategies for Success in a Changing Marketplace," a Locomobile treatise by L.J. Andrew Villalon, published in *Bulb Horn*, volume XLVII numbers 3 and 4; and "The Autovia" by Mike Worthington-Williams, published in the September 1986 issue of the British magazine *The Automobile*.

Continued on next page →

 <h1 style="margin: 0;">THE JOURNAL</h1> <p style="margin: 0; font-size: small;">OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.</p>	
<p style="text-align: center;">Editor</p> <p style="text-align: center;">Richard B. Brigham</p>	<p style="text-align: center;">Editorial Office: SAH Journal</p> <p style="text-align: center;">1616 Park Lane, N. E. Marietta, Georgia 30066</p>
<p>Publications Committee</p> <p>Beverly Rae Kimes, Chairperson George B. P. Ward, Jr.</p>	<p style="text-align: right;">Richard B. Brigham John A. Conde Frederick D. Roe</p>
<p>The SAH Journal is published six times a year by the Society of Automotive Historians, Inc.</p>	<p style="text-align: center;">Copyright 1987 The Society of Automotive Historians, Inc.</p>
<p>SOCIETY OF AUTOMOTIVE HISTORIANS' OFFICERS, 1987</p>	
<p style="text-align: center;">PRESIDENT</p> <p style="text-align: center;">Keith Marvin 587 Broadway - A-13 Menands, NY 12204</p>	<p style="text-align: center;">SECRETARY</p> <p style="text-align: center;">Shelby C. Applegate Box 1 Anville, PA 17001</p>
<p style="text-align: center;">VICE PRESIDENT</p> <p style="text-align: center;">Charles L. Betts, Jr. 2105 Stackhouse Drive Yardley, PA 19067</p>	<p style="text-align: center;">TREASURER</p> <p style="text-align: center;">George B. P. Ward, Jr. c/o Maryland National Bank P. O. Box 987 Baltimore, MD 21203</p>

JAMES J. BRADLEY AWARD PRESENTED TO HENRY FORD MUSEUM

The James J. Bradley Distinguished Service Award was presented to the Henry Ford Museum of Dearborn, Michigan, in recognition of outstanding contributions to the preservation of historic material related to the motor vehicles of the world. The award, a memorial to the late curator of the National Automotive History Collection at the Detroit Public Library, was presented by the society's Bradley Award chairman James Wren. Stephen Hamp accepted the award on behalf of the museum, and addressed the meeting on the institution's goals and operations.

PETER HELCK NAMED FRIEND OF AUTOMOTIVE HISTORY

Artist and historian Peter Helck of Boston Corners, New York, was honored with the society's fifth Friend of Automotive History Award. Peter Helck is well known in the automotive community for his paintings of auto racing--works of art having a gift of feeling which surpasses realism. Less well known is his advertising art, much of which concerned automotive subjects. Many of the truck advertisements in leading magazines of the forties and fifties, particularly Mack and Chevrolet, bore the "HELCK" signature. His career autobiography, "Seventy-Five Years with Palette, Paintbrush, and Wheels," which was published in *Bulb Horn*, won the society's Carl Benz Award in 1983. The Friend of Automotive History Award was presented by Charles Betts and accepted for Peter Helck by his longtime friend Keith Marvin, in recognition of his many years of significant contributions to automotive history, both by his writing and by his artistry.

CHAPTER AND CONTEMPORARY CLUB ACTIVITIES

ANNUAL MEETING, PIONEER CHAPTER

The annual meeting of the Pioneer Chapter of the Society of Automotive Historians was held on Saturday, October 24th at the White Hart

Inn, Salisbury, Connecticut. Society members from both New York State and Connecticut attended the event.

Nathaniel T. Dawes, of Poughkeepsie, New York, presided at the business meeting, assisted by John B. Montville, secretary-treasurer, also of Poughkeepsie.

Keith Marvin, president of the international SAH, reported on the recent election and dinner conducted in Harrisburg, Pennsylvania.

Dawes and Montville were both re-elected to office. Frederic W. Soule, Hudson, New York, was re-elected vice president of the local chapter.

Tentative plans were outlined for the chapter's sponsorship of a publication about the motor vehicle industry in the mid-Hudson Valley of New York State. Further plans for the project will be discussed early in 1988.

The chapter also meets annually in May at the Rhinebeck-Poughkeepsie-Hudson area of New York State. Its membership is comprised largely of New York State residents, although it also has members in Connecticut, Pennsylvania, Ohio, Massachusetts and Virginia.

LONG ISLAND BOOK COLLECTORS MEETING: TRAVEL BY AUTOMOBILE BOOKS, 1897-1918

At the June 14th meeting of the Long Island Book Collectors, held at the Swirbul Library at Adelphi University in Garden City, Long Island, books from around the world concerning automobile travel were discussed. The speaker for the occasion was David M. King (SAH member #660), who is usually associated with his Rolls-Royce and Bentley literature collection, but who this time gave an interesting talk on books about automobile travel that were printed before 1918. He had a number of the books under discussion on display, many featuring beautiful color covers. The majority of the audience in attendance were not collectors of automobiles or automotive history, so Dave had a chance to increase their appreciation of this topic with his talk. It was a most pleasant afternoon, and well received by all in attendance.

Reported by Walt Gosden

SOUTHERN CALIFORNIA CHAPTER LITERATURE FAIR AND EXCHANGE

The fifth annual Automotive Literature Fair and Exchange, sponsored by the Southern California Chapter of the SAH and held on September 13, 1987, in the parking lot of Pasadena City College, Pasadena, California, was the largest event of its kind yet held on the Pacific Coast. Literally tons of automotive books, magazines, sales catalogs and maintenance manuals of countless age and type filled 72 stall spaces. Everything from license plates to radiator emblems, lapel pins and badges, original paintings, posters, photographs (old and new), toy and scale model cars, and a myriad of other bits of memorabilia could be found.

Many came long distances to set up their displays. Californians from San Diego to San Francisco were joined by both members and merchants from as far away as Oregon, Washington, Nevada and Arizona.

The weather cooperated, cool and comfortable, and a threat of possible showers stayed aloft until everyone had gone home. Enthusiast/Collector attendance was the best yet.

A number of requests for SAH membership forms



A FEW OF THE MANY BUYERS, TRADERS AND VISITORS AT THE SOUTHERN CALIFORNIA CHAPTER'S FIFTH ANNUAL LITERATURE FAIR AND EXCHANGE. SOME NEW SAH MEMBERS WERE SIGNED UP, TOO.

Photo: Bobbie'dine Rodda (Miss Information)
Glendale, California

kept the chapter's booth, manned by Steve Richmond and son, busy throughout the day. Additional requests for information and membership forms were received by mail for well over a week following the event.

Bill Lewis

LETTERS FROM OUR READERS

From Willard J Prentice, Timonium, Maryland 21093:

Probably no car has been described and discussed more than the Model T Ford, and still I find one inconsistency: What is the correct name of Ford's early suppliers? According to the Model T Ford Club of America, "Coil boxes and coils were supplied...by both Kingston and Jacobson-Brandon [note spelling] in 1910." (Quoted from the club publication *The Vintage Ford*, March-April 1987, page 36.)

The other Model T Club, The Model T Ford Club International, seems to agree. The club's technical editor, Steve Hubert, in a letter on club stationery dated August 24, 1987, wrote "I have checked my parts book and other Ford printed material and found the electric company's name spelled Jacobson-Brandon. If it is a misprint in the literature, it was made twenty or so times...."

On the other hand, I have examined two of the ignition switches made by the company for Ford, and the name of the manufacturer is clearly given as "Jacobson-Brandow Co. Pittsfield, Mass." So which is correct? Perhaps our New England members can come up with some convincing evidence.

Editor: A listing in the *Chilton trade directory of April 1910*, plus an advertisement in *The Automobile Trade Directory of July 1911*, and finally a photo of one of the switches, all indicate that the misprint in the literature really was made twenty or more times.

"J & B" Magnetos and Coils

Perfect Electrically and Mechanically

MADE BY

JACOBSON-BRANDOW COMPANY

PITTSFIELD, MASS.

Western Sales Office, 414 Bowles Building, Detroit, Michigan
Canadian Representative, John Forman, Montreal
New York Sales Office, 116 Nassau Street

From Neil Loysen, Morristown, New Jersey 07960:

In reference to the article on street-cleaning equipment (*SAH Journal* No.99, November-December 1985) which showed a picture of a Worcester, Massachusetts, trolley. I have a 92-year-old uncle still living in Worcester who related to me that his first job as a young boy was tending the sprinklers on those trolley cars. A few years ago I was able to locate a 1911 issue of a local magazine published by the Worcester Chamber of Commerce, promoting the trade and industry of the city. In it was a little advertisement for the American Car Sprinkler Company which apparently manufactured these sprinkler attachments for the trolley cars. This should put that company among the earliest makers of such equipment.

From Grahame Ward, The Motorists Bookshop, P.O. Box 383, Surfers Paradise, Queensland, Australia.

Please advise any members who are planning to visit Australia, perhaps for the FIVA Rally next year, to get in contact with me, as I would be pleased to meet with any fellows of the Society of Automotive Historians.

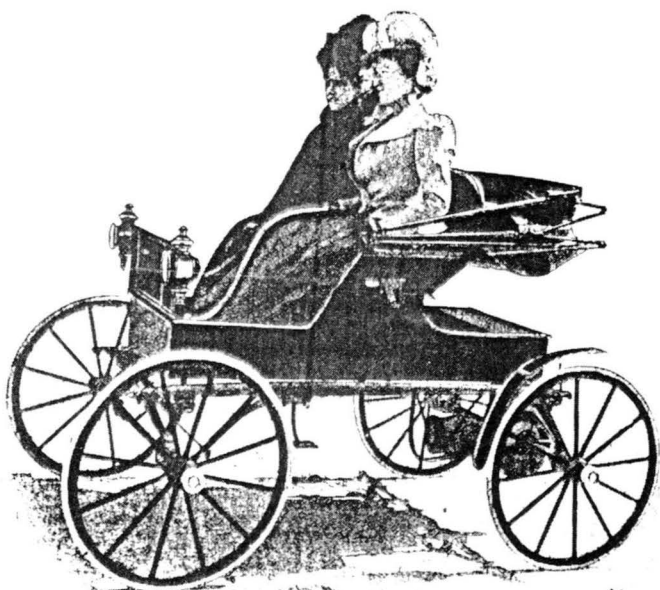
From Ralph Dunwoodie, Sun Valley, Nevada 89433:

On page 2 of issue #110 there is a picture of a mystery electric car, contributed by D. S. Manson, Chatswood, New South Wales, Australia. The car is an 1899 Woods Electric, as pictured in an advertisement in the July 1899 issue of *McClure's* magazine. The only difference that I can detect is

Continued on next page ~>



Photo by Willard J. Prentice

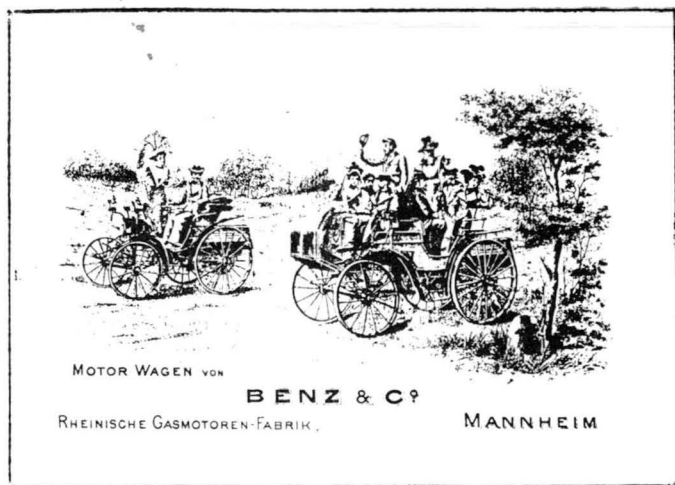


1899 WOODS ELECTRIC (from magazine ad contributed by Ralph Dunwoodie).

that the car in the ad has rear fenders (mudguards), and the line of the front seat sides is straight in the ad but curved in Mr. Manson's photo.

From Walter F. Gosden, Floral Park, New York 11001:

It was most interesting to see a photo of Bernard Garret's Benz Victoria in issue number 109 of the *SAH Journal*. The enclosed illustration was found on an advertising card I have, issued by Benz & Company of the same era. Thought you may wish to share it with the other members.



Editor: The following letter has been received from Frank W. King of Durham, North Carolina, National Technical Director of the Mercedes-Benz Club of America. He writes on a subject close to the heart of your editor. (Yes, editors do have hearts, too).

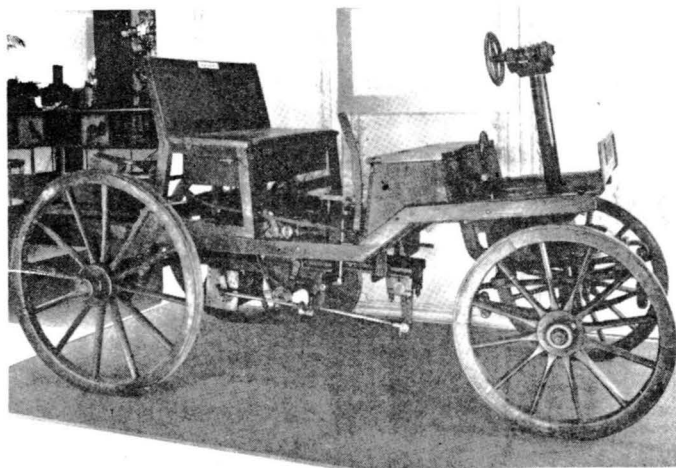
There are few publications that I read as thoroughly as *The Journal*. The frequent articles on the search for accuracy are particularly interesting. I find the type of inaccuracy that is repeated over and over, with one writer copying another and sometimes elaborating *ad libitum* into the realm of pure fiction, particularly infuriating. Some of these inaccuracies are so pervasive that they become recognition signs of the sloppy and inventive historian.

In the case of writings on the Benz, Mercedes, or Mercedes-Benz, I always look to see if the author has repeated the Marcus Myth. For those who haven't followed European automotive events of the period before 1900, the Marcus Myth started at the 1898 exhibition in Vienna honoring the 50th anniversary of Emperor Franz Joseph to the throne of Austria-Hungary. An automobile was shown with a sign before it that said "Gasoline Automobile built by Siegfried Marcus in Vienna in 1877 (ten years before the first French and German Gasoline Automobiles.)" This false labeling was repeated when the car was exhibited in Paris at the World Exhibition, but the date was backed down to 1875. In 1950 the car was loaned to the City of Stockholm for a parade of old cars. The dating of 1875 or 1877 was never questioned.

In the litigation over the Selden patents in the United States, the information that the Marcus car had been in operation in 1875 was quoted with no questioning of the fact. Historians all over the world accepted the statement made on that 1898 sign, although any close examination would have shown how false it was. It was concocted by an Austrian Professor Czisczek, ranking authority on automotive engineering in Vienna.

Finally, in the 1960's, the truth was foreshadowed in a biography of Marcus by Dr. Gustav Goldbeck. Goldbeck went very thoroughly into Marcus' many inventions. The interest of Dr. Hans Seper of the Technical Museum for Industry and Commerce in Vienna was piqued, and he made an exhaustive and scholarly study of Marcus' work. Marcus' car was on exhibit at the Museum, and Seper's work showed that the claims made for Marcus by Czisczek were completely false as they related to the car in the Museum. Marcus made no other car with a four-stroke engine. Seper's work was published in 1968 and the sign on the car now says that it was built "possibly as early as 1888." The debunking of the Marcus Myth was well circulated in Austria and Germany, but has persisted in English and American writing.

I would be very interested in hearing from others who have found such persistent errors in historical articles on their pet cars.

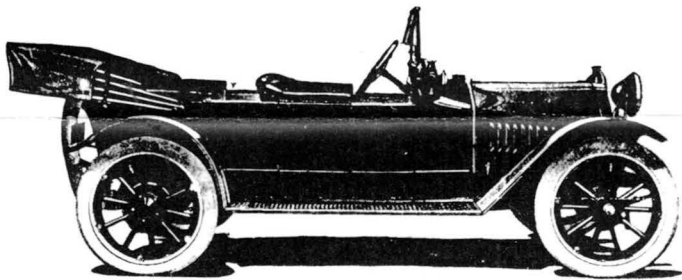


The Marcus car with 4-stroke engine, shown here on display at the Neiman-Marcus store in Dallas, Texas, in the fall of 1965.

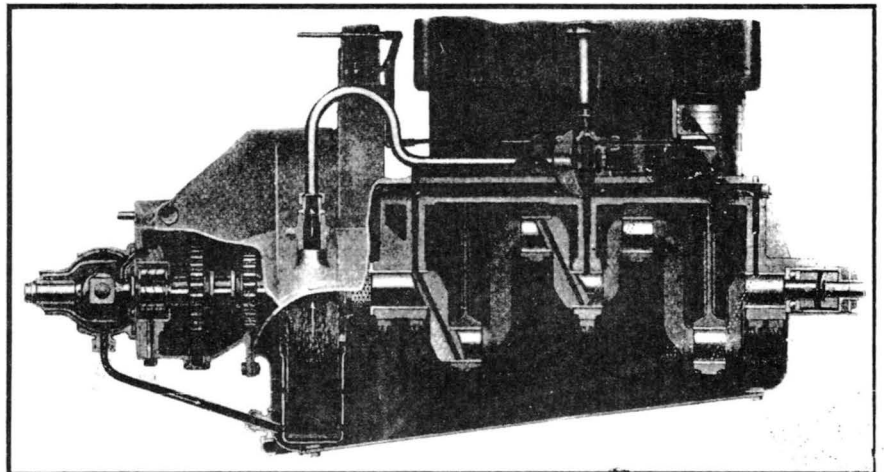
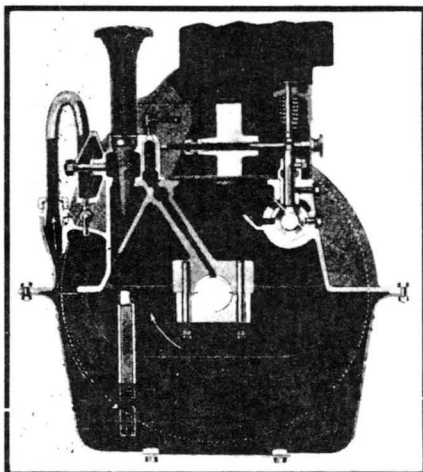
QUESTIONS IN SEARCH OF ANSWERS

D. J. Kava, 1775 Bandera, Beaumont, TX 77706, asks the following list of questions. If you will send your answers to the Journal, we will pass them on to Mr. Kava and also publish them in our next issue, so that all members will have the information.

1. I am forever in need of finding the Tuesday before or after a specific date in the early 1900's. Can anyone supply calendars from this era?
2. Stumbled onto several Hupmobile and Hudson connections. Did Charles D. Hastings leave any comment about his brief stint as Thomas-Detroit office manager? Dana Badertscher, a longtime Hudson engineer, told me he was hired away in the 1920's by Hupmobile to design an eight-cylinder engine. Former Hudson President William J. McAneeny became Hupp president during the Depression. Anyone have his tenure dates? Any other connections?
3. Who was the advertising agency for Thomas Motor Co. of Buffalo, NY, from 1902 thru 1910? (Albert Lasker's Lord & Thomas handled the Thomas-Detroit from its inception.)
4. On what date did Hugh Chalmers quit National Cash Register in Dayton, Ohio?



HUPMOBILE MODEL 32, 1913 R. B. Brigham Collection



These pictures and the following description of the Hupmobile Model 32 engine lubricating system are from The Horseless Age, September 17, 1913: "...the flywheel runs continually in a bath of oil, with its rim close to the bottom of the oil pan. As it revolves, oil is thrown by centrifugal force into a copper tube, through which it is conducted into ducts leading along the top of the crankcase. Three 1/4-inch tubes carry the oil to the main bearings of the crankshaft. Through holes drilled in the crankshaft, oil flows to the crankpin bearings. The oil spray thrown from the ends of these bearings lubricates the cylinders under normal running conditions. As an additional precaution oil leads are also provided direct from the distributing oil pipe to each cylinder and piston. The camshaft is oiled by means of pockets in the crankcase, which catch some of the oil thrown off by the connecting rods and crankshaft."

5. One H. H. Pinney had a minor role at a Chalmers controlled supplier. His name seems familiar but I can't place it. What else did he do?
6. One Henry Miller, a sales manager of the Goodrich Rubber Co., rode with a disqualified 1907 Glidden Tour Thomas-Detroit entry from Philadelphia to Baltimore. Is this the same Henry Miller of Indianapolis fame?
7. How long did the January 1907 60-hp Thomas car run after completing its nonstop 350 hours at the New York Shows? Did it make its advertised trip to Chicago without problems?
8. In the spring of 1907 one George Paddock participated in a New York endurance run driving a Thomas-Detroit 40. My best guesses would be the 200-mile NYC to Albany, or the 400-mile Long Island Auto Club AAA Sealed Bonnet Run. Anyone know for sure? Results?
9. Anyone have taxicab production figures for Thomas' Buffalo operations? How about a photo of a 1909 Chalmers-Detroit taxicab?
10. Howard Coffin assigned patent #1,045,772 to a Charles E. Wiffler. It was filed in April 1908. It was a "lubricator" that converted the flywheel into a pump to circulate the engine oil. Did such a feature ever reach production?

Editor: Two of these questions can be answered here and now--numbers 1 and 10.

1. I can supply small calendars (3" x 4") for any year from 1776 through 1976 to SAH members on request. These will be copied from my originals. Please limit your requests to not more than eight different years per order. No charge for these, of course, but please send a stamped self-addressed envelope with your requests.

10. The engine lubrication system in which the engine flywheel served as an oil pump was a feature of the Hupmobile Model 32 (1912-1914). Cross-sections of the Hupmobile engine are shown below, and the small arrows just visible in the oil pipe show the direction of flow.

The Golden Oldies

The 1908 Sayers & Scovill Truck

Editor: The following article has been reprinted from The Horseless Age of June 3, 1908.

Sayers & Scovill, of Cincinnati, Ohio, are building trucks under conditions which are as favorable as can be found anywhere in this country. The city of Cincinnati affords some of the worst combinations of steep hills and uneven roadways to be found in any civilized community. It is, of course, only logical to suppose that a truck built in such surroundings will have serviceable brakes and good hill-climbing power.

At the present time Sayers & Scovill are building only one size of truck, which has a rated load capacity of 3,000 pounds. It is one of the few machines of this size in which an air-cooled motor is employed.

The motor is a four-cylinder vertical, having bore and stroke of 4 inches each and rated at 27 horsepower. It is cooled by the air currents produced by a belt-driven fan, the air passing over cast circumferential flanges on the cylinders. These flanges are two inches deep, one-eighth inch thick at the inside and one sixteenth thick at the edge. The valves are carried in cages placed in seats on top of the integral cylinder heads. All bearings are finished by grinding. The crankshaft is of the three-bearing type and is hardened and ground. It is 1-3/4 inches in diameter. The connecting rods are bushed with white brass. Lubricant is supplied by a four-feed mechanical oiler. Ignition is by jump-spark, using a four-unit coil with a 45 ampere-hour storage battery and a reserve set of dry cells as a current source.

An expansion clutch is used. It is 15 inches in diameter, faced with leather, and in this facing are 200 small hickory pegs, which are intended to serve the purpose for which cork inserts are usually employed. The clutch is expanded by a wedge, which separates the long ends of two levers whose short ends are linked to the clutch shoes.

The progressive style of sliding change gear is employed. It gives three forward speeds and a reverse, with direct drive on the high. The gears are of large diameter with wide faces, and are made of hardened nickel steel. The drive to the rear axle is by side chains of the roller type.

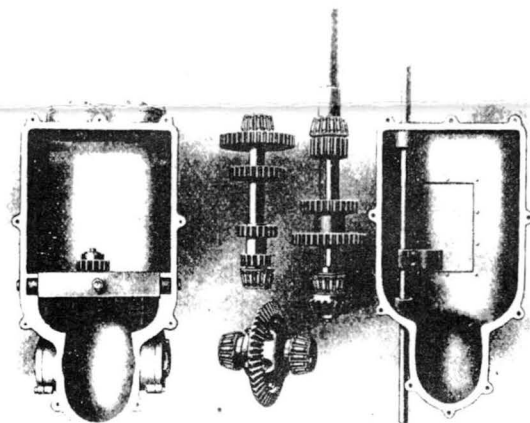
The axles are made by the Timken Roller Bearing Axle Company, a 2 1/2 inch section being used in front and a 2 1/4 inch square at the rear. Semi-elliptic springs are used in front, 2 1/4 by 42 inches. At the

rear the platform type are used, with the side springs 2 1/2 by 42 and a rear cross spring of 2 1/2 by 38 inches.

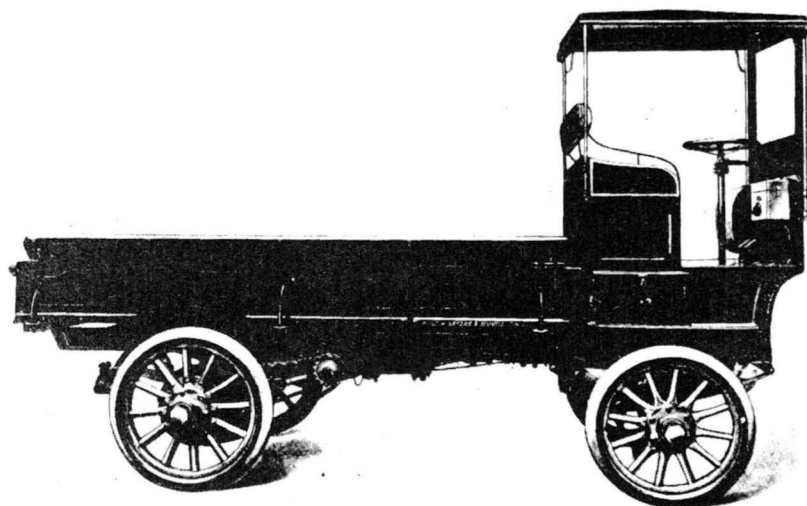
An armored wood construction is used for the frame, the sills being made from 2 by 5 inch ash armored with 1/4 by 5 inch steel. This reinforcement is brought across the rear corners diagonally so as to take the place of gussets. The wheels are of second growth hickory. Those in front have 2-inch spokes; those at the rear 2 1/4 inch. The front tires are 3 1/2 x 32 inch while the rear are 3 1/2 x 34 inch.

Control is by a 16-inch hand wheel set on a vertical post, and actuating a screw-and-nut gear. A hand lever under the steering wheel controls the gear shifting. The right pedal disengages the clutch and applies the emergency brake. The service brake is applied by the left pedal. Both sets of brakes are of the band type. The service brakes are on the countershaft just inside the frame, while the emergency brakes are on the rear wheels. The latter brakes are 14 1/2 inches in diameter, with a 4-inch face, lined with a special belting.

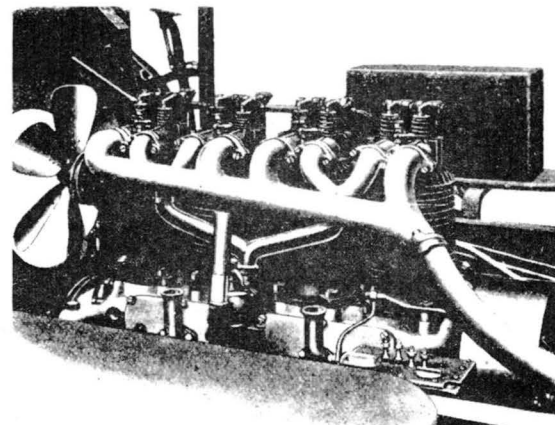
Owing to the location of the motor under the seat the wheelbase of this truck is only 96 inches. A 60 inch tread is used. The weight of the chassis is given at 2,600 pounds. Any style of body can be furnished, not to exceed 13 feet in length back of the seat and six feet in width.



S & S Transmission Gears and Case



The Sayers & Scovill 1 1/2 Ton Truck



This Carrico Air-Cooled Engine was used in the Sayers & Scovill Truck

THE BILLBOARD

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: New list of 2000 items; foreign and domestic sales literature, books and magazines, 1920's to present. Sports cars, classics, antiques, race cars, hot rods and customs. free list. ROB McLELLAN, 9111 LONGSTAFF DR., HOUSTON, TX 77031. 713/772-3285.

ONE-CYLINDER CADILLACS & TWO-CYLINDER BUICKS: SAH Member Harcourt Hervey (So. Pasadena, CA) maintains a register and computerized records of existing one-cylinder Cadillacs & two-cylinder Buicks worldwide. Rosters of owners and serial numbers of existing cars are available at nominal charge and are updated regularly. Mr. Hervey is collecting literature on these vehicles for a lending library for owners. Anyone having reproducible literature for other owners is invited to write Mr. Hervey. He will provide copies of his serial number lists and current rosters in exchange for good copy of such literature. Please help the owners of these early cars gain access to the literature that is in the hands of SAH members. This is possible through Mr. Hervey's efforts to maintain the registers and build a lending library. For information, contact: HARCOURT HERVEY III, 711 MISSION ST., SUITE B, SOUTH PASADENA, CA 91030. 818/799-7979 - 213/682-2737.

WANTED, information on ALVAN MACAULEY, president of the Packard Motor Car Company, for an upcoming biography to be published in *The Packard Cormorant* magazine. Anything pertaining to Macauley: period articles, clippings, photos, etc. All will be returned. (Copies are ok). Did you know him or his family—work with him at Packard Motor Car Company? Please let me know. STUART BLOND, SAH #952, 84 HOY AVENUE, FORDS, NJ 08863. 201/738-7859.

WANTED: PACKARD ANNUAL REPORTS: 1900 through 1931, 1942, 1933, 1935, 1936, 1938, 1940, 1941, 1943, 1944, 1947, 1958. Quarterly reports, all except 1950 through 1953. (Copies are ok). STUART BLOND, 84 HOY AVENUE, FORDS, NJ 08863.

WANTED: Literature from speed equipment companies, McGruk, Nielson, Rajo, Chevrolet Brothers, others from the 1920's through 1950's. DICK LARROWE, SAH #84, 40400 EAST LARCH MOUNTAIN RD, CORBETT, OREGON 97019.

WANTED: Original sales folders and catalogs showing automotive toys 1915-1935 for such companies as Buddy L, Keystone, Turner, Arcade, Hubley, Champion, etc. WALTER GOSDEN, 197 MAYFAIR AVE., FLORAL PARK, NEW YORK 11001.

FOR SALE OR TRADE: Press kits on many makes 1968 to 1987, both passenger car and commercial, domestic and European. WALT GOSDEN, 197 MAYFAIR AVENUE, FLORAL PARK, NY 11



Welcome New Members

Dave Duricy 668 Emerson Avenue Hamilton, OH 45013	1253	David M. Knowles 905 McCandless St. Sault Ste Marie, MI 49783	1261
Ed Romney P O Box 5247 Spartanburg, SC 28304	1254	Arthur James Balfour 1700 E. Michigan Ave. Parma, MI 49269	1262
Sarah Moss 1330 S E Bristol St #42 Santa Ana, CA 92704	1255	James A. McCaw 19 Middle Road Southboro, MA 01772	1263
George W. Green 3421 Detroit St. Dearborn, MI 48121	1256	Colin Fort P O Box 2050 La Jolla, CA 92038	1264
Thomas W. Glatch 11404 W. Garfield Ave. Wauwatosa, WI 53226	1257	Donald L. Sullivan 5962 W. 76th Street Los Angeles, CA 90045	1265
Robert J Krogh, M.D. 17781 Beach Blvd. Huntington Beach, CA 92647	1258	Tim Laird 17 Maes Road Lane Cove 2066 Sydney, New South Wales AUSTRALIA	1266
Paul N. Eoff 544 E. Limberlost Dr. Tuscon, AZ 85705	1259	Joel R. Miller 10635 S.E. Rex St. Portland, OR 97266	1267
Sandra Shaw c/o P. MacNeil & Co. Suite 204, 101 Yorkville Ave. Toronto, Ontario CANADA M5R 1C1	1260	Dennis L. Lank Amargo Autobooks P O Box 136 Boron, CA 93516	1268
Paul R. Wright 8108 Park Ave. South Bloomington, MN 55420	1155		

AUTOMOTIVE ODDITIES

by
Arby Bee



The rear-engined, front-wheel drive Gregory of 1949

This small two-door vehicle certainly qualifies as an Automotive Oddity, for it is a rear-engined, front-wheel drive car, and if there have been others with this unusual configuration, we haven't heard of them. It was built in 1949 by Ben F. Gregory, of Kansas City, Missouri, who had made other unsuccessful attempts to enter the automobile manufacturing business with front-drive cars. In 1920 he built an experimental car on a Scripps-Booth chassis but lacked

the necessary financing to put it into production. In 1921 his Front Drive Motor Company managed to have a few roadsters and touring cars made by another company in Moline, Illinois, at least one of which was displayed at the 1922 Kansas City automobile show.

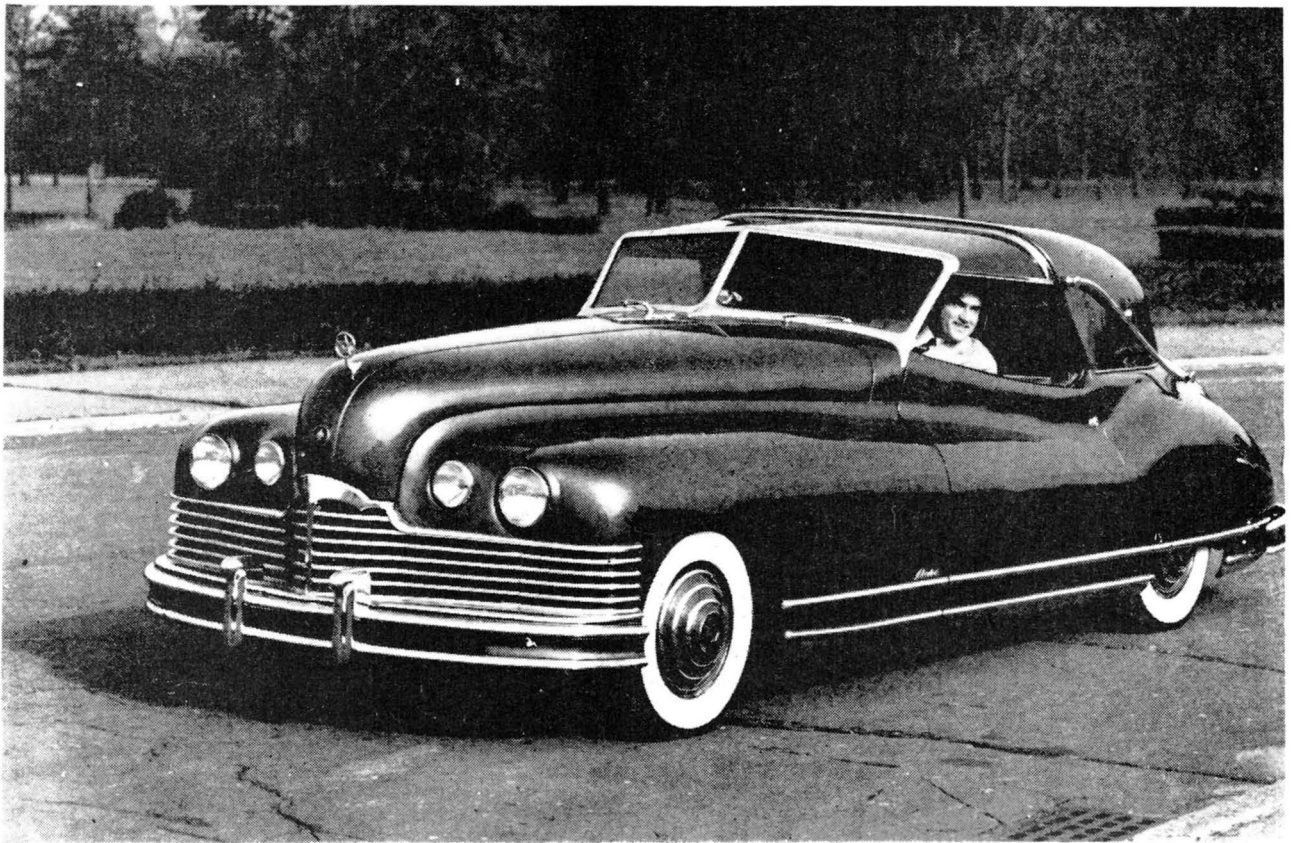
The 1949 Gregory pictured here was powered by a four-cylinder opposed Continental engine, which drove the front wheels via torque tube and driveshaft. The wheelbase was only 94 inches, and all four wheels were independently sprung.

Gregory's last effort as an automobile maker produced just one prototype of a Porsche-engined front drive car. It was never put into production, and he turned his attention, successfully, to the design of military vehicles.

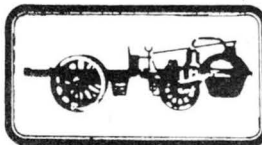
WHO'S ON FIRST ?

From time to time, over the years, unverified rumors have persisted which state that electric self-starters had been applied experimentally to a few makes of cars in the pioneer years of 1896 to 1900. Sources for such rumors are seldom, if ever, stated. One make often mentioned in such reports is the Oldsmobile of 1896 or later, to about 1899.

Can any of our members offer any solid, verifiable references—or, even better, details concerning the design and application of such starting devices?



This experimental 1940 Packard "Phantom" was designed by Edward Macauley (at wheel). The beginnings of styling features used in the Packard cars of the late 1940's and early 1950's are apparent.



THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

Richard B. Brigham, Editor

**Editorial Office:
1616 Park Lane, N.E.
Marietta, Georgia 30066
U.S.A.**

November-December 1987
Issue No. 111

FIRST CLASS
U.S. Postage
PAID
Marietta, GA
Permit No. 112

FIRST CLASS

FIRST CLASS MAIL

PLEASE FORWARD

ADDRESS CORRECTION REQUESTED