

THE JOURNAL

OF THE SOCIETY OF AUTOMOTIVE HISTORIANS, INC.

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Issue Number 116

ANNOUNCEMENTS & NEWS ITEMS

SAH TO OFFER SEMINARS AT HERSHEY '88

SAH officers and directors have been busy planning facilities and events for the annual AACA National Meet and Flea Market at Hershey, October 6th to 8th 1988. The Society will have the usual hospitality tent open for all three days of the event in a new Blue Field location, spaces BV 43-47. A new feature this year will be two seminars on automotive history to be held Thursday and Friday afternoons.

Thursday's session, entitled "Oral History," will consider what historians as individuals have done and what they should do, what efforts SAH as an organization should be pursuing, and relate some personal experiences. An added feature will be some "how to" and "how not to" tips from those who have experience in recording oral history.

On Friday, "Fun and Foibles: The Fascinations and Frustrations of Researching Automotive History" will examine the finer points of the subject we like most, the satisfactions that result, and touch on some of those aspects that occasionally make us tear our hair and grate our teeth.

Both seminars will begin at 2:00 PM. All SAH members are invited to attend and are encouraged to bring others with an interest in any aspect of automotive history.



1928 STUDEBAKER ADDED TO IMS HALL OF FAME MUSEUM COLLECTION

Freshly restored to its original condition, the 1928 President FA touring car crafted by the Studebaker Corporation, South Bend, Indiana, is now on display at the Indianapolis Motor Speedway Museum along with Augie Duesenberg's personal car and many other cars built in Indianapolis.

This 7-passenger car, one of only four built, is a shining example of the pride taken in Indiana-built automobiles. The President FA features a streamlined body design, double belt line enclosing contrasting color panel, beaded full crown fenders, double bumper and dual windshield. The car sports two-tone red paint with black trim, natural leather interior and a fabric top.

The Studebaker Corporation began as a blacksmith and wagon building company. It produced a horseless carriage as early as 1897, electric cars in 1902 and gas cars in 1904. In 1915 Albert Erskine took over as president of the corporation and ten years later developed the President line of automobiles. Introduced in New York at the 1928 Auto Show, this new automobile added class and style to the company's product line.

The President series is famous for having Studebaker's first eight cylinder engine. This development

ultimately led to the development of subsequent Studebaker eights. By 1929 Studebaker Corporation had become the largest producer of eights and the President name was used for many of Studebaker's top models.

Originally owned by George K. Schmidt, Controller for the city of Chicago, the President FA carried such guest passengers as Louis Emerson, governor of Illinois, and William Hale Thompson, mayor of Chicago. It is said that President Franklin D. Roosevelt rode in the car on occasion for special Chicago festivities.

The President will be a highly visible member of the museum's collection as it will make appearances in the annual "500" Festival Parade and other May events.

Other restoration projects underway include the 1932 Cord L-29 Cabriolet, another Indiana built automobile. Also keeping the Restoration Shop busy is the 8CTF Maserati. This sleek automobile is the sister car of Wilbur Shaw's 1939-40 winning Boyle Special Maserati. Museum officials have been in contact with the Maserati factory in Modena, Italy, enlisting their expertise in restoring the car.



EIGHTY YEARS OF SPEED: "RACING ACROSS NEW YORK" FEATURES CLASSIC RACE CARS AT THE NEW YORK STATE MUSEUM

Racing cars dating from the early 1900's to the present evoke the history of those stirring machines and exciting competitions in Racing Across New York: Competition Automobiles, 1903-1985 at the New York State Museum November 19, 1988 to March 19, 1989.

Drawn from collections across the country, the 25 automobiles represent the kaleidoscopic variety of racing events that have thrilled the nation for more than eighty years. From stock car sprints on fairground tracks to international road races, from hill climbs to ice races and drags, these are the cars which New Yorkers have built, driven and watched in action.

Featured autos include the 1917 Chalmers which set a 24 hour record for stock cars at the Sheepshead Bay course in Brooklyn; a 1906 Locomobile which beat European competition for the first time ever in the Vanderbilt Cup race on Long Island in 1908; and a Lotus which participated in the first Grand Prix of the United States at Watkins Glen in 1961.

Other significant cars attest to the abilities of New York car builders. The innovative Jim Shampine of Oswego produced one of the most successful "supermodified" track cars ever built in his 1968 Eight Ball. The Nathan Hughes dragster from Corning is a 1954 pioneer drag racing car. And

Continued on next page →



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“RACING ACROSS NEW YORK”

continued from previous page

the 1926 Dodge converted to a track machine is a testament to the talent of a Dundee blacksmith now known only as “Jackson.”

Still other cars document the achievements of New York drivers, like Jim Reed of Peekskill who guided his Chevrolet stock car to victory in the Southern 500 in 1959. Others include Richie Evans of Rome, who drove the 1982 Camaro track car and has been called the finest modified (stock car) driver of all time.

Racing Across New York: Competition Automobiles, 1903-1985 will be on exhibit at the New York State Museum from November 19, 1988 to March 19, 1989. Admission is free.



**CANADIAN AUTOMOTIVE HISTORIANS
HOSTED WHILE ATTENDING
MEADOWBROOK CONCOURS**

Again the warmth and friendliness across the US-Canadian border was evident when 31 members of the Canadian Automotive Historians (CAH) traveled from various Ontario cities to view the automotive treasures displayed at the Meadowbrook Concours held on the campus of Oakland University on Sunday August 7th.

George and Stacey Hanley hosted the visitors to a continental breakfast before the show and to a back yard picnic buffet after, at their home in Rochester Hills.

George is a member of the CAH and Stacey is an alumna of Oakland University. Both are members of the Leland Chapter of the Society of Automotive Historians. Don Warren, Chairman, Dundas Ontario, and Warren Hastings, Past-chairman, Stratford Ontario, and their wives were among the guests.

**HARRY M. BENNETT, FIRST AMERICAN
KAISER-FRASER DEALERSHIP OWNER**

Harry M. Bennett, 78, of Westland, Michigan made a little bit of automotive history by being the first Kaiser-Fraser dealer in America. He died of a heart attack August 11, 1988.

Unfortunately, Mr. Bennett was unable to do any dealing at the dealership he opened shortly after the end of World War II in Wayne, Michigan.

“There was a delay in production where the car was made at the old bomber plant,” his son, Gary, recalled. “It was hard to last just selling used cars, which were hard to get then if you didn’t have new cars to sell to accept trades on.”

“He tried to stay open – he had a service department and a big showroom – but he just couldn’t last.”

Mr. Bennett was forced to close his doors without ever having sold a Kaiser or Fraser car. His son said he was “disappointed” financially as well as personally – and often wished he could have been a little luckier.

“He kept waiting for the cars, but they never came.”

However, Mr. Bennett had a broad reputation in the industry as a “good car man,” the son said, and went from the Wayne misadventure to operating a smaller used car lot with considerably less overhead in Dearborn.

He later worked at the Bob Ford and Stark-Hickey Ford dealerships, and finally opened his own Ford dealership in Three Rivers, Michigan in 1955. He retired in 1975.

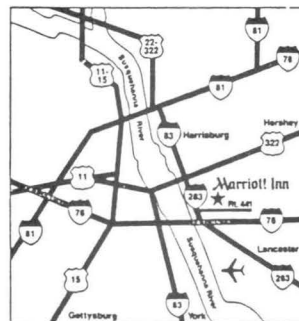
Since Harry H. Bennett, once Henry Ford’s right-hand man, was well-known in car circles, Mr. Bennett had a lot of fun with people who often asked him if he was the same person. The names were almost identical and both were with Ford.

“But he just laughed and denied being anyone except himself,” the son recalled.

Surviving are Mr. Bennett’s wife, Margaret; two sons, Gary and Michael; and three grandchildren.

SOURCES and RESOURCES

Tom Vastine, 315 N. Yale, Apt. 1G, Villa Park, IL 60181 offers information on Indianapolis 500 Speedway drivers, cars and races, etc. and also on the Tucker Torpedo manufactured in Chicago by Preston Tucker. A movie came out recently on Tucker and his car.



**THE LOCATION OF THE SAH TENT
AT HERSHEY, OCTOBER 6-7-8, 1988,
WILL BE: ROW BV, NOS. 43-47.**

Cars by ALBRIGHT

Reprinted from November 1962 *The Road to Yesterday*.

There were a number of auto builders in Anderson, Indiana, during the earlier days of the automobile, and they made such cars as the De Tamble, the Madison, the Lambert, the C-F, and the Rider-Lewis. Now there is but one builder who makes a car from engine to complete assembly.

Frederic E. Albright of Anderson has a unique collection of eight handbuilt roadsters and speedsters made to scale, but his cars do not appear in a salesroom. In fact, he has declined offers for two of his miniatures, the Stutz Bearcat and the Buick, which were more than equivalent to the price of a full size modern car.

The Albright models are complete even to such details as worm and gear steering, water pumps and functioning radiators. These cars actually run. The only deviations from the originals are: ignition is supplied by flashlight batteries; and transmissions have only one speed (direct drive). Mr. Albright would like to build transmissions in complete detail, but he cannot find suitable gears.

When his hobby began, it was a sleek 1950 Triumph sports roadster which served as the inspiration. During the intervening twelve years he has produced mainly antiques and classics. There are eight cars completed: the 1950 Triumph, a 1904 Lambert, a 1905 Maxwell, a 1906 Pope-Toledo, a 1909 Buick racer, a 1910 Buick, a 1911 American Underslung and an early Stutz roadster with dual ignition.

He has also made some model engines, all of which run. These include a two cylinder Maxwell, a four cylinder Marmon, and a Duesenberg. Like the engines in the model cars, they can operate on regular gasoline. Each engine has oil and water pumps.

Model engines he has been building since 1945. However, the first complete model car was the Triumph. It weighed one hundred and fifty pounds, but later ones are about half that – between sixty and seventy-five pounds. Each replica is one-fourth or one-fifth the size of the original car.

For the skill needed to build these scale models Albright draws on years of experience in the automobile plants



Frederic E. Albright and his Buick

which used to be so plentiful in his state. He has worked at the Marmon, Duesenberg, and Stutz factories in Indianapolis, at the Maxwell plant in New Castle, and at the Buick plant in Flint, Michigan.

He has been well acquainted with automobiles from his early days as his father was one of the pioneer auto dealers in Indiana, and had an agency at Crawfordsville for years. Later Albright test drove cars for a number of automotive concerns and also participated in various racing events and hill climbs.

His memory of the cars he worked on in the past has helped many times to supply details needed in making his model cars. To be sure the replicas are as near to the original as possible, Albright studies pictures and drawings and lists of specifications, then checks this information with his memory.

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1910 BUICK

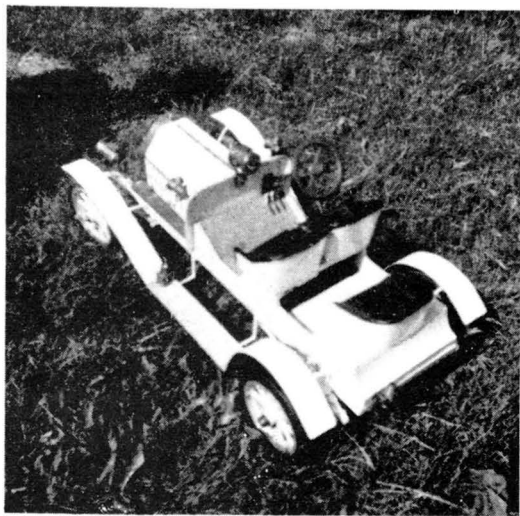
POPE-TOLEDO

MAXWELL

LAMBERT

AMERICAN UNDERSLUNG
BUICK RACER
STUTZ

Above model cars and engines built by Frederic E. Albright of Anderson, Indiana. They were displayed in a window of the Sears Roebuck store in Anderson. Mr. Albright is a retired Sears employee.

CARS BY ALBRIGHT*continued from previous page*

Buick 1910 made by Albright

The next step in turning out a new model Albright car is the drawing up of plans for the engine, chassis and body. Patterns are designed from which castings can be made. In his garage workshop he has equipment for machining the parts.

Each model takes a long time to perfect, and Mr. Albright spends many hours in his workshop. The Triumph took over two and a half years to build.

Since that first car, the models have gone faster. Now he does not wait until one is finished before starting on the next one. He has several to work on at present. One is a Revere car with a Rochester-Duesenberg engine. A miniature of the Marmon Wasp which Ray Harroun drove at Indianapolis in 1911 was a project of this past year.

Frederic E. Albright can tell us much about the early cars, particularly those built in his state. With his good memory, skilled hands and unlimited patience he has brought back some of the prime examples of that earlier period in these unique, precision-built models.



LETTERS FROM OUR READERS

FUEL INJECTION AIRSHIP ENGINE

The new issue arrived with the interesting article about an early fuel injection automobile, described in the "Automotive Oddities" department.

Your question at the end, asking about the early airship engine that used fuel injection, is not too hard to answer. Actually, the term "airship" is a bit misleading because the engine in question was used primarily for heavier than air flying machines. It is most probable that some found their way into the early gasbags; but true aircraft were the prime market.

One of the most neglected early pioneers of motor development was the brilliant Parisian engineer, Leon

Levavasseur. His vision was so far ahead of the competition, with their sputtering devices, that the neglect his story has so far received is one of the great crimes of technical archaeology. His story is so very important that I can only beg someone with access to European document files to speed to the task of writing the Levavasseur story.

In 1902 Mon. Levavasseur invented and patented the 90 degree vee eight engine. This became the very celebrated Antoinette aviation engine. It was sold to the general public as a 50 hp V-8, weighing 2.2 lbs/hp and it featured a good form of fuel injection. This was accomplished at first by a tiny injection pump for each cylinder, later by one high pressure pump and a distributor system. The injectors were placed over the inlet valves in the inlet air manifold and were not direct cylinder injection. We now know this arrangement as port injection.

Fuel injection would have been chosen for the excellent reason of eliminating multiple carburetors on the V-8 and V-16 aircraft engines, plus the weight reduction of the massive inlet manifolds. The most sound reason would be that of getting even mixture distribution. Flying in those days was enough of a hazard without adding to the already fragile nature of the engine.

Owing to the diabolical nature of carburetors of that era, the Antoinette engines had a good advantage over the competition. The plural is used because Levavasseur offered not only the V-8 engine; but a developed V-16. The engines also found great use in racing boats and the final offering was an astonishing V-32 seen at the Paris Salon de l'Auto in 1906. The engine is supposed to have been "unreliable"! One can only guess that torsional windup of the crankshaft must have been of a horrifying nature.

Griff Borgeson gives a brief glimpse of these engines in his story of the early history of the Vee type engine in *Automobile Quarterly*, Vol. 21, #3.

Other use of fuel injection in that era was in both the true Diesel engine, then being introduced and the hot bulb oil engines, in use since about 1885. **James D. Crank, 1621 Palm Ave., Redwood City, CA 94061.**



PROFESSOR ENRICO BERNARDI

Regarding your request for information on Prof. Enrico Bernardi: Issue #3, 1984 of *La Manovella*, the magazine of the Automotoclub Storico Italiano, is dedicated to the life of Enrico Bernardi. That issue also covers events celebrating the centenary of his invention of the first self-propelled vehicle powered by a gasoline engine in 1884. The renewed interest in Prof. Bernardi, I feel, is due to controversy over who really did "invent" the automobile; that is, was it in Germany in 1886? Bernardi patented his lightweight "Pia" engine (named after his daughter) on August 22, 1882, some two months before Karl Benz (Oct. 25, 1882) and well before Gottlieb Daimler (Dec. 16, 1883) had patents on their similar devices. In 1884, the Pia engine was fitted to a simple tricycle that Bernardi had built for his son Lauro, this becoming the first vehicle powered by a gasoline engine. Lauro Bernardi, then only about 5 years old, drove the little trike around the streets of Quinzano, a suburb of Verona, through 1884-85, predating the Benz and Daimler tests of 1886.

Of more commercial interest was a Pia-powered sewing machine presented at the Turin Exposition of 1884 earning

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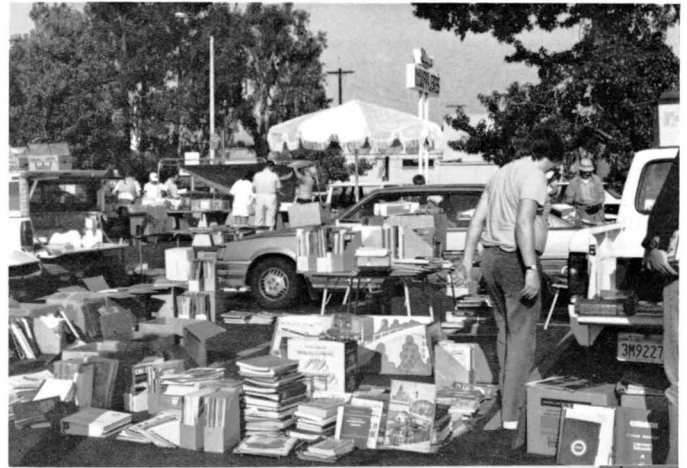
PROFESSOR ENRICO BERNARDI*continued from previous page*

Prof. Bernardi the gold medal, the highest award in the "Motors" division. There was genuine interest in a compact, economical power source for small industries, so the Pia engine was put into production at the Rocchetti Cast Iron Works and at the Veneta Industries and Public Works Co. in Padua. The Pia motor featured a single horizontal cylinder in a cast iron block with a double wall water jacket. With a bore and stroke of 44mm x 80.5mm, it displaced 122.5cc and developed 0.024 hp at 200 rpm with 4kg/m of torque. The unit weighed approximately 10 kg with its 200cc fuel tank.

A new, more powerful and higher revving engine, called the "Lauro," was developed in 1889. This was the one that was hitched behind a bicycle in 1893 (see *AHR* #21) becoming the first motorcycle or scooter. Prof. Bernardi built Italy's first car, a three-wheeler, in 1894. Two years later, Miari & Giusti & Co. were manufacturing the 3½ HP Bernardi car along with chassis and motors. The Societa Italiana Bernardi purchased Miari & Giusti in 1899 but the whole venture failed in 1901. During the five years of production, some 100 three- and four-wheeled vehicles had been built.

As F.K. Brown noted in the *Journal* #108, Prof. Bernardi was responsible for a number of technical innovations. The catalogue of the Turin Automobile Museum (Museo Dell'Automobile Carlo Biscaretti di Ruffia) states that the 3½ HP car was powered by an engine with a single horizontal cylinder, 85mm x 110mm, displacing 624cc and developing 2.5 hp at 800 rpm. The cylinder head was detachable with mechanically operated valves with a centrifugal regulator on the intake valve. It had a constant level carburetor with a float and helicoidal atomizer, air and fuel filters, platinum sponge ignition, automatic lubrication, water cooled block with the water circulated by blowing in exhaust gases, a honeycomb radiator, an exhaust and muffler system, weather-tight casings around the valves and moving parts, a conical clutch spiral wound with a metal cable, "correct steering," and ball bearings in the three-speed-plus-reverse gearbox, in the transmission and on the wheels. The actual prototype of the first Bernardi car, which Bernardi himself drove for a number of years, still exists and is kept by the Auto Club of Verona. The example on display at the Biscaretti Museum is a "production" model built in 1896.

As part of the centenary of Bernardi's self-propelled trike, the members of Verona's local vintage car club, the Veteran Car Club Enrico Bernardi, constructed a full-size replica of the toy three-wheeler. Young Lauro Bernardi grew up to become an engineer and before his death in 1935 he was able to provide historian Carlo Biscaretti di Ruffia with precise technical details. From Biscaretti's subsequent drawings, which were stored in the museum, the VCC Enrico Bernardi were able to create an exact copy of the first "automobile." Other "centennial" events in 1984 included displays in galleries and museums in Milan and Verona and a four-day rally of pre-1918 cars. A commemorative plaque was unveiled on the newly restored villa in Quinzano where Prof. Bernardi lived and worked. **Richard Diver, 28 Oakwood Ave., N #4, Mississauga, Ont. L5G 3L7.**

CHAPTER DOINGS

Tons of auto books, periodicals, toy and model cars, owners and service manuals, old photos, color posters, paintings and a wide variety of small collectibles in Automotive Motif could be found at the Southern California Chapter's annual Fair in Pasadena, CA.

(Photo by Bobbie'dine Rodda, Glendale, CA)



Neatly arranged vendor stalls were in abundance at the Southern California Chapter's annual Literature Fair in Pasadena, "Spring '88".

(Photo by Bobbie'dine Rodda, Glendale, CA)

SOUTHERN CALIFORNIA CHAPTER LITERATURE FAIR OF 1988

The 6th annual SAH Southern California Chapter-sponsored Automotive Literature Fair and Exchange held on the grounds of Pasadena City College in June was a great day for enthusiasts, collectors and social visitors alike.

Shifting the event from its usual fall period to spring in order to better retain the excellent site for future Fairs, seemed to have little adverse effect upon the turn-out. Sixty-four vendors spread tons of neatly organized material spanning eight decades of automotive history and trade was brisk throughout the day.

A number of beautifully restored old cars were on hand to enhance the mood. The weather was perfect and the day seemed to pass all too quickly.

Bill Lewis, Reservations Chairman



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

Winton Literature for Trade – for *Ford Times* 1908-1917 and/or *Ford News* 1920-1942.

MAGAZINES:

The Auto Era – very good condition (staples rusty).
 1911: April, June, July, Aug., Sept., Oct., Nov., Dec.
 1912: Jan., Feb., March, April, May, July, Aug., Sept., Oct., Nov., Dec.
 1913: Feb., March, April, June, July, Oct., Nov., Dec.
 1914: Jan., March (2)
 1917: April

PAMPHLET:

Manufactured vs. Assembled Motor Cars, 15 pages
 A paper read before The Agate Club of Chicago Monday, November 3, 1913 by C. W. Means, advertising manager, Winton Motor Car Company.

PACKET:

Book of suggestions presented to the owner of the 1911 Winton Six. 33 papers and booklets. Packet cover dog-chewed in corner, interior material fine.

Bob Leñz, 2406 Easy Street, San Leandro, CA 94578.
 (415) 278-1934.



LE TOUR DE FRANCE AUTOMOBILE 1899-1986 (50 Éditions) by Maurice Louche, 9¼" x 11", hardbound, 450 pp., approx. 1000 illustrations (over 100 in color), maps and tables. French language, published by Maurice Louche, Campagne Cambronne, 13980 Alleins, France, 1987, 450 Francs (approx. \$75.00), ISBN 2-95-9500738-1-6.

Having, in 1984, produced the exceptional and definitive book on the 75 years of hillclimb events at Mont Ventoux*, Maurice Louche must have immediately plunged to work on another monumental project the results of which are equally impressive, if not more so.

As its title indicates, *Le Tour de France Automobile, 1899-1986* chronicles the long series of automotive competition events which may be grouped under the inclusive title "Tour de France." The first Tour was organized in 1899 by the newspaper *Le Matin* under the sponsorship of the Automobile Club of France. It consisted of a roughly circular course totaling about 1350 miles through the French countryside, beginning and ending in Paris. Louche devotes 10 pages to this important early event, including superb reproductions of period photographs.

The following Tours are subdivided first with the series 'La Grand Promenade' 1906-1914, then its post-WWI

continuation, 1922-1937. After WWII the organization of the Tour de France was taken up by the Automobile Club of Nice in collaboration with the sporting paper *l'Equipe* and a series of events we most commonly recognize as the 'Tour de France Automobile' was run from 1951 through 1964. Finally, after languishing a few years, the Tour was revived again in 1969 under the aegis of the Fédération Française de Sport Automobile and the Automobile Club of Nice. Thus, with these five parts, Louche has covered a series of related events which slice through the entire history of competition for sport/touring automobiles, from the very earliest days to the present.

Each of the 50 events is described in detail with both text and photos. Furthermore, the book contains over 40 pages of tabulated results of the events covered, a complete index of the photographs of the various marques participating with an index of the sources for all photos. This appended material will allow the reader, for instance, to locate the more than 100 photos of Ferrari automobiles (one model of which took its name from this event) or the even greater number of pictures of Porsche automobiles which have participated.

As with Louche's previous book on Mont Ventoux, *LE TOUR DE FRANCE AUTOMOBILE 1899-1986* is a top-quality production and, while it may seem a bit costly, there will be no reason to buy another book on the subject.

Frederick A. Usher

* MONT VENTOUX, 75 ans de sports mécaniques, 1902-1976 (publ. 1984)



THE BUS WORLD ENCYCLOPEDIA OF BUSES, by Ed Stauss. 186 pages. 381 B&W illustrations. Softbound, 8½" x 5½". ISBN 0-9619830-0-0. Stauss Publications. Available from Motorbooks International, P.O. Box 2, Osceola, WI 54020 (1-800-826-6600).

One thing in which automotive history lacks is a sufficient supply of material on non-automotive subjects such as professional vehicles and public transportation (much more popular abroad than stateside). These categories include such things as off-road vehicles, ambulances, hearses, fire apparatus and, in particular, buses, one of the most important aspects of our everyday life.

THE BUS WORLD ENCYCLOPEDIA OF BUSES nicely fills the void surrounding contemporary examples of the vehicles used on the streets of the United States and Canada and produced in both countries, as well as those built abroad and imported for use here and ranging from jitneys to the huge double-unit articulated types in many cities today. It also includes electrically powered trolley-buses, which have gained considerable popularity over the last few decades since the railed trolley fell into disfavor and was gradually abandoned, an action we have lived to regret in the current fuel shortage.

The pictures are good and the text explains anything you'd want to know, with production figures listed in most cases. One can learn much of interest in this work and I learned to my surprise that the articulated buses running in my own community are built in Hungary.

There are also examples of earlier models still operative in various communities to give the reader an idea of what can happen when well-made vehicles are bought in any sort of number and then maintained with care.

This is an excellent survey at a very good price and I recommend it.

Keith Marvin

LAND-ROVER 1948-1988: (A COLLECTOR'S GUIDE), by James L. Taylor. 144 pages. 161 B&W illustrations. Hard covers, 7½" x 9½". ISBN 0-947981-15-X. Motor Racing Publications, Ltd., Croydon, England, and available in the US from Motorbooks International, P.O. Box 2, Osceola, Wis., 54020 (1-800-826-6600). \$29.95.

The average automotive enthusiast or historian has, I think, a pretty good idea of what the Jeep was, is, and its place in the pattern of the automotive world from its conception by American Bantam into its Ford (for awhile) and Willys-Overland periods, to Kaiser-Frazer, American Motors and, finally (or at least up to now) Chrysler. Confusing? You bet, but we know about it.

What, then, do we know about its English counterpart, the Land-Rover, which, just now, is taking a rather prominent place in that same off-road vehicle list which was Jeep's almost exclusive province not too long ago? Answer – very little.

Land-Rover began four decades ago as a sort of stopgap, following World War II when the British automotive industry was having difficulty re-entrenching itself into a passenger car market, dormant since 1939. Some of the pre-War cars didn't make it back into production at all and/or some which did or were new including Allard, Bristol and Lea-Francis, ultimately paid the price of being too small to make it in the marketplace.

And Rover might have been another except for the Land-Rover which kept the factory going and the employees working while top brass designed and worked out details for a brand new passenger-car.

But it was not to be only a stopgap and today is a shining example of what continued interest, design and yes – demand – has done for the Land-Rover.

Mr. Taylor has written other books on various aspects of the Rover's workhorse before this, but here he takes a pretty straight course on the basic history and line of the bread-and-butter product, deviating now and then where and when he feels it necessary to point out the "might-have-beens," off-the-beaten-track specials, and two ultimately abortive attempts to produce Land-Rovers in Germany and Belgium (the latter carrying the Minerva insigne), plus the highly-successful Santana in Spain, which, Land-Rover it may be, is built in Iberia from the ground up with the blessing if nothing more than its British parent, and with a whopping export market as well.

If you want to get a better grasp on the history of the Land-Rover, this is the ideal place to start.

Keith Marvin



ROLLS-ROYCE: THE CLASSIC ELEGANCE, by Lawrence Dalton. 328 pp. More than 500 B&W illus., Hardbound, 8½" x 9¼". ISBN 0-901564-28-1. Dalton Watson Plc., London, and available in the US from Motorbooks International, P.O. Box 2, Osceola, WI 54020 (1-800-826-6600). \$79.95.

In 1967, Lawrence Dalton published a book, *Those Elegant Rolls-Royce*, an illustrated history of custom coachwork on Rolls-Royce chassis from the earliest days through 1939, representing the combined talent and imagination of some 55 specialists in this field in Great Britain, the Continent and the United States. This was followed up in 1971 by a companion volume, *The Elegance Continues*, in which he followed with coachwork dressing the later chassis;

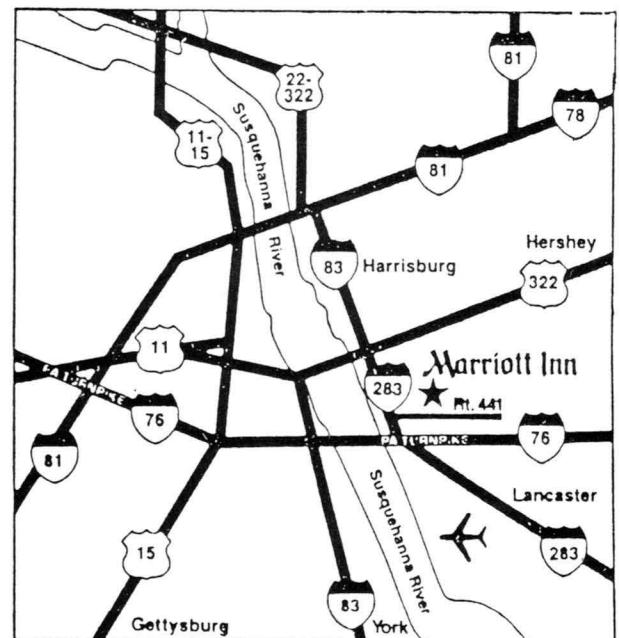
e.g. Silver Wraith, Silver Dawn, Phantoms IV, V and VI, Silver Clouds I, II and III, Silver Shadow and Corniche. By then, nearly all of the custom shops had closed their doors and such work was being relegated to H.J. Mulliner, Park Ward, which had been absorbed by Rolls-Royce itself. Also, with the advent of the Silver Dawn and Silver Cloud, the lion's share of such cars were being equipped with something new – factory coachwork, although this never came to the Silver Wraith for which we may be thankful.

In this third volume, Dr. Dalton has advanced his talents in bringing the custom-built cars up to the present time and since Silver Wraith only appeared in chassis form, the greater portion of the book is dedicated to that beautiful car, production of which was concluded in 1959. All told, something over 1,900 Silver Wraiths, considered by many to be the most beautiful of all Rolls-Royces, were completed and more than 300 excellent photographs give the reader a pretty good idea of what was accomplished with this model alone, although the others aforementioned, when not clothed in factory garb, are also shown, as are those which came after 1971 such as the Silver Wraith II, Silver Shadow II, Camargue, Silver Spirit and Silver Spur.

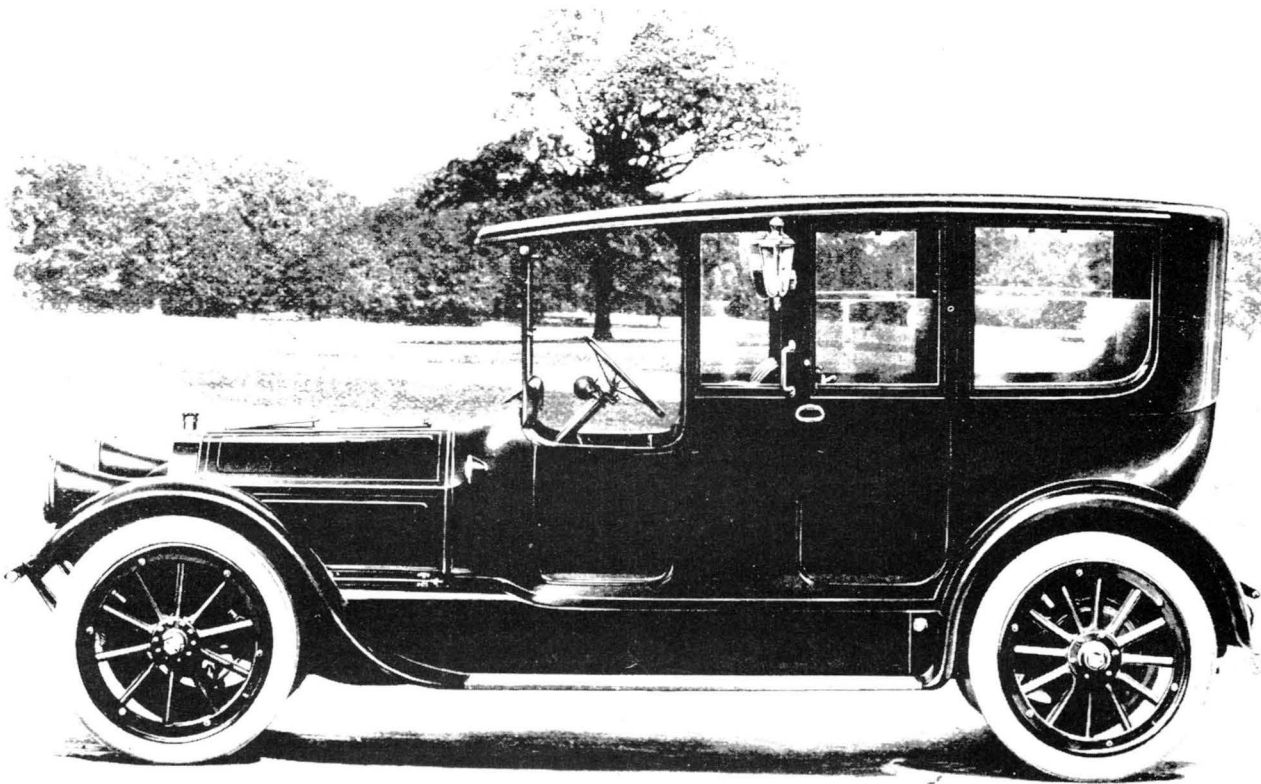
One of the biggest pluses in this is ample coverage regarding those custom built cars as to numerous details including the original owners who ranged the gamut from Her Majesty the Queen to lesser royalty, nobility, other heads of state, the affluent and prominent and a goodly smattering from various Eastern potentates such as Indian princes and the sultans of Malaya, plus cars sold to corporations instead of individuals, a move which made it possible after a while for top corporation officials to obtain their own personal Rolls-Royces as those cars were replaced by new ones.

The Rolls-Royce has now exceeded the 100,000 figure in cars produced over the last 83+ years. They are still magnificent beasts in their own right and stand for quality and performance. Other cars have enviable past histories and reputations as well but it is doubtful that any make has been as closely recorded and their details on individual chassis maintained over the years as closely as the cars from Derby, Springfield and Crewe.

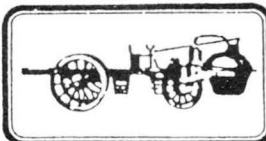
Keith Marvin



THE ANNUAL MEETING AND BANQUET



THE EPITOME OF LUXURIOUS MOTORING IN 1915: THE PIERCE-ARROW MODEL 38-C4 BROUGHAM.
Factory photo from R. B. Brigham Collection.



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